



## URBAN DESIGN PLAN

The purpose of the Urban Design Plan is to define a visual framework for public and private improvement as Kyle grows. It also provides a basis for discussing and assessing the design quality of vehicular corridors, pedestrian corridors, and proposed developments within the various land use districts of Kyle. Guided by the goal statements of this section, both public and private actions will contribute to an enhanced overall form, scale, and visual character that will define Kyle's identity within the region and preserve its unique qualities of place.

## USE OF THE URBAN DESIGN PLAN

The Urban Design Plan will be used as a guide in the review of project proposals and submitted site plans (related to those proposals) within various land use districts of Kyle. The Plan complements land use and zoning regulation by providing a more specific depiction of desired community, project, and building attributes within the three urban design conditions (urban condition, transitional condition, and rural condition, as defined in the Urban Design Plan). Also, the corridors portion of the Urban Design Plan is intended to guide the review of project proposals and site plans related to proposals within the Corridor Condition of any Land Use District, as described in the Land Use Plan. Where the recommendations of this Plan element are in conflict with specific standards of other ordinances or codes, those ordinances or codes shall apply. However, prevailing conflicts suggest that such ordinances or codes may merit review as to their compatibility with the goals and objectives of the citizens of Kyle.

The Community Goals that apply to the Urban Design Plan are as follows:

- Goal 23. Encourage trail system connections to the Downtown and other commercial centers.
- Goal 27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
- Goal 29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
- Goal 49. Incorporate hike and bike trails into plans for new developments.
- Goal 50. Incorporate elements of rural heritage into new developments.
- Goal 51. Improve crosswalks to make them recognizable for vehicles and pedestrians.
- Goal 58. Preserve the uses and character of Downtown Kyle.
- Goal 66. Promote creative residential development design that supports neighborhood identity and social interaction.
- Goal 72. Provide linkages between Downtown and new commercial centers.
- Goal 83. Utilize sidewalks to connect residential areas to commercial areas and other destinations.
- Goal 85. Utilize trails to connect neighborhoods to natural areas.

## ORGANIZATION OF THE URBAN DESIGN PLAN

The Urban Design Plan addresses three main typologies: vehicular corridors, pedestrian corridors (including sidewalks, trails, and bicycles), and developments. Each typology will be defined and described based on the condition within which it is found. There are three urban design conditions, the urban condition, the transitional condition, and the rural condition, as illustrated in Figure 1. These conditions enable the Urban Design Plan to be tailored to specific areas within Kyle and to enhance the quality of life and experience for residents and visitors.

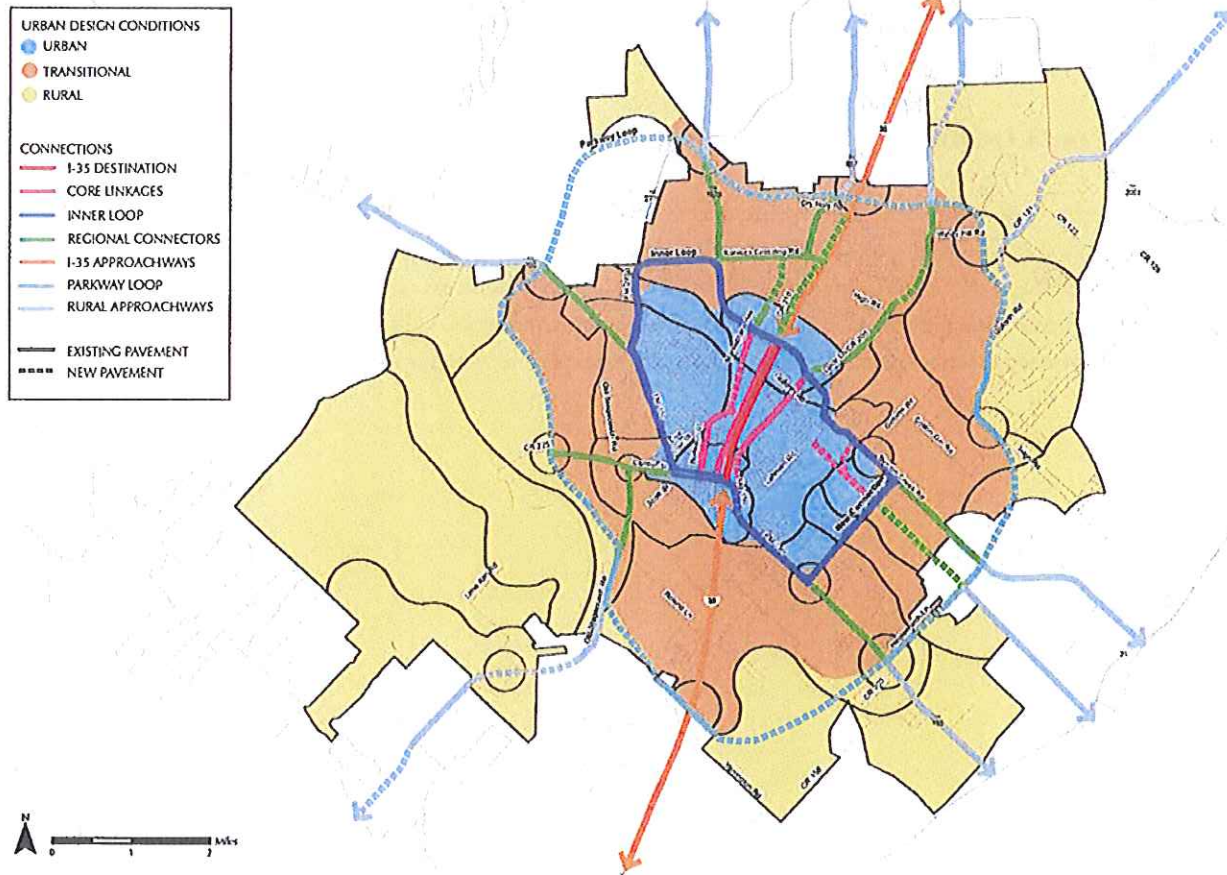


Figure 1: Urban Design Plan

## VEHICULAR CORRIDORS

Much of one's image of a City is created by the visual impressions gathered from the street experience. Therefore, Vehicular Corridors are an essential urban design consideration. The cognitive language of place is understood through the street experience. This language includes recognition of landmarks, themes, edges, nodes, districts, portals, sequences, and transitions. Through the recognition of these attributes, one identifies place, community, and neighborhood and resolves one's individual need for orientation. Also, the street experience sets an appropriate context for the built expression of land use (where commercial development is generally associated with more heavily traveled streets and residential development is associated with more local, less traveled streets). Street design and visual enhancement that becomes the language of place is communicated and is the substance of this portion of the Urban Design Plan Element. The following text describes the various Vehicular Corridors of the Urban Design Plan, looking at the location of each, its function, and its visual qualities, both public and private.

## URBAN VEHICULAR CORRIDORS

The Urban Condition is generally contained within the core area of Kyle or that portion of the City lying within the Inner Loop. It is the center of the hub and spoke system envisioned for Kyle, and therefore it defines the area of arrival (as one moves from edge to center). Therefore, it is important that all Vehicular Corridor elements communicate that sense of arrival. To do so requires that the hierarchical differentiations within the roadway system serving to bring one to the place of arrival now give way to a more uniform street whose primary function is to move people and vehicles within the central area.

## Urban Component 1: Core Linkages

Core linkages are the primary connecting streets of Kyle's core area and include such streets as Center Street, Goforth, Old Highway 81, FM 1626/CR 130, and Burleson Street. Other streets in the core area generally rely upon these higher capacity streets to handle larger traffic volumes. These Core Linkages also serve to accommodate high volumes of traffic that flow through the core area due to its central location within the overall City movement system.

*Location:* Generally located within Kyle's core area, which is defined by the circumscribing Inner Loop, and more specifically located within the Super Regional Node, the Core Area Transition, and the Old Town Land Use Districts.

*Primary Function:* The limited number of I-35 crossings force traffic to flow to the few key intersections that permit traffic to travel over the Interstate. Core area traffic comingles with off-ramp/on-ramp traffic and puts heavy traffic volumes on certain streets that make connection with the Inner Loop and other roadways traveling beyond the core area. Therefore, certain streets of the core area need to be able to accommodate the higher traffic volumes caused by the above described conditions. Called Core Linkages, these key streets connect the Land Use Districts of the core area and provide places with greater appeal to retail development.

*Enhancements:* Traffic flowing to the core area will ultimately flow to the Core Linkages. Therefore the streetscape of the Core Linkages must:

- Define arrival by being the conclusion of a sequential streetscape vision that starts with the rural approachways.
- Define the thematic street identity of Kyle's central business area with a uniform streetscape canopy tree (planted in sidewalk tree wells with tree grates), consistent use of a thematic street light standard (equipped with banner arms), information kiosks placed at the sidewalk edge (at least one per 1,000 feet of street length), thematic traffic signal poles and arms (that have a visual relationship to the street light standard), pedestrian lights that have a visual relationship to the street light standard (where there is a continuous street wall of commercial development), trash receptacles at enhanced corners, thematic bus/trolley shelters, bollards that visually relate to the street light standard (located where needed for pedestrian protection), enhanced

pavement defining crosswalks, enhanced pavement for sidewalks, thematic street signs, and thematic sign standards for traffic management and traffic regulatory signs.

*Private Realm Interface:* Building development fronting the Core Linkages is key to completing the streetscape identity framed by public improvement within the right of way. Therefore, development interfacing with the Core Linkages should:

- Maintain continuity in the general use of materials within any block.
- Maintain continuity in the use of building mounted premise signs (the use of mast signs over the sidewalk space are preferred).
- Make every effort to expand the sidewalk pedestrian space with outdoor restaurants or other gathering space for sales or display.
- Promote vertical mixed land uses where possible, with retail dominating the first floor.
- Maintain a build-to line (and street wall) that is located at the edge of the sidewalk space and place parking behind buildings.

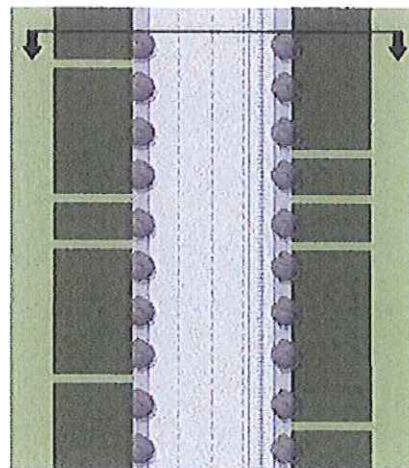


Figure 2: Core Linkages Plan and Section

### Urban Component 2: Interstate 35 Destination

The Interstate 35 Destination is that portion of I-35 lying between the FM 1626 overpass and the Center Street overpass. This portion of I-35 is identified as a unique section in order to transform the freeway experience from one of passing through to one of arrival. Therefore the Destination section of I-35 has an appearance that is dramatically different than those portions north of FM 1626 or south of Center Street.

*Location:* Generally located between two of Kyle's four landmark bridges (at the FM 1626 overpass and the Center Street overpass). This section of I-35 is clearly defined with a bridge portal at both ends and high embankments along its length.

*Primary Function:* To transform the normal pass-through experience of the Interstate to an arrival experience and make sections of I-35 north of FM 1626 and south of Center Street function as approachways.

*Enhancements:* In order for the Destination section of I-35 to visually communicate a sense of arrival, it must be visually different than portions of the Interstate north of FM 1626 or south of Center Street. Therefore, key enhancements of the Destination section include:

- Terraced embankment of the side slopes with architectural retention structures.
- Planting of colorful ornamental grasses on certain terraces.
- Planting of ornamental flowers on other terraces.
- Higher level of corridor lighting within the Destination section that will make a powerful night time image.

*Private Realm Interface:* The I-35 service roads and Old Highway 81 prevent building development from directly fronting the Interstate edge. However, where development fronts the service road and/or Old Highway 81, it should relate to such roadways just as development relates to the Core Linkages (described above).

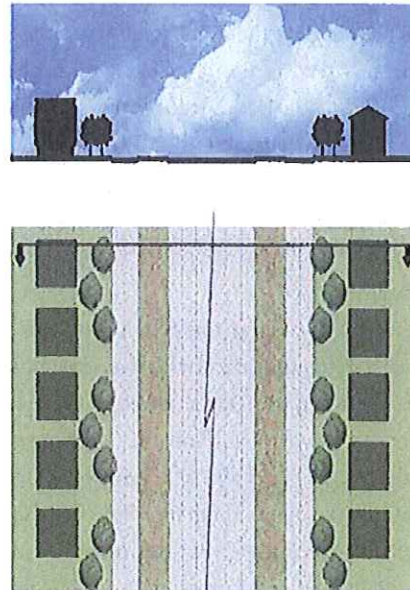


Figure 3: Interstate 35 Destination Plan and Section

### Urban Component 3: Inner Loop (at Urban Threshold)

The Inner Loop (as presented in the Transportation Plan Update) marks the edge of the Kyle core area (Urban Condition). As the Inner Loop defines this boundary, streetscapes flowing into the core area from outer sections of Kyle attain a more urbanized streetscape as defined in the Core Linkage section (above).

*Location:* The Inner Loop is generally defined by Center Street to a connection with FM 150 (west of downtown), then north along FM 150 to a connection with FM 2770, then north along FM 2770 to a connection with Kohler's Crossing, then east along Kohler's Crossing to a connection with FM 1626, then across I-35 to Kyle Parkway, then making connection with CR 130/Bunton Creek Road to a new roadway section extending south and connecting with FM 150 (east of downtown), then extending west to make a connection back to Center Street.

*Primary Function:* The Inner Loop is an essential element of the hub and spoke system recommended for Kyle in 2040. In this system, looping roadways (hub) tie radiating arterials (spokes) together, allowing cross traffic movement between these radial arterials. Within the system, traffic can easily flow to the Loop and find the radial roadway that serves the desired destination.

*Enhancements:* There are two Loops recommended within the Kyle Transportation Plan Update (the Inner Loop and the Parkway Loop). These roads have a specific operational function and a specific visual demarcation function. Therefore, it is important that the Inner Loop have a distinct visual appearance that bears some visual continuity with the Parkway Loop (without being repetitious) and a clear visual differentiation from the Transitional Local Linkages and Rural Approachways. Key enhancements of the Inner Loop include:

- A thematic canopy tree with a horizontal growth habit.
- Generous use of flowering ornamental trees at intersections.
- A thematic median street light standard with a double light mast and equipped with banner arms.
- A uniform and generous median in all areas, except Center Street.

*Private Realm Interface:* The Inner Loop is a major arterial meant primarily to be distinguished by its landscape and meant to give importance to the local and regional nodes that occur along its alignment. Therefore, development between nodal areas should:

- Provide larger setbacks and/or deep landscape areas at the edge of parking, with the thematic tree of the Inner Loop planted at regular interval parallel to the right of way.
- Utilize controlled signage that maintains uniform standards.
- Eliminate opaque development/residential walls or fences that do not have clusters of dense landscaping to break the continuity of such walls. The use of screens/walls composed entirely of landscape is preferable.
- Maintain a uniform standard for way finding signage as well as traffic regulation/management signs.

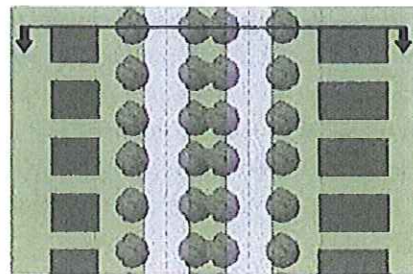
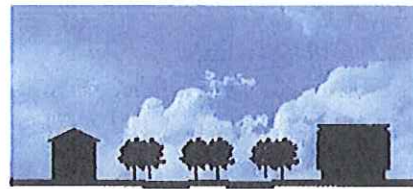


Figure 4: Inner Loop Plan and Section

## TRANSITIONAL VEHICULAR CORRIDORS

The Transitional Condition is generally contained within the area of Kyle lying between the Inner Loop and the Parkway Loop. The area is called transitional because it is the mid-step in a visual sequence from rural (outer zone) to urban (inner zone). Everything within the Transitional Condition speaks to leaving or arriving at Kyle. To accomplish a transitional function, the visual character of this area must contain elements of both rural and urban conditions.

### Transitional Component 1: Local Linkages

Local Linkages are generally collector streets that gather residential traffic and bring it to the Regional Connectors or Loop Roads via the Regional Connectors. They are a key element of the street hierarchy that completes operation of the hub and spoke system.

*Location:* Intersecting with the Regional Connectors and extending into primarily residential areas of the Mid-Town, New Town, Heritage, New Settlement, and Sensitive/Sustainable Development Land Use Districts.

*Primary Function:* Local Linkages serve as collectors supporting the hub and spoke system established by the Loop Roads and Regional Connectors. Local Linkages will also serve as corners for schools, parks, and other community focal points where greater traffic capacity is needed.

*Enhancements:* Local Linkages are the more ubiquitous elements of Kyle's street fabric (interfacing with mostly residential land uses) and therefore should be visually supported by a general level of enhancement that includes:

- Street canopy selected from a narrow range of options planted at a rate of one tree per set lineal foot of lot frontage.

*Private Realm Interface:* Private development of the Local Linkage frontage needs to indicate a general level of residential stability and appropriately integrated non-residential land uses. Therefore, key qualities of frontage along Local Linkages includes:

- A high level of yard maintenance and landscaping.
- A higher level of repair for fences and screens, and the use of materials for fences and screens that are consistent with the general residential character (e.g. wood with a finished exterior).
- Limits on the amount of driveway storage.
- Encouraging the use of porches, canopies, and other such architectural devices that interface with the street space.
- Houses and structures will generally maintain an orthogonal relationship to the Local Linkage right of way.

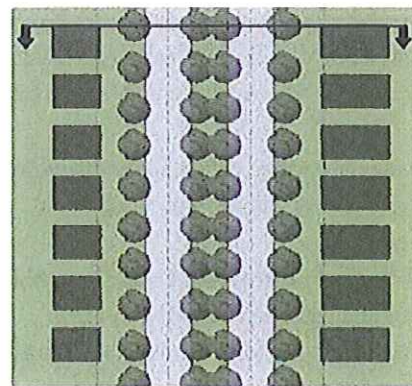


Figure 5: Local Linkages Plan and Section



### Transitional Component 2: Regional Connectors

Regional Connectors are the primary connecting streets that connect the Rural Approachways to Kyle's core area. They include such streets as FM 150 (east and west of the Inner Loop), FM 1626 (north of the Inner Loop), Bunton Creek Road, Dry Hole Road/CR 210, CR 205, and Cypress Road (see the Transportation Plan Update). Other streets generally rely upon these higher capacity streets to handle larger traffic volumes and accommodate high volumes of traffic that flow through the transitional area due to its location adjacent to the core. Much of the transitional area will develop on a project basis with less inter-project connection than in the core area. Therefore, the traffic of residential communities will flow to these Regional Connectors as traffic makes its way to the core or destinations in neighboring cities.

*Location:* Regional Connectors are those sections of radiating streets (listed above) that start at the Inner Loop and travel outward to the Rural Condition and to regional destinations beyond Kyle's ETJ.

*Primary Function:* Regional Connectors primarily collect traffic from the Parkway Loop and the Inner Loop and allow that traffic to:

- Travel to a destination within the transitional area.
- Connect one Loop to the other.
- Allow internally generated traffic to access the regional system and/or the Loop elements of the roadway system.
- Visually reinforce the streetscape sequence from rural to urban.
- Cognitively communicate a sense of arriving at the core.

*Enhancements:* The Regional Connectors are part of a continuing but changing streetscape that extends the Rural Approachways, while also transitioning to a more urban character (but not completely urban). Key enhancements of the Regional Connectors include:

- Moderately uniform/slightly random placement within medians of a thematic street tree that has a more columnar growth habit and is native to the Kyle region.
- A thematic right of way edge street light standard (with single head), equipped with banner arms.
- The use of thematic way finding signage.
- A thematic standard for traffic management and regulation signage.

- Decorative paving/scoring of median turn lanes.
- Decorative paving/scoring of crosswalks at signaled intersections.
- A uniform standard median.
- Sidewalks that are parallel to the roadway but may begin to meander as the Regional Connector approaches the Rural Condition.

*Private Realm Interface:* Private development of the Regional Connector frontage needs to indicate an increasing urbanism that is fully expressed in the Urban Condition. Therefore, key aspects of Private/Regional Connector interface include:

- Landscaped interface between parking and the street right of way.
- Tree planting parallel to the roadway with a canopy tree (of the same type as the median tree), planted at regular intervals.
- Screening of all walls and fences with landscape materials that break up the horizontal continuity of the wall or fence and cover at least 65% of its length.
- Building placement will maintain a generally orthogonal relationship to the Corridor right of way (with greater yard space than in the Urban Condition).

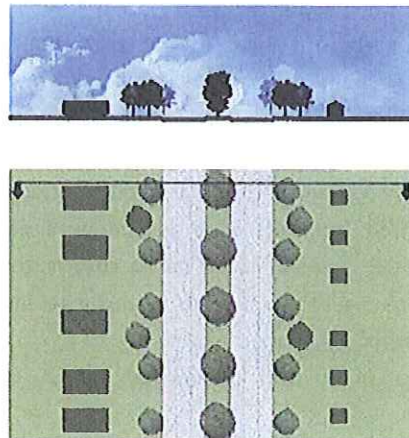


Figure 6: Regional Connectors Plan and Section

### **Transitional Component 3: Interstate 35 Approachways**

The Interstate 35 Approachway is that portion of I-35 lying north of the FM 1626 overpass and south of the Center Street overpass. These portions of I-35 are identified as unique sections in order to establish a clear visual change from the more ubiquitous freeway landscapes of Buda and San Marcos. This will establish recognition of arrival at the Destination portion of the Interstate corridor for the traveler. Therefore, the Approachway sections of I-35 must have an appearance that is dramatically different than those portions of I-35 flowing through Buda and San Marcos and that portion of I-35 between the FM 1626 Landmark Bridge and the Center Street Landmark Bridge.

*Location:* The I-35 Approachways are generally located north of the FM 1626 overpass and south the Center Street overpass. This section of Interstate is mostly at-grade with the frontage roads and presents a broader ground plane than the portion of I-35 between the landmark bridges.

*Primary Function:* To visually and cognitively establish a separation from the ordinary Interstate landscape (as seen in Buda and San Marcos) and create a sense of approach to the Destination portion of the Interstate corridor (between the landmark bridges).

*Enhancements:* In order for a clear separation from the ordinary Interstate landscapes of Buda and San Marcos to be realized, the Approachway section of I-35 must present a more pastoral image. Therefore, key enhancements of the Approachway sections of the I-35 corridor include:

- A forested Interstate edge created by a program of denser tree planting using native species and the use of understory plant materials to create an image of an undisturbed landscape.
- Planting of colorful ornamental grasses on certain terraces.

*Private Realm Interface:* Service roads prevent building development from directly fronting the Interstate edge. However, where development fronts the service road, it should relate to such roadways in a more typical pattern (e.g. parking located between the building and the roadway). Provisions should be made in the site design for a landscape edge of parking areas that brings a portion of the native planting (within the corridor right of way) into the private realm.

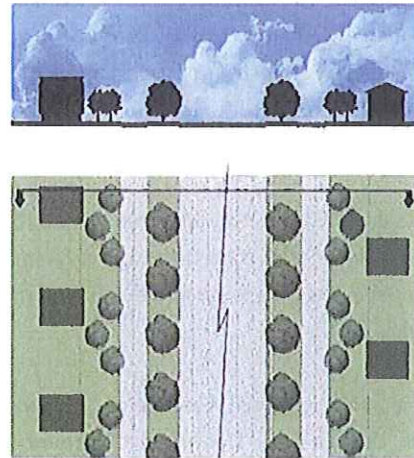


Figure 7: I-35 Approachways Plan and Section

#### Transitional Component 4: Parkway Loop (at the Transitional Threshold)

The Parkway Loop (as presented in the Transportation Plan Update) marks the edge of the Kyle's more rural/natural and lower density zones (the Rural Condition). As the Parkway Loop defines this boundary, streetscapes flowing into the Transitional Condition from outer sections of Kyle attain a more urbanized streetscape as defined in the Regional Corridors section (above).

*Location:* The Parkway Loop is totally located within presently undeveloped portions of Kyle, close to the edge of present corporate limits (but mostly within the ETJ). A general location for this Parkway Loop is shown in Figure 1.

*Primary Function:* The Parkway Loop is an essential element of the hub and spoke system recommended for Kyle at build-out. In this system, looping roadways (hub) tie radiating arterials (spokes) together, allowing cross traffic movement between these radial arterials. Within the system, traffic can easily flow to the Loop and find the radial roadway that serves the desired destination. Also, traffic can move from Loop to Loop on a path of desired travel (and in so doing avoid locations of expected congestion).

*Enhancements:* There are two Loops recommended within the Kyle Transportation Plan Update (the Inner Loop and the Parkway Loop). These roads have a specific operational function and a specific visual demarcation function. Therefore, it is important that the Parkway Loop have a distinct visual appearance that bears some visual continuity with the Inner Loop (without being repetitious) and a clear visual differentiation from the Transitional Regional Corridors and Rural Approachways. Key enhancements of the Parkway Loop include:

- A thematic canopy tree with a horizontal growth habit planted in naturalistic drifts instead of organized rows.
- Generous use of flowering ornamental trees at intersections.
- Generous use of native, ornamental grasses.
- A variable width median and slightly meandering horizontal roadway alignment.
- A thematic median street light standard with a double light mast.

- A place provided at the intersections of the Parkway Loop and Approachways for monumentation that provides a portal entry for Kyle.

*Private Realm Interface:* The Parkway Loop is a major arterial meant primarily to be distinguished by its landscape and meant to give importance to the local and regional nodes that occur along its alignment. Therefore, development between nodal areas should:

- Provide larger setbacks and/or deep landscape areas at the edge of parking, with the thematic tree of the Parkway Loop planted in naturalistic drifts..
- Buildings should be sited so that they do not have an orthogonal relationship to the right of way.
- Utilize controlled signage that maintains uniform standards.
- Eliminate opaque development/residential walls or fences that do not have clusters of dense landscaping to break the continuity of such walls. The use of screens/walls composed entirely of landscape is preferable.
- Maintain a uniform standard for way finding signage as well as traffic regulation/management signs.

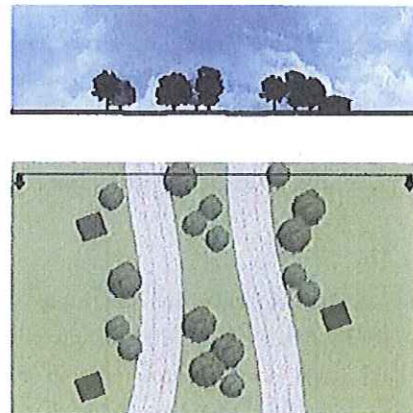


Figure 8: Parkway Loop Plan and Section

## RURAL VEHICULAR CORRIDORS

The Rural Condition is generally contained within the area of Kyle lying between the Parkway Loop and the limits of Kyle's ETJ. The area is called rural because it hosts the more dramatic natural zones of the City, as well as areas of active agricultural use (which the citizens of Kyle desire to preserve). The Rural Condition is the first step in a visual sequence from rural (outer zone) to urban (inner zone). Everything within the Rural Condition speaks to arriving at a point of entry to Kyle. To accomplish an arrival/preservation function, the visual character of this area must contain thematic elements of other areas of Kyle but in a more pastoral pattern.

### Rural Component 1: Local Linkages

Local Linkages are generally collector streets that gather residential traffic and bring it to the Rural Approachways or Loop roads via the Rural Approachways. They are a key element of the street hierarchy that completes operation of the hub and spoke system.

*Location:* Rural Local Linkages intersect with the Regional Connectors and gather traffic generalized by neighborhood and community sub-sections. They can be found in primarily residential (and some non-residential) areas of the Sensitive/Sustainable Development, Riparian, Ranch, Farm, Heritage, Employment, and New Town Land Use Districts.

*Primary Function:* Local Linkages serve as collectors supporting the hub and spoke system established by the Loop roads and Rural Approachways. Local Linkages will also serve as corners for local retail, schools, parks, and other community focal points where greater traffic capacity is needed.

*Enhancements:* Local Linkages are the more ubiquitous elements of Kyle's street fabric (interfacing with mostly residential land uses) and therefore should be visually supported by a general level of enhancement that includes:

- Street edge characterized by the rich native landscape of the Rural Condition. Therefore, right of way dimensions or set back dimensions should leave sufficient native landscape intact to create the desired visual image.

*Private Realm Interface:* Private development of the Local Linkage frontage needs to indicate a general level of residential stability and appropriately integrated non-

residential land uses. Therefore, key qualities of frontage along Local Linkages includes:

- A high level of yard maintenance and landscaping.
- A higher level of repair for fences and screens, and the use of materials for fences and screens that are consistent with the general residential character (e.g. wood with a finished exterior).
- Preservation of a rural vernacular of fence types, characterized by an open ground plane and transparent edge.
- Greater setback that preserves an amount of the native landscape at the road edge.
- Limits on the amount of driveway storage.
- Houses and structures will generally establish a non-orthogonal relationship to the street right of way (as if site determinism is in response to land, rather than street, conditions).

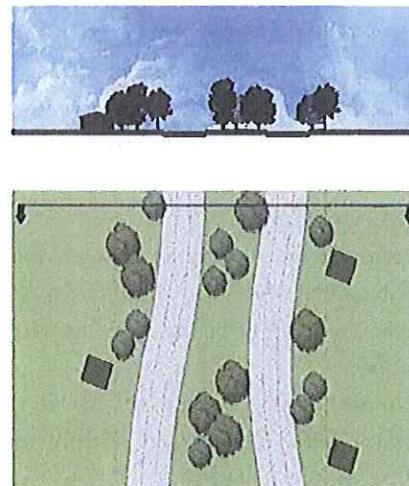


Figure 9: Local Linkages Plan and Section

## Rural Component 2: Approachways

Rural Approachways are the primary connecting streets that extend the Regional Connectors out toward the regional destinations they serve beyond Kyle. Approachways are also the start of the visual sequence that flows to Regional Connectors and ultimately to the Urban Condition. Rural Approachways include the outer-most portions (outside of the Parkway Loop) of such streets as FM 150, Bunton Creek Road, FM 1626, Windy Hill Road, CR 205, FM 967, Dacy Lane, CR 131, and Old Stagecoach Road (see Transportation Plan Update). Other streets in the Rural Condition generally rely upon these higher capacity streets to handle larger traffic volumes and accommodate high volumes of traffic that flow from the transitional area due to its location adjacent to the core. Much of the rural area will develop on a project basis with less inter-project connection than in the core area. Therefore, the traffic of residential communities will flow to the Rural Approachways as traffic makes its way to the core or destinations in neighboring cities.

*Location:* Approachways are those sections of radiating streets (listed above) that start at the Parkway Loop and travel outward through the Rural Condition to regional destinations beyond Kyle's ETJ.

*Primary Function:* Approachways primarily collect traffic from the Parkway Loop and the Inner Loop and allow that traffic to:

- Travel to a destination within the rural area.
- Connect regional traffic flow to the Loop system.
- Allow internally generated traffic to access the regional system and/or the Loop elements of the roadway system.
- Visually reinforce the streetscape sequence from rural to urban.
- Cognitively communicate a sense of entry to Kyle.

*Enhancements:* The Approachways are part of a continuing but changing streetscape that begins the Rural/Transitional/Urban sequence, while also preserving a rural character. Key enhancements of the Approachways include:

- Drifted/naturalistic/random placement within medians and along the road edge of a thematic street tree that has a more columnar growth habit and is native to the Kyle region.

- A thematic right of way edge street light standard (with single head), equipped with banner arms.
- The use of thematic way finding signage.
- A thematic standard for traffic management and regulation signage.
- The use of a rural road section with flat or roll down curbs or no curb.
- A variable and undulating median with slightly meandering travel lanes.
- A flat curb design that has a more rural appearance.
- Sidewalks have been replaced by trails.

*Private Realm Interface:* Private development of the Regional Connector frontage needs to indicate the rural character of this area that is being preserved. Therefore, key aspects of Private/Rural Approachway interface include:

- Landscaped interface between parking and the street right of way.
- Tree planting parallel to the roadway with a canopy tree (of the same type as the median tree), planted in drifted patterns.
- Screening of all walls and fences with landscape materials that break up the horizontal continuity of the wall or fence and cover at least 65% of its length.
- Building placement will not have an orthogonal relationship to the Corridor right of way (with greater yard space than in the Transitional Condition).

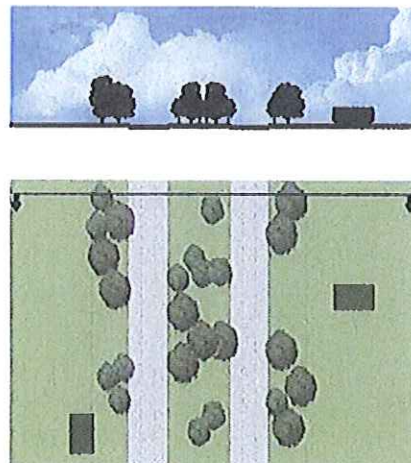
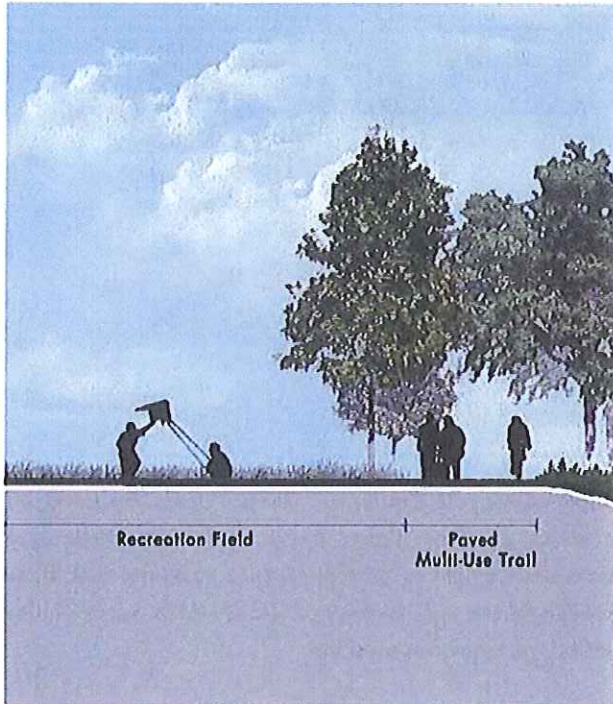


Figure 10: Approachways Plan and Section

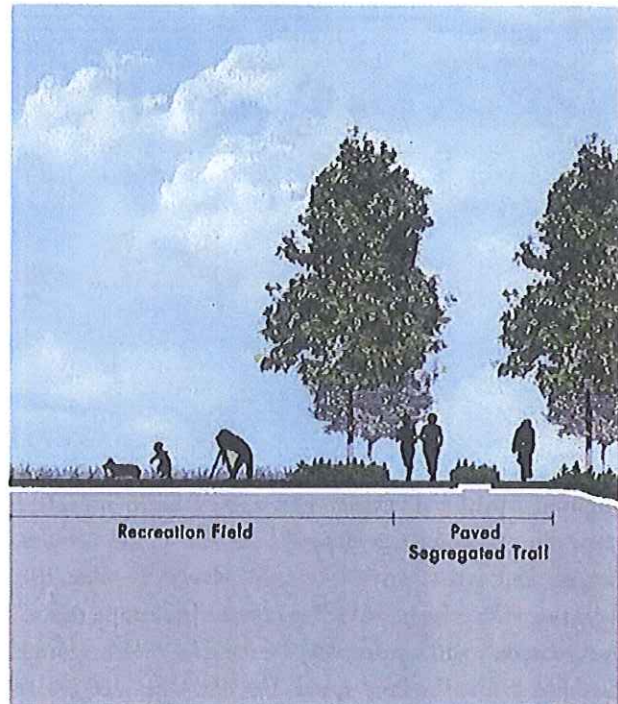


## PEDESTRIAN CONNECTIONS

Pedestrian connections are the non-vehicular connective fabric of a city. They join people to places, by linking points of origin, such as a neighborhood, with points of destination, including parks, shopping areas, and employment centers. Connectivity is a primary goal of the residents of Kyle, and in order to foster maximum non-vehicular linkages and legibility, a system of non-vehicular connections is recommended for the City. The types of connections recommended for Kyle are as follows:



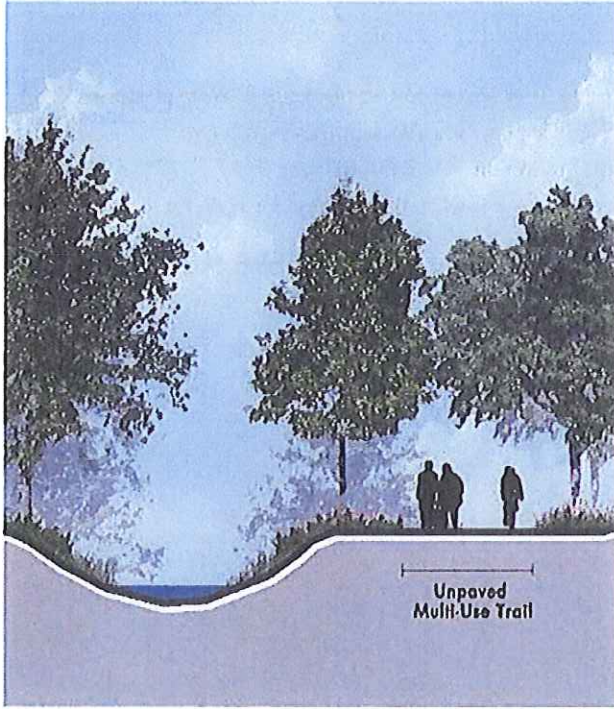
**Paved Multi-Use Trails:** a hard surfaced trail that permits pedestrians, bicycles, and in-line skaters to share the space. Shared trails of this type are appropriate in areas where the path will not have extremely high volumes of users. Painted lines and/or signage are often utilized to demark lanes for users moving at different speeds. According to the American Association of State Highway and Transportation Officials (AASHTO), paved two directional multi-use trails should be 10 feet wide with a 2 foot graded buffer on either side.



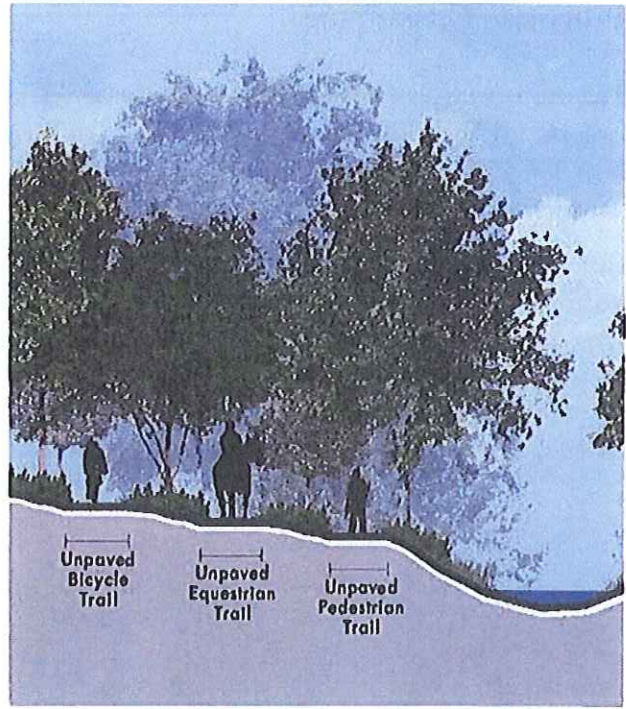
**Paved Segregated Trails:** a series of hard surfaced trails separated by a landscaped buffer, with each designated for a different user, including pedestrians, bicycles, or in-line skaters. These trails can increase comfort levels by separating different types of users in areas where there is a high volume of users and ample space for the multiple trails and buffers. There should be no more than 6 feet dedicated to a median within the trail right of way.

urban design plan





**Unpaved Multi-Use Trails:** soft surface trails, including grass, dirt, or woodchip, designed for use by pedestrians, bicycles, and equestrians. These trails should be wide, flat, not prone to flooding, and well maintained to ensure that all users can safely and comfortably use the trail. Ample signage should be utilized to keep speeds low and keep users aware of all other potential users.



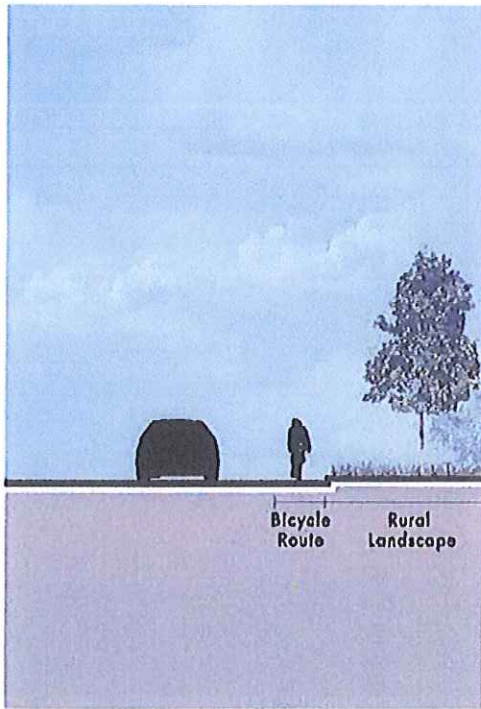
**Unpaved Bicycle Trails:** soft surface trails designed for bicyclists to allow higher speeds and more challenging terrain than would be appropriate for a multi-use trail. These trails should be well maintained and closed in wet or muddy conditions to prevent erosion.

**Unpaved Equestrian Trails:** soft surface trails designed for equestrians to have a space devoted solely to horseback riding. These trails should be well maintained and closed in wet or muddy conditions to prevent erosion.

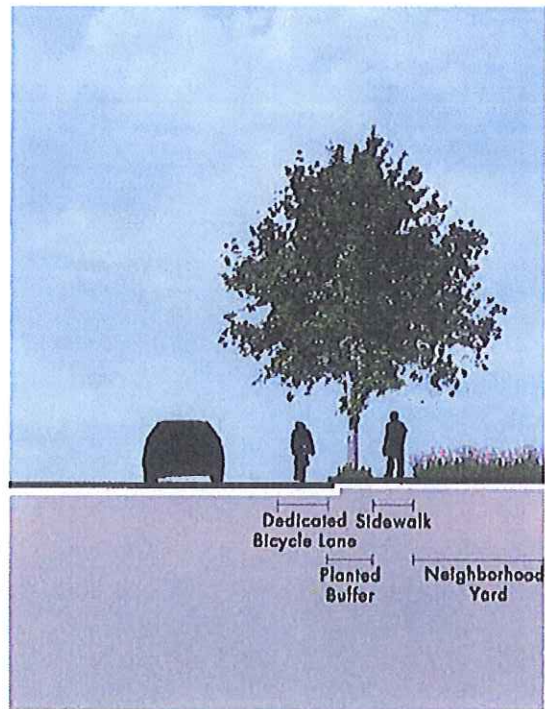
**Unpaved Pedestrian Trails:** soft surface trails designed for pedestrians to walk, hike, and enjoy nature. These trails are particularly well suited for areas requiring minimal impact, such as nature preserves and riparian corridors. Interpretive signage and rustic seating areas may be appropriate on such trails.





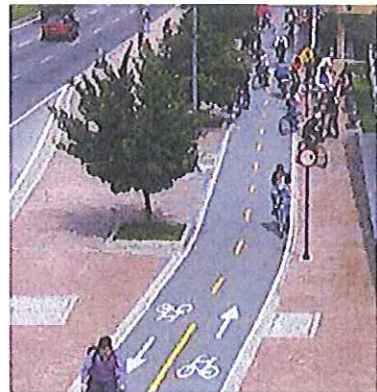


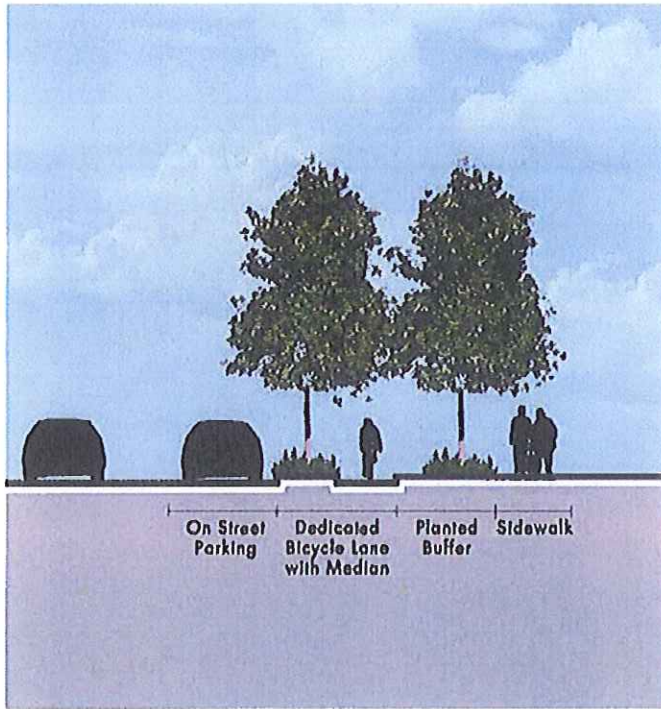
**Bicycle Routes:** the paved shoulders of roadways that display signage to indicate that the road is a bicycle route. Such designation is appropriate on rural, scenic, and lower volume traffic roadways. AASHTO recommends that the shoulder be at least 5 feet wide in low traffic areas, but it is desirable to increase the width of shoulders where higher bicycle usage is expected, if motor vehicle speeds exceed 50 mph, or if the percentage of trucks, buses, and recreational vehicles is high at the right side of the roadway.



**Dedicated Bicycle Lanes:** the portion of a paved roadway that is separated from vehicular lanes of traffic by either a painted line or a planted median. These are appropriate on high volume traffic roads with minimal on-street parking, curb cuts, or other obstacles. AASHTO suggests that the dedicated bicycle lane be no less than 5 feet wide.

urban design plan





**Sidewalks:** cement or other hard surfaced trail separated by either a curb, on-street parking lane, and/or planted median from an immediately adjacent roadway. These are primarily designed for pedestrians. AASHTO states that sidewalks along an arterial class street should be at least 7 feet wide, while sidewalks along a collector or local class street should be at least 5 feet wide.

### Locational Standards for Pedestrian Connections

The pedestrian connections described for Kyle vary in terms of intensity of use and are therefore appropriate for different functions and for use in different settings within Kyle. Some connection trails are designed to function in parks and natural settings, some function as linkage trails for commuters and travelers to a destination, and some connection trails are suited to multiple functions. Additionally, the setting through which a trail will pass can help determine the type of connection trail that should be utilized. Using the Urban, Transitional, and Rural Conditions described above, trail selection can be appropriately performed. The chart in Figure 11 displays those pedestrian connections that should be utilized in different settings and for different functions in Kyle.

	Urban Condition	Transitional Condition	Rural Condition
Linkage/ Commuter Trails	Dedicated Bicycle Lanes Sidewalks Paved Segregated Trails	Dedicated Bicycle Lanes Bicycle Routes Sidewalks Paved Segregated Trails Paved Multi-Use Trails Unpaved Multi-Use Trails	Bicycle Routes Paved Multi-Use Trails Unpaved Multi-Use Trails
Park Trails	Sidewalks Paved Segregated Trails Paved Multi-Use Trails Unpaved Pedestrian Trails	Sidewalks Paved Segregated Trails Paved Multi-Use Trails Unpaved Multi-Use Trails Unpaved Pedestrian Trails	Paved Segregated Trails Paved Multi-Use Trails Unpaved Multi-Use Trails Unpaved Bicycle Trails Unpaved Equestrian Trails Unpaved Pedestrian Trails

Figure 11: Pedestrian Connection Locational Standards

## DEVELOPMENT

The developed fabric of a place reflects the people's common notion of City/Community/Neighborhood. It is the patterns of development that nurture the social experiences by which our sense of home is cultivated. Therefore, Development is an essential urban design consideration. The social language of place is understood through the activities supported and encouraged by development patterns. This language includes public elements, architectural continuity, shared space created by the buildings, contribution to the street experience (interface with the public domain), interconnections, pedestrian comfort/safety, security, articulation of yard, landscaping, and lot occupancy. Through the recognition of these attributes one identifies community/neighborhood and resolves one's individual need for belonging. Also, the social experience sets an appropriate context for the built expression of land use (commercial generally associated with broader social interchange and residential development associated with privacy and narrower social interchange). Community, Project, and Building design become the language of place communicated through development and the substance of this portion of the Urban Design Plan Element.

## URBAN DEVELOPMENT

The Urban Condition is generally contained within the core area of Kyle or that portion of the City lying within the Inner Loop. It is the center of the hub and spoke system envisioned for Kyle and therefore it defines the area of greatest density and land use mix/aggregation (as one moves from edge to center). Therefore, it is important that all aspects of development communicate a sense of urban vibrancy. To do so requires that the autonomous differentiations that characterize development in other areas of the City give way to a more collective expression of place.

### Urban Component 1: Urban Communities

Urban Communities are attached to the street. This is a result of higher land values, smaller tracts, and greater density. Therefore, the social space of the Urban Community is the street and the street life that first floor land uses support. For this reason, the urban design objective is to eliminate differentiations between private domain and public domain so that both become one living/working/shopping/entertaining environment. This is a great benefit of the City.

*Intensity:* An urban pattern is characterized by greater density, greater aggregation of land use, and a mixture of land use (vertical and horizontal) with greater concentrations of pedestrian activity at the street level (including circulation, gathering, and retail/entertainment activities).

*Orientation:* Construction should occur at a build-to line that establishes a wide sidewalk and street wall. This will establish buildings at the edge of the public domain with a strict orthogonal relation to the street and linear placement of plantings, etc., that reinforce the street space.

*Enhancements:* Urban Communities are characterized by key enhancements that focus on the street space (the shared domain between projects). These enhancements include:

- A uniform streetscape canopy tree planted in sidewalk tree wells with tree grates.
- Consistent use of a thematic street light standard equipped with banner arms.
- Information kiosks placed at the sidewalk edge (at least one per 1000 feet of street length).
- Thematic traffic signal poles and arms that have a visual relationship to the street light standard.
- Pedestrian lights that have a visual relationship to the street light standard, where there is a continuous street wall of commercial development.
- Trash receptacles at enhanced corners, thematic bus/trolley shelters, and bollards that visually relate to the street light standard and are located where needed for pedestrian protection.
- Enhanced pavement defining crosswalks and sidewalks.
- Thematic street signs and thematic sign standards for traffic management and traffic regulatory signs.

*Public Domain:* Creation of the public domain (in terms of streets and the street space) should maintain the urban grid that exists and/or (in areas where no grid is established) create a grid network that can be extended as the area of development grows.

### **Urban Component 2: Urban Projects**

Urban Projects (like projects in any part of a City's fabric) are developed independently from other projects. Therefore, the extent to which these projects can collectively create a living condition is the result of conscious design, recognition of shared attributes, and continuities at a scale larger than that of the project.

*Intensity:* Like Urban Communities, Urban Projects are characterized by greater density, greater land use aggregation, and a vertical land use mix. Most projects should be taller than one story and cover the entire lot frontage in order to become part of the street defining context. If a project sits within a site, rather than being built to the edges of the site, it cannot become part of the shared block face.

*Orientation:* Individual Urban Projects must be constructed at a build-to line that allows a wider sidewalk and provides a rigid definition of the street space (a clear orthogonal street relationship).

*Enhancements:* Important Urban Project enhancements are those that provide enrichment of the street with greater integration of building activity and street activity. Key enhancements include:

- Parking behind the building, rather than in front.
- Placement of retail activities on the first floor.
- Decorative pavement of the public sidewalk that flows into the project.
- Upper story overlooks within the public domain.

*Public Domain:* The key Urban Project acknowledgement of the public domain is to visually break down the distinction between what is public and what is private so that the ground plane of one flows into the other.

### **Urban Component 3: Urban Buildings**

As with Urban Projects, there is a greater need for visual continuity at the building scale and a conscious recognition of the street level in Urban Building design. Most recognized and respected urbanized environments ascribe a tripartite architectural approach design. This approach identifies the street level (base), the mid-level, and the top level as separate areas of architectural concern. In this way, the street, the block face, and the skyline all reflect the intents of urban living.

*Intensity:* Urban Buildings should have the most intense land uses at the ground/street level. These would include restaurants, retail, entertainment, and cultural uses.

*Orientation:* In order to contribute to a lively and vibrant street life, it is important that Urban Building have elements of design meant to expand the public pedestrian space. Therefore, the Building orientation (like the Community and the Project) is very much tied to the street.

*Enhancements:* Urban Building enhancements should be aimed at enriching the street, the street definition, and the skyline. Therefore, a tripartite approach to design should be taken to focus architectural expression at all three levels. Key enhancements of the building include:

- Street Level:
  - Arcades/canopies and general weather protection of the pedestrian space.
  - Mast signage.
  - Rich use of materials and architectural detail at the street level.
  - Provision for sidewalk restaurants.
  - Provision of gathering spaces within the sidewalk alignment.
  - Use of potted plants and flowers.
  - First floor lease space that can open up to the street space.
- Mid or Street Definition Level:
  - Horizontal alignment of windows and sills.
  - Use of horizontal expressions that visually distinguish the street level from other levels.
  - Provision of balconies or overlooks that allow upper floor activities to enter the public domain.
  - Building mounted signs that maintain visual continuity within the block.

- Continuity in the general use of materials within any block.
- Upper Level (parapet and roof):
  - Architectural detail that celebrates the vertical conclusion of the design.
  - Provision of roof gardens (intermittent).
  - Provision of marquee signs (intermittent).
- Architectural articulation of block corners or building entry.

*Public Domain Interface:* In the Urban Condition, the building is the project. Therefore, the Urban Building relationship to the public domain should be the same as the Urban Project interface with the public domain.

## TRANSITIONAL DEVELOPMENT

The Transitional Condition is generally contained within the area of Kyle lying between the Inner Loop and the Parkway Loop. The area is called transitional because it is the mid-step in a visual sequence from rural (outer zone) to urban (inner zone). Everything within the Transitional Condition speaks to more normative development patterns of a growing city. To accomplish a transitional function, the visual character of this area must contain elements of both rural and urban conditions but not burden development.

### Transitional Component 1: Transitional Communities

Transitional Communities are often lacking a sense of overall connection between individually developed projects. Projects tend to be isolated from one another (such as gated neighborhoods or developments with one point of entry/exit). Over time the autonomy of projects fail to create a community and the return of internally generated traffic to a few external streets makes for congestion, which further damages the understanding of community. Therefore, the urban design objective is to find or create means of physical connection (the street, open space, or other mutual land use) and allow these means of interconnection to have influence on the form of a project/neighborhood.

*Intensity:* The intensity of Transitional Communities is generally lower than in the Urban Condition. However, at the community scale, there is a mixture of housing types and possibly some neighborhood-scale commercial uses. Lower density and a horizontal (rather than vertical) mixture of residential types characterizes the intensity for transitional areas. The dominant community character will be medium density single family residential uses.

*Orientation:* Orientation at the Transitional Community level is about overcoming the project separation created by independent and autonomous definition of individual

projects in order to create an interconnected residential fabric. Means of connection include:

- Collector streets.
- Shared open spaces.
- Preservation of natural corridors through more than one project.
- Elimination of (or the visual mitigation of) project walls and fences that suppress inter-connection.
- Shared trails and bikeways.
- Shared recreation facilities.

Transitional Communities threaded together by such features should have attributes at the Project level that orient to such connections and thereby allow such interconnections to influence the form of the residential fabric.

*Enhancements:* Enhancements of the Transitional Communities are intended to visually dramatize connection as well as facilitate the use of connections and, in so doing, make linkages more meaningful. Key enhancements include:

- Thematic landscaping of collector streets that identifies their place in the street hierarchy and visually communicates that such streets serve the purpose of project interconnection.

- Thematic use of street lighting for collector streets that identifies their connecting purpose.
- Enhancement of interconnecting trails with improvements for activities other than linear movement (e.g. sitting and gathering).
- Creation of active open spaces that are shared so recreational events and activities can be enjoyed by more than one neighborhood.
- Placement of community-wide information devices that allow community events to be announced and coordinated.
- Creation of trail connections from community neighborhoods to shared facilities such as schools, services, and recreation facilities.

*Public Domain:* In the Transitional Condition, public domain interface at the community level is intended to position aspects of the project level development so that they are attached to the community connection (through direct orientation or connection with project level amenities, common features, etc.).

### **Transitional Component 2: Transitional Projects**

Transitional Projects are attached to the street for a different reason and in a different way than Urban Projects. The Transitional Project relies upon the street for convenience, service, and creation of the “lot” (the unit of development). However, the street cannot be totally given over to its functional purpose; it is still the ground plane upon which the image of community is painted. Therefore, the key issue related to Transitional Projects is the relation of lot/development to the street and making the street/building relationship a single statement of purpose and place.

*Intensity:* At the Transitional Project scale, the density is more uniform. Few projects will be mixed residential land uses unless large acreage is involved. The dominant density will be medium density single family residential use.

*Orientation:* Orientation of the Transitional Project is about accommodation of the land forms within the horizontal alignment of streets and the articulation of street patterns that reinforce a sense of neighborhood cohesiveness. Therefore streets within Transitional Projects should:

- Have a curvilinear design.

- Arrange lot distribution in such a way that front yards do not face side yards or alleys.
- Avoid cul-de-sacs as much as possible and promote internal interconnection.
- Integrate sidewalks.
- Create terminal vistas that protect a sense of neighborhood scale.

*Enhancements:* Enhancements at the Transitional Project scale are intended to promote shared identity between projects that will reinforce the notion of community. Such enhancements include:

- Community-wide street signage use at the project level.
- Monumentation design that includes a use of materials and form common to the community.
- A community-wide street light design used at the project level.

Enhancements at the Transitional Project scale should also create a project landscape that visually reinforces the sense of a pastoral living residential quality. Such enhancements include:

- Landscaping of the residential street with a project thematic tree planted along the street right of way at the rate of one tree per set lineal feet of lot frontage.
- The removal of risers and transformers from the street space where they can be concealed within a landscape plan.
- The creation of a rich borrowed landscape for the street space through generous landscaping of the front yard that has thematic attributes.
- The creation of a lot posture where lots are higher than the street and the employment of repetitive elements such as steps at the front lot line.

*Public Domain:* In the Transitional Condition, public domain interface at the Project level is intended to connect the defined front yard space to the street and, in so doing, create a broadened and enriched public domain. Street landscaping should flow into yard landscaping and ultimately building landscaping.

### **Transitional Component 3: Transitional Buildings**

Transitional Buildings are often architectural statements reflecting a pastoral ideal. For this reason the overwhelming intent of architectural detail employed is to create a visual link to those historic styles associated with the country/the estate/the landed condition (these include Victorian, Jacobean, Tudor, Tidewater Classicism, Mission Spanish, Mediterranean, and Prairie style). However, as time has set a distance between the day of the archetype and the present, the architectural memory has become more vague and the design details employed have been distilled to an ever more narrow expression. In addition, the pastoral ideal is associated with architectural attributes having a street interface (such as a terrace, porch, etc.), suggesting that the architectural response to the street influences the street's integration into the social life of the neighborhood. Therefore, employments of style and interface with the street become important concerns of the Urban Design Plan.

*Intensity:* Intensity at the building scale is about lot occupancy. Lot coverage in the Transitional Condition will be greater than the Rural Condition and less than the Urban Condition. Lot coverage approaching 50% will be most common.

*Orientation:* Orientation at the Transitional Building level is about the relation of the structure to the street. At this level, structures should have a direct and orthogonal relationship to the street that creates a clearly defined front yard space. Front yard space becomes the borrowed landscape for the street and the shared ground plane that ties individual lots together as a neighborhood.

*Enhancements:* Enhancements at the building scale are intended to promote an dialogue between building and street that allows visible residential activity to enter the street space and fosters a sense of endurance/quality. Enhancements include:

- Porches.
- Terraces.
- Balconies.
- Courtyards.
- The creation of subordinate architectural masses on the street side of a structure.
- The use of enduring building materials.
- The use of architectural details that avoid material changes at corners.

*Public Domain:* In the Transitional Condition, public domain interface at the building level is intended to further the active connection between structure and street through the front yard space. Therefore, architectural devices in the yard space, such as steps at the front lot line, meandering walkways, and the clustering of mail boxes (to avoid cluttering the front lot line), help create a more attractive building/public domain interface.



## RURAL DEVELOPMENT

The Rural Condition is generally contained within the area of Kyle lying between the Parkway Loop and the limits of Kyle's ETJ. The area is called rural because it hosts the more dramatic natural zones of the City, as well as areas of active agricultural use (which the citizens of Kyle desire to preserve). The Rural Condition is the place where expression of land is of primary concern. Everything within the rural area speaks to the rural heritage and preservation of the rich environment of Kyle. To accomplish recognition and preservation, the visual character of this area must contain the key attributes of Kyle but in a more pastoral pattern.

### Rural Component 1: Rural Communities

Rural Communities are characterized by the assignment of specific places for social interaction and outside those places, privacy is desired and respected. Herein is the planning challenge in the Rural Area. Places of social interaction will likely happen outside the cluster of housing and, in that sense, be more public in nature. The Urban Design Plan as it influences rural communities must seek to find ways that a more dispersed residential fabric can access places of common activity. It is less about street linkage (as seen in the transitional areas) and more about social linkage.

*Intensity:* Intensity at the community scale in the Rural Condition is about the amount of land within the domain of a community that remains un-built. Each community should seek to reserve important open space features and agricultural uses. In the rural condition, community intensity unites projects around protected open space, which serves as the distinctive feature and organizer of the community fabric.

*Orientation:* Orientation at the Rural Community scale is about overcoming the project isolation created by the prevalence of open space in order to create an interconnected residential fabric. Means of connection for the Rural Community are less about collector streets and more about trails and common use of open land. These connection types include:

- Major pedestrian and bike trails.
- Shared open spaces.
- Preservation of natural corridors through more than one project.
- Elimination of (or the visual mitigation of) project walls and fences that suppress inter-connection.
- Shared recreation facilities.

*Enhancements:* Enhancements at the Rural Community scale are intended to visually dramatize land preservation as well as facilitate the use of connections and, in so doing, make linkages more meaningful. Key enhancements include:

- Thematic landscaping of trail connectors that identifies their purpose of project interconnection.
- Thematic use of pedestrian lighting for trail connectors that identifies their connecting purpose and offers greater security.
- Enhancement of interconnecting trails with improvements for activities other than linear movement (e.g. sitting and gathering).
- Creation of active open spaces that are shared so recreational events and activities can be enjoyed by more than one neighborhood.
- Creation of trail connections from community neighborhoods to shared facilities such as schools, services, and recreation facilities.
- The use of native landscape palettes in the landscape design of trail corridors and open spaces.

*Public Domain:* In the Rural Condition, public domain interface at the community level is intended to minimize the extent to which the public domain organizes the expression of development within the open landscape. Therefore, streets should meander and be constructed with a minimum amount of grading. Communities should be identified with signage instead of invasive monumentation.

## Rural Component 2: Rural Projects

Rural Projects, like Transitional Projects, convey the lot as a unit of development. However, the use of that lot is not tied to the street. It is better for the street to be more of a drive (visually), which typically serves the building, rather than demanding a relationship to it. Therefore, the urban design challenge is to encourage development patterns that loosen the rigid ties between street and lot (as well as between the street and building on that lot) and allow aspects of the rural condition to read through the development network.

*Intensity:* Intensity at the Rural Project level is about design that seeks to cluster development and, in so doing, gather the density to a portion of the project site (leaving areas of the site un-built). In a non-clustered design, intensity/density is lower than in the Transition Condition, but it may have a mixture of medium to low density at the Community level. At the Project level, intensity will mostly be lower density single family residential development.

*Orientation:* Orientation at the Rural Project scale is about accommodation of the land forms within the horizontal alignment of streets and the articulation of street patterns that reinforce an expression of the landscape. Therefore streets within the project should:

- Have a curvilinear design and be aligned to avoid native tree clusters and plant communities, where possible.
- Have variable medians for all or a portion of the street length.
- Arrange lot distribution in such a way that front yards do not face side yards or alleys.
- Arrange lot distribution so that view corridors are protected.
- Integrate trails, such as sidewalks.

*Enhancements:* Enhancements at the Rural Project scale are intended to promote shared identity between projects that will reinforce the notion of community. Such enhancements include:

- Community-wide street signage uses at the project level.
- Monumentation design that includes a use of materials and forms common to the community and reflective of the Rural Condition.
- Use of a community-wide residential street that is rural in appearance, with flat curbs or no curbs and an asphalt surface.

Enhancements at the Rural Project scale should also create a project landscape that visually reinforces an integration with (and respect for) the native landscape. Such enhancements include:

- Landscaping of the residential street with a variety of native thematic tree species planted along the street right of way in drifts and/or alignment of streets to avoid destruction of tree clusters and tree communities.
- The removal of risers and transformers from the street space where they can be concealed within a landscape plan.
- The creation of a rich borrowed landscape for the street space through generous landscaping of the front yard with a palette of native plant materials used in a naturalistic manner.
- Elimination of project perimeter fences except fences that are agricultural in appearance (e.g. welded steel, wood livestock fencing, etc.).
- Design of storm water management that is surface based rather than structure based.

*Public Domain:* In the Rural Condition, public domain interface at the Project level is intended to break the traditional relationship of lot to street. Additionally, the vertical expression of lot lines should be minimized in areas where lots are smaller than two acres, so that the power of the street to organize the units of development is unseen. Lot line expressions that are rural in nature and open so that they do not disrupt continuity of the ground plane are desired.

### **Rural Component 3: Rural Buildings**

Architecture and buildings in the rural setting are not dominant, land is dominant. Therefore, a preference for simpler buildings exists, as well as a preference for buildings more abundantly shrouded in landscape. Driveways and buildings should reflect the character of the land.

*Intensity:* Intensity at the Rural Building level is about the amount of lot occupancy. In clustered project designs, lot coverage can be high at the lot level but low at the gross land scale. In a non-clustered design, the lot coverage will be low (less than 40%).

*Orientation:* Orientation at the Rural Building scale is about the relation of the structure to the street. At this level, structures should not have a direct and orthogonal relationship to the street. Instead, structures should be located within the site based on land references (not street references). Front yard space becomes the borrowed landscape for the street that represents a preserved native landscape.

*Enhancements:* Enhancements at the Rural Building scale are intended to promote a dialogue between building and land that allows the structure to be viewed as an object within the landscape and promotes a sense of endurance/quality. Enhancements include:

- Broad and/or deep porches.
- Fenced front yard space.
- Trees clusters close to the structure.
- The creation of subordinate architectural masses on the street side of a structure.
- The use of enduring building materials.
- The use of architectural details that avoid material changes at corners.

*Public Domain:* In the Rural Condition, public domain interface at the Building level is intended minimize the building influence over the yard space and landscape. Therefore, permeable driveways and less building related landscape helps buffer the structure's landscape presence.

## CONCLUSIONS AND GENERAL RECOMMENDATIONS






The following recommendations summarize the findings of the above Urban Design Plan:

- Integrate the urban design and corridor conditions to create a cognitive structure of the City.
- Enhance community legibility and neighborhood identity through appropriate development form.
- Provide added opportunities for movement and connectivity according to the corridor conditions established.
- Enrich the street space with places for community interaction, pedestrian comfort, beauty, and convenience.
- Preserve the historic character of Kyle and enhance the thematic experience.
- Energize investment interest in Kyle through stable and predictable development review.
- Identify opportunities for bicycle and pedestrian improvements or connections.
- Create a comprehensive sidewalk plan for the urban, transitional, and rural conditions of the City.
- Promote the use of Low-Impact Development (LID) standards for all vehicular, pedestrian, and development projects.
- Establish a review process to ensure that development of buildings and projects are part of creating communities.
















# City of Kyle Transportation Plan 2010 Comprehensive Plan

## Legend





### Roadway Type Planned

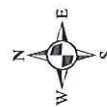
-  Core Linkage Connection
  -  Inner Loop Connection
  -  Parkway Loop Connection
  -  Regional Connector
  -  Rural Approachway Connection
- Dashed Lines: Proposed Pavement  
Solid Lines: Existing Pavement

### Land Use Districts

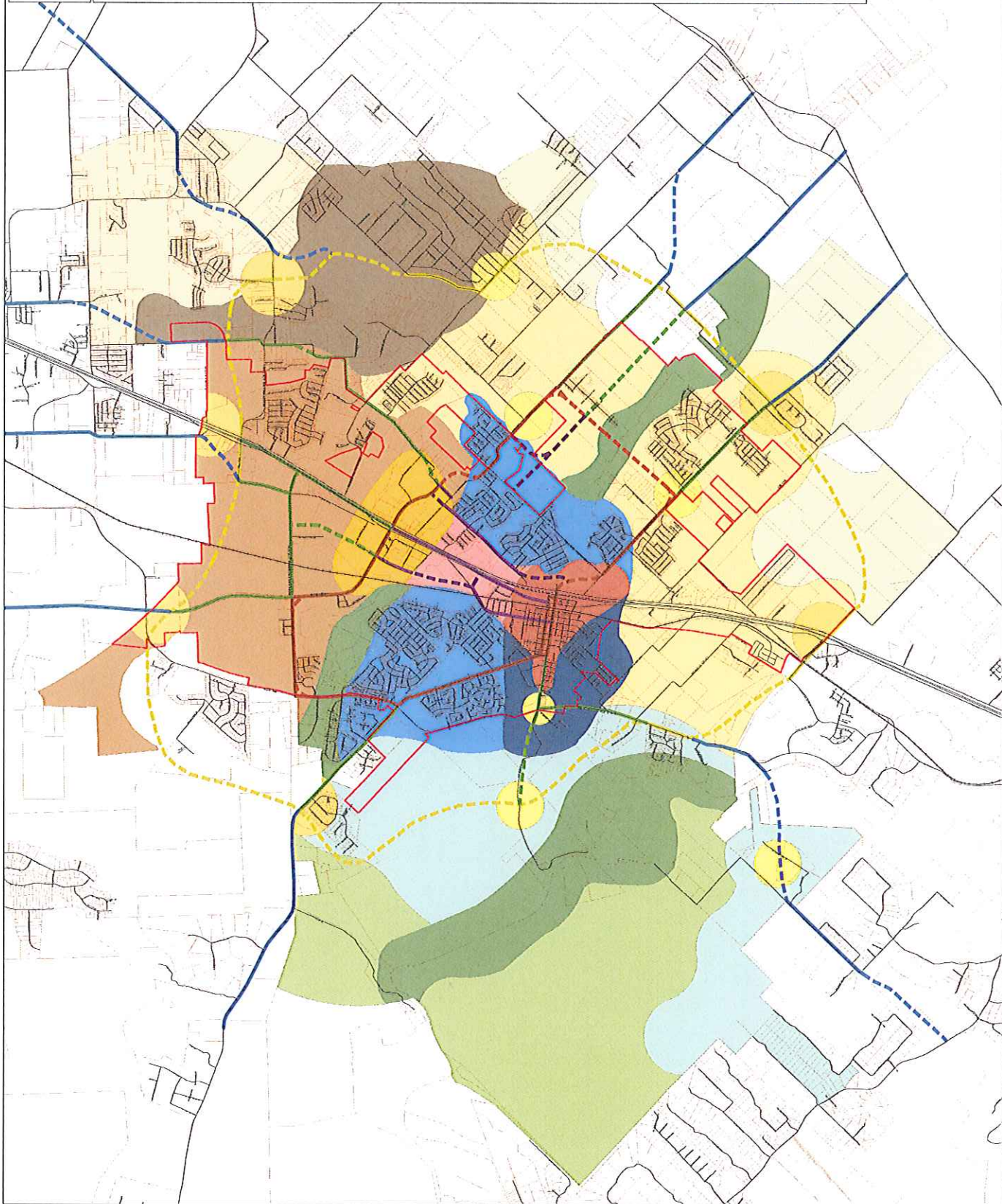
-  Core Area Transition Community
-  Employment Community
-  Farm Landscape
-  Heritage Community
-  Historic Core Area Transition
-  Mid-Town Community
-  New Settlement Community
-  New Town Community
-  Old Town Community
-  Ranch Landscape
-  Riparian Landscape
-  Sensitive/Sustainable Development
-  Super Regional Node
-  Regional Node
-  Local Node

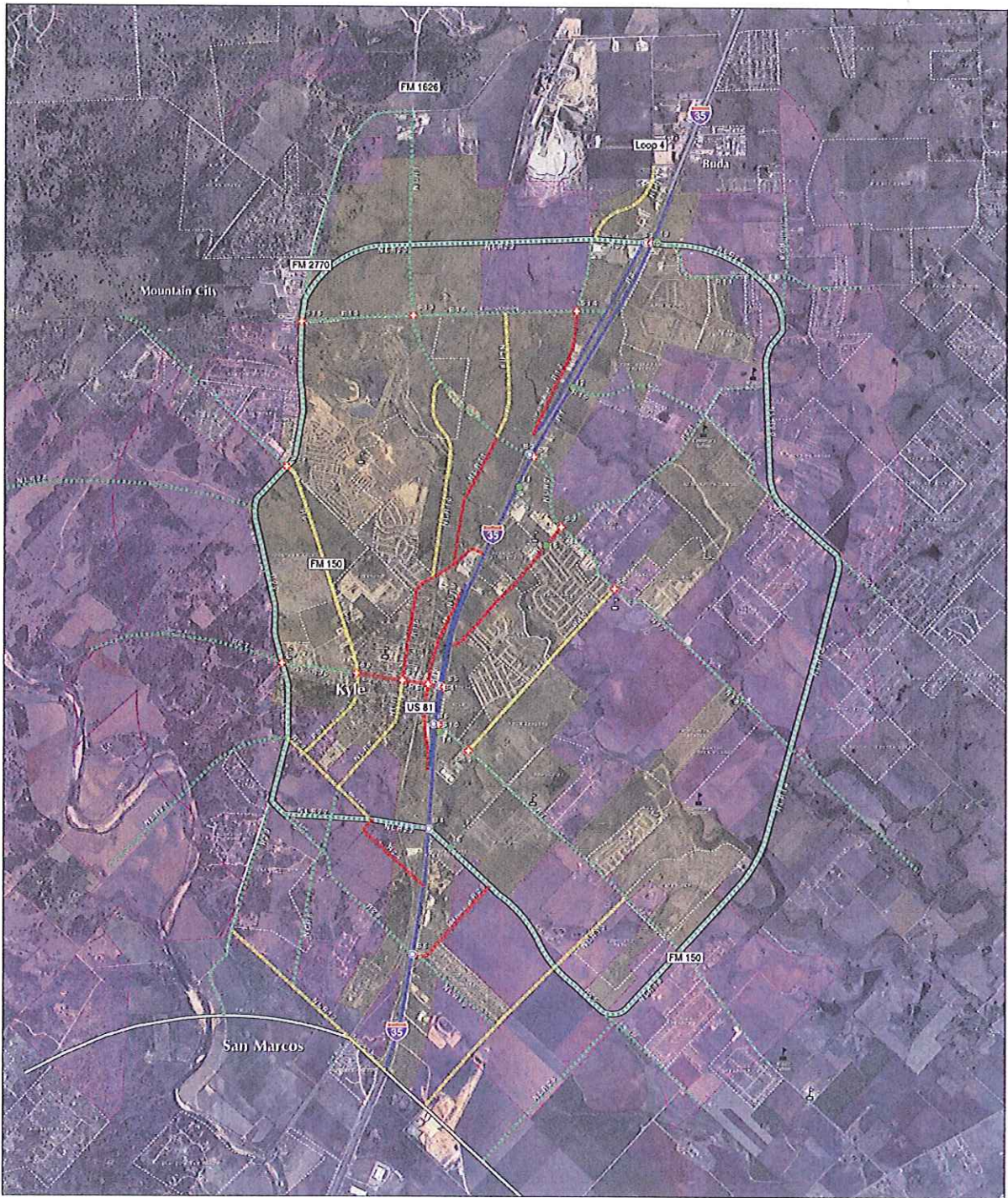
### Kyle City Limits

-  Kyle City Limits
-  Railroad
-  Streets
-  Parcel Lines



Map created February 22, 2011

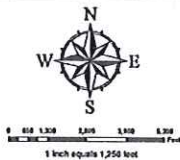




**LAN** Lockwood, Andrews & Newnam, Inc.  
A LEO A DALY COMPANY

**Map Key**

City of Kyle	Arterial	Loop
City of Kyle	Collector	BRIDGE
Schools	Freeway	EQUAL
Future Schools	Thoroughfare	IMPROVEMENTS



**City of Kyle  
Transportation  
Master Plan**  
July 6, 2005