

ORDINANCE 950

AN ORDINANCE OF THE CITY OF KYLE, TEXAS, ADOPTING A MID-TERM AMENDMENT TO THE CITY'S 2010 COMPREHENSIVE PLAN; PROVIDING FOR THE AMENDMENT OF THE PLAN; PROVIDING FOR RELATED MATTERS

WHEREAS, it is necessary and reasonable for the City of Kyle, Texas, a Texas home rule municipality, (herein the "City") to provide for, modify and amend a Comprehensive Plan for the City in accordance with Chapters 211 and 213 of the Texas Local Government Code and the City Charter;

WHEREAS, the City in anticipation of growth and expansion desires to plan for the orderly and efficient growth of the City;

WHEREAS, the City desires to facilitate the lessening of congestion in the streets; the securing of its citizens and visitors from fire, panic and other dangers; the promotion of the general health and welfare; the provision of adequate light and air, the prevention of the overcrowding of property and undue concentration of populations; and the adequate provision of transportation, water, sewers, schools, parks and other public requirements;

WHEREAS, the City recognizes that the existing Comprehensive Plan contains data that needs to be reviewed and updated where appropriate, commiserate with the City's growth and expansion in both population and land area;

WHEREAS, the Planning and Zoning Commission, after conducting two (2) Public Hearings, recommended adoption of a Mid-Term Update to the existing Comprehensive Plan; and,

WHEREAS, after review, inquiry and the opportunity for the public to give testimony and present written evidence at Public Hearings, and after review and recommendation by the Planning and Zoning Commission, the City Council has found the amendment of the Comprehensive Plan hereinafter set forth and listed in this ordinance is reasonable and necessary for the public health, safety, morals and welfare.

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

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact.

Section 2. Comprehensive Plan. Having held a Public Hearing and after receiving a recommendation from the Planning and Zoning Commission, the City Council hereby adopts and approves this Mid-Term Amendment to the Comprehensive Plan spread upon the minutes of this meeting. The Comprehensive Plan shall be kept in the office of the City Secretary and shall be available for public inspection during normal office hours. Zoning uses, as amended from time to time at the request of the landowner or on motion of the City, shall be amended to be made

consistent with the Comprehensive Plan. The City may further amend the Comprehensive Plan at the discretion of the City Council to plan for the changing plans of the City.

Section 3. Repeal of Comprehensive Plan. Portions of the existing Comprehensive Plan are repealed, to be replaced with text and renderings as indicated in Attachment 'A'.

Section 4. Severability. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this Ordinance are severable and, if any phrase, sentence, paragraph or section of this Ordinance should be declared invalid by the final judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this ordinance of any such invalid phrase, clause, sentence, paragraph or section. If any provision of this Ordinance shall be adjudged by a court of competent jurisdiction to be invalid, the invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision, and to this end the provisions of this Ordinance are declared to be severable.

Section 5. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below.

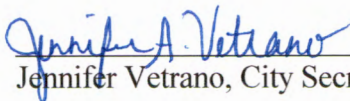
Section 6. Open Meetings. It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapt. 551, Tex. Gov't. Code*.

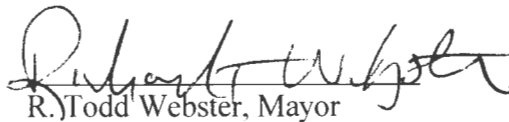
PASSED AND APPROVED on first reading this **16th** day of **May**, 2017.

PASSED AND APPROVED on second reading this **6th** day of **June**, 2017.

ATTEST:

**THE CITY OF KYLE,
TEXAS**


Jennifer Vetrano, City Secretary


R. Todd Webster, Mayor

Core Area Transition District

CHARACTER

The Core Area Transition District currently consists primarily of commercial and light industrial uses, with some residential uses. Key defining features include Old Highway 81, North Burleson Street, Marketplace Avenue extension, I-35 and frontage roads, and the railroad. This District is important as a transitional zone between largely residential areas and the commercial uses along I-35 and as a portion of Kyle that is visually significant to travelers along I-35. The character of the District should reflect its urban and transitional intentions. The land area of this District is relatively small, and there are many physical barriers, so land uses should be compact and aggregated, especially residential uses. Vertically mixed-use development models are well suited to this District, and development should be located close to roadways, with minimal front yards, to maximize available land and visibility from main roads. Adequate land use transitions should be provided to avoid conflict between different land uses (i.e. residential adjacent to industrial).

INTENT

With its highly visible position in the middle of the City, the Core Area Transition District should be an urban environment that serves an identifying function for the City of Kyle. By acting as an area of functional linkage for the City, the District can connect vehicular and pedestrian movement, economic centers, and visually defining elements. The built fabric should display a transition from the small scale grid pattern of Downtown to the large plate design of the Super Regional Node. As this District develops, it should serve to create a consistent fabric that links Downtown and the Super Regional Node, encouraging the expansion and strengthening of Kyle's core, as well as the city's most likely transition region to develop employment centers on land historically not operating at its highest and best use. Additionally, Plum Creek passes west to east through the middle of the Core Area Transition District, and this significant natural feature should be developed with appropriate sensitivity, and accessible via trails and open spaces once completed.

JURISDICTION

The Core Area Transition District includes the land between Downtown Kyle and the Super Regional Node around the new hospital on either side of I-35. Figure 9 indicates the location of the Core Area Transition District.

Core Area Transition District

CHARACTER

The Core Area Transition District currently consists primarily of commercial and light industrial uses, with some residential uses. Key defining features include Old Highway 81, North Burleson Street, Marketplace Avenue extension, I-35 and frontage roads, and the railroad. This District is important as a transitional zone between largely residential areas and the commercial uses along I-35 and as a portion of Kyle that is visually significant to travelers along I-35. The character of the District should reflect its urban and transitional intentions. The land area of this District is relatively small, and there are many physical barriers, so land uses should be compact and aggregated, especially residential uses. Vertically mixed-use development models are well suited to this District, and development should be located close to roadways, with minimal front yards, to maximize available land and visibility from main roads. Adequate land use transitions should be provided to avoid conflict between different land uses (i.e. residential adjacent to industrial).

INTENT

With its highly visible position in the middle of the City, the Core Area Transition District should be an urban environment that serves an identifying function for the City of Kyle. By acting as an area of functional linkage for the City, the District can connect vehicular and pedestrian movement, economic centers, and visually defining elements. The built fabric should display a transition from the small scale grid pattern of Downtown to the large plate design of the Super Regional Node. As this District develops, it should serve to create a consistent fabric that links Downtown and the Super Regional Node, encouraging the expansion and strengthening of Kyle's core, as well as the city's most likely transition region to develop employment centers on land historically not operating at its highest and best use. Additionally, Plum Creek passes west to east through the middle of the Core Area Transition District, and this significant natural feature should be developed with appropriate sensitivity, ~~apparent~~ and accessible via trails and open spaces once completed.

JURISDICTION

The Core Area Transition District includes the land between Downtown Kyle and the Super Regional Node around the new hospital on either side of I-35. Figure 9 indicates the location of the Core Area Transition District.

Transitional Settlement District

CHARACTER

The Transitional Settlement District is primarily located outside of the Kyle corporate limits, in an area of the city not serviced by Kyle water and wastewater service. The district should provide an area for low-density housing in the suburban built form, serviced by private waste water treatment plants, while still preserving its rural landscape heritage. This area of Kyle has received relatively little development pressure to date, due in large part to the increased development costs associated with establishing all new infrastructure. Kyle must be prepared to guide and direct development to the extent possible through the management of land divisions and enabling private waste water treatment facilities.

INTENT

Close to I-35 and generally well-serviced by east-west roads (Windy Hill Road/County Road 131) and north-south roads (FM 2001), the District is not yet suited to accommodate commercial and industrial uses, at least those that are high water users or high waste water producers. The intention of this district is to assemble large acreage tracts of land for suburban-form neighborhoods, utilizing best management practices of low-impact development and particular sensitivity to the lack of public infrastructure to service the district. Opportunities should be provided for single family residential housing in close proximity to transportation corridors, thereby reducing travel demand on local streets, while still creating affordable housing solutions. The District should be designed to capture regional employment-oriented development opportunities associated with growth toward Hwy 21, SH 45, and SH 130 wherever possible. These employment opportunities must transition to the surrounding residential land uses, both within and outside of the District, in order to prevent conflict with the surrounding community fabric and preclude the continued growth of residential land uses.

JURISDICTION

The Transitional Settlement District is located in the northeastern corner of Kyle, where it will be easily accessible by arterial highways and secondary county roads, and at least partially supported by development from Buda and Austin to the north. Figure 14 indicates the location of the Transitional Settlement District.

Employment-Transitional Settlement District

CHARACTER

The Employment-Transitional Settlement District is primarily located outside of the Kyle corporate limits, in an area of the city not serviced by Kyle water and wastewater service. The district should ~~integrate a mixture of employment-oriented uses and~~ provide an area for low-density housing in the suburban built form, serviced by private waste water treatment plants, ~~through public spaces while still to preserving~~ its rural agricultural landscape heritage. ~~In this way, the District will attain the character of a "Garden City," in which a robust public domain knits together open spaces and employment zones in a live-work environment.~~ This area of Kyle has received relatively little development pressure to date, ~~due in large part to the increased development costs associated with establishing all new infrastructure, but this is likely to change due to the District's proximity to SH 45 and southern Austin expansion.~~ Kyle must be prepared to guide and direct development ~~to create the live-work character designed for the Employment District~~ to the extent possible through the management of land divisions and enabling private waste water treatment facilities.

INTENT

Close to I-35 and generally well-served by east-west roads (Windy Hill Road/County Road 131) and north-south roads (FM 2001), the Employment-District is ~~not yet well~~ suited to accommodate commercial and industrial uses, ~~at least those that are high water users or high waste water producers. that will yield both employment and tax revenue for the City of Kyle.~~ The intention of this ~~District-district~~ is to ~~assemble large acreage tracts of land for suburban-form neighborhoods, utilizing best management practices of low-impact development and particular sensitivity to the lack of public infrastructure to service the district~~ create an economically stable location for employment opportunities that are sufficient to serve the population of Kyle in 2040. Opportunities should be provided for ~~a range of single family residential~~ housing options in close proximity to ~~employment-center~~ transportation corridors, thereby reducing peak travel demand on local streets, ~~and while still~~ creating affordable housing solutions. The District should be designed to capture regional employment-oriented development opportunities associated with growth toward Hwy 21, SH 45, and SH 130 ~~wherever possible~~. These employment opportunities must transition to the surrounding residential land uses, both within and ~~without outside of~~ the District, in order to prevent conflict with the surrounding community fabric ~~and preclude the continued growth of residential land uses.~~ Agricultural heritage ~~should be preserved where appropriate in public spaces and referenced in site design and landscape forms.~~

JURISDICTION

The Employment-Transitional Settlement District is located in the northeastern corner of Kyle, where it will be easily accessible ~~by to growth pressures~~ arterial highways and secondary county roads, ~~and at least partially supported by~~ development from Buda and Austin to the north. Figure 14 indicates the location of the Employment-Transitional Settlement District.

Farm Landscape

CHARACTER

The Farm Landscapes are currently characterized by crop production and rural roadways built to a county standard that expected low daily car counts, that generally run from northwest to southeast. As farming activities are a significant part of Kyle's history and the economic base of the region, it is important to preserve the Farm Landscapes as a reminder of that agricultural heritage. Additionally, preservation of these lands is necessary for stormwater management, erosion control, and maintaining water and air quality. Open agricultural lands and an uninterrupted ground plane characterize the Farm Landscapes. Property lines should not be clearly marked by fences or other vertical, opaque expressions, such as tree lines. Vertical and opaque expressions should be avoided on property lines to blur these lines and preserve open views. Development forms should respond to agricultural patterns, with significant building setbacks, native landscaping, and, where possible, non-structured surface water management.

INTENT

Due to the historic and environmental significance of the Farm Landscapes, the intent of this Landscape is to preserve existing agricultural land uses and the context within which they reside. The spacious views and active farmland should be protected and preserved for Kyle residents to enjoy. The City should implement preservation policies that foster the goals of farmland preservation. Utilizing these lands for the propagation of row crops and/or the grazing of livestock means a certain level of sensitivity needs to be recognized and respected as it relates to sustainable and resilient development practices. Water quality both across and below the surface of this landscape should be a priority during any development activity, and special consideration to designing with nature should be implemented in any area featuring natural

land forms. New development should be directed toward uses that can appropriately co-exist with farming.

JURISDICTION

Farm Landscapes are found in the southeastern portions of Kyle and its Extra Territorial Jurisdiction, where the historic Blackland Prairie with its rich soils and flat land was well suited for conversion to farming activities. The Landscape is bordered by the New Settlement and Riparian Districts. Figure 4 indicates the location of the Farm Landscape.

Farm ~~District~~Landscape

CHARACTER

The Farm ~~Districts~~Landscapes are currently characterized by crop production and rural roadways built to a county standard that expected low daily car counts, that generally run from northwest to southeast. As farming activities are a significant part of Kyle's history and the economic base of the region, it is important to preserve the Farm ~~Districts~~Landscapes as a reminder of that agricultural heritage. Additionally, preservation of these lands is necessary for stormwater management, erosion control, and maintaining water and air quality. Open agricultural lands and an uninterrupted ground plane characterize the Farm ~~Districts~~Landscapes. Property lines should not be clearly marked by fences or other vertical, opaque expressions, such as tree lines. Vertical and opaque expressions should be avoided on property lines to blur these lines and preserve open views. Development forms should respond to agricultural patterns, with significant building setbacks, native landscaping, and, where possible, non-structured surface water management.

INTENT

Due to the historic and environmental significance of the Farm ~~District~~Landscapes, the intent of this ~~District~~Landscape is to preserve existing agricultural land uses and the context within which they reside. The spacious views and active farmland should be protected and preserved for Kyle residents to enjoy. The City should implement preservation policies that foster the goals of farmland preservation. Utilizing these lands for the propagation of row crops and/or the grazing of livestock means a certain level of sensitivity needs to be recognized and respected as it relates to sustainable and resilient development practices. Water quality both across and below the surface of this landscape should be a priority during any development activity, and special consideration to designing with nature should be implemented in any

area featuring natural land forms. New development should be directed toward uses that can appropriately co-exist with farming.

JURISDICTION

Farm DistrictLandscapes are found in the southeastern portions of Kyle and its Extra Territorial Jurisdiction, where the historic Blackland Prairie with its rich soils and flat land was well suited for conversion to farming activities. The DistrictLandscape is bordered by the New Settlement and Riparian Districts. Figure 4 indicates the location of the Farm DistrictLandscape.

Heritage District

CHARACTER

The Heritage District is characterized by rolling hills with significant surface water features. Key features of the District include a reservoir and Andrews Branch, a tributary of Plum Creek that winds from north to south through the area. Cultural and natural landscapes should be preserved and natural drainage ways are appropriate for public spaces and trails. Current residential patterns encourage community cohesion through narrow lots and an open ground plane, and also reflect complex ownership history. This unique characteristic of cultural norms should be preserved within the Heritage District. Connections should be made through roads, trails, and service provision so that this District is included more fully within the City of Kyle.

INTENT

The purpose of the Heritage District is to encourage future growth and development while preserving the cultural history of this District. To this end, contextually sensitive growth management should be implemented, so as to not displace existing built fabric and cultural patterns, while still managing growth precipitated by proximity to main roadway corridors. Policies should be created to address the inevitable issue of non-conformance that existing patterns of development will face with regard to City codes. Additionally, land use issues related to unique systems of property ownership should be resolved to allow new development to comfortably coexist with existing development. Although a broad range of uses could be manifested in this District, most of these uses are conditional, affording opportunity to the City for enforcement of sustainable development practices. As the Heritage District does not currently benefit from many City services, a strategy should be established for the provision of services in this area.

JURISDICTION

The Heritage District is located in the northeastern area of Kyle, south of the Transitional Settlement District, east of the New Town District, and north of the New Settlement District. This District is served primarily by Bebee Road and Goforth Road. Figure 16 indicates the location of the Heritage District.

Heritage District

CHARACTER

The Heritage District is characterized by rolling hills with significant surface water features. Key features of the District include a reservoir and Andrews Branch, a tributary of Plum Creek that winds from north to south through the area. Cultural and natural landscapes should be preserved and natural drainage ways are appropriate for public spaces and trails. Current residential patterns encourage community cohesion through narrow lots and an open ground plane, and also reflect complex ownership history. This unique characteristic of cultural norms should be preserved within the Heritage District. Connections should be made through roads, trails, and service provision so that this District is included more fully within the City of Kyle.

INTENT

The purpose of the Heritage District is to encourage future growth and development while preserving the cultural history of this District. To this end, contextually sensitive growth management should be implemented, so as to not displace existing built fabric and cultural patterns, while still managing growth precipitated by proximity to main roadway corridors. Policies should be created to address the inevitable issue of non-conformance that existing patterns of development will face with regard to City codes. Additionally, land use issues related to unique systems of property ownership should be resolved to allow new development to comfortably coexist with existing development. Although a broad range of uses could be manifested in this District, most of these uses are conditional, affording opportunity to the City for enforcement of sustainable development practices. As the Heritage District does not currently benefit from many City services, a strategy should be established for the provision of services in this area.

JURISDICTION

The Heritage District is located in the northeastern area of Kyle, south of the Employment Transitional Settlement District, east of the New Town District, and north of the New Settlement District. This District is served primarily by Bebee Road and Goforth Road. Figure 16 indicates the location of the Heritage District.

Historic Core Area Transition District

CHARACTER

The Historic Core Area Transition serves as a transition between the regular gridded development pattern that characterizes Downtown and the more rural patterns to the south and west, as well as newer development to the north. Significant features of this District include the intersection of Old Stagecoach Road and Center Street, the Gregg Clarke Park, Wallace Middle School, and the emerging commercial corridor along Rebel Road north from Center Street. This District is a “middle landscape” of historic residential forms that transition to more rural residential forms. The District should embody the historic character of existing uses while anticipating appropriate expansion of Old Town. Development in the Historic Core Area Transition District has historically been on a small, lot-by-lot basis, rather than on a larger, project-by-project basis. Because of this, the street serves as the organizing feature of the District. Therefore, as new development extends into the District from the Old Town District, care should be taken to ensure that the historic street pattern is preserved, as called for in ‘Kyle Connected’, the city’s Transportation Master Plan.

INTENT

The purpose of the Historic Core Area Transition District is to accommodate the growth of residential and neighborhood commercial uses around the Old Town District, while preserving the historic rural fabric. The core of Kyle should be allowed to expand into this area as population growth increases in order to strengthen the core of the City. Land use transitions are critical in this District, as are architectural style transitions from traditional Rural Town Center/Old Town Block to curvilinear, rural residential, ensuring the shift from township to rural landscape should be maintained. This can be accomplished by transition in the built form and function from commercial uses to residential uses and finally to rural agricultural residential uses and by establishing transitions in density, decreasing outwardly from the Old Town District. Public spaces in this District should be used to preserve the character of ranch heritage, where appropriate.

JURISDICTION

The Historic Core Area Transition District wraps around the Old Town District to the north, west, and south, and includes mostly residential uses. Figure 10 indicates the location of the Historic Core Area Transition District.

Historic Core Area Transition District

CHARACTER

The Historic Core Area Transition serves as a transition between the regular gridded development pattern that characterizes Downtown and the more rural patterns to the south and west, as well as newer development to the north. Significant features of this District include the intersection of Old Stagecoach Road and Center Street ~~and~~, the Gregg Clarke Park, Wallace Middle School, and the emerging commercial corridor along Rebel Road north from Center Street. This District is a “middle landscape” of historic residential forms that transition to more rural residential forms. The District should embody the historic character of existing uses while anticipating appropriate expansion of Old Town. Development in the Historic Core Area Transition District has historically been on a small, lot-by-lot basis, rather than on a larger, project-by-project basis. Because of this, the street serves as the organizing feature of the District. Therefore, as new development extends into the District from the Old Town District, care should be taken to ensure that the historic street pattern is preserved, as called for in ‘Kyle Connected’, the city’s Transportation Master Plan.

INTENT

The purpose of the Historic Core Area Transition District is to accommodate the growth of residential and neighborhood commercial uses around the Old Town District, while preserving the historic rural fabric. The core of Kyle should be allowed to expand into this area as population growth increases in order to strengthen the core of the City. Land use transitions are critical in this District, as are architectural style transitions from traditional Rural Town Center/Old Town Block to curvilinear, rural residential, and ensuring the shift from township to rural landscape should be maintained. This can be accomplished by transition in the built form and function from commercial uses to residential uses and finally to rural agricultural residential uses and by establishing transitions in density, decreasing outwardly from the Old Town District. Public spaces in this District should be used to preserve the character of ranch heritage, where appropriate.

JURISDICTION

The Historic Core Area Transition District wraps around the Old Town District to the north, west, and south, and includes mostly residential uses. Figure 10 indicates the location of the Historic Core Area Transition District.

Local Node

CHARACTER

Some Local Nodes occur at existing intersections, where a greater intensity of use should be fostered to take advantage of the benefits conferred by that intersection. Other Local Nodes are located at points where new corridors will create significant local intersections in the future. Local Nodes should be comprised of neighborhood-scale retail uses, small public gathering spaces, such as plazas, playgrounds, and trails, and some higher intensity residential opportunities where appropriate. Local Nodes should be designed to serve the local population living within or adjacent to the individual Node. For this reason, Local Nodes should provide goods and services that enhance convenience and, therefore, quality of life for local residents. A central gathering location should be created within each Local Node to foster a sense of community for the surrounding residents.

INTENT

The anchor of each Local Node should be service retail, and, of all the Nodes, the Local Nodes should have the lowest level of non-residential development intensity. General goods and services required on a daily basis by residents should be located in Local Nodes, including small food markets, restaurants, banks, and small shops. These Nodes should be connected to the surrounding communities with sidewalks and trails to encourage walking, minimize traffic congestion, and increase safety.

JURISDICTION

Local Nodes are primarily located within and adjacent to residential Communities and at key intersections of roadways that make up the local system. These Nodes range in size from a 1/6 mile radius to a 1/4 mile radius, making them quite easy to traverse for pedestrians and bicyclists. Figure 18 indicates the location of the Local Nodes.

Mid-Town District

CHARACTER

The Mid-Town District contains sites of recent residential development in Kyle, and will continue to predominantly feature residential uses. Those residential uses in this District are organized around the curvilinear streets of suburban neighborhood design, rather than the regular, rectilinear grid that characterizes the Old Town District. The Plum Creek waterway flows through and adjacent to the Mid-Town District, offering opportunities for recreation and a responsibility for environmental conservation. This District has a neighborhood-oriented form built around shared spaces such as streets, yards, porches and common areas. Neighborhood legibility and continuity is enhanced through these shared spaces. Distinctive landscape forms, including creekways, vistas, and rolling hills, give identity to this District and should be preserved, protected, and incorporated into development plans.

INTENT

The purpose of the Mid-Town District is to maximize the value capture of new residential development in Kyle. This District enjoys unusual proximity to amenities, such as open space, Downtown, commercial nodes, and transit options. The area is therefore well-positioned to define an economic and lifestyle pattern that is unique to Kyle. New development should accommodate low- to mid-density detached residential uses within the unique landscape forms that are present in the District. Higher density residential, attached residential, and non-residential projects like employment and retail sales should be considered based on their proximity to higher classification streets, higher capacity water and waste water availability, and likelihood of compatibility of adjacent uses. Legibility of neighborhood identity, definition, and transportation should be improved within the Mid-Town District through such elements as trails, sidewalks, signage, and interconnected shared spaces.

JURISDICTION

The Mid-Town District in Kyle is located to the east and west of the Core Area Transition District. Figure 11 indicates the location of the Mid-Town District.

Mid-Town District

CHARACTER

The Mid-Town District contains sites of recent residential development in Kyle, and will continue to predominantly feature residential uses. Those residential uses in this District are organized around the curvilinear streets of suburban neighborhood design, rather than the regular, rectilinear grid that characterizes the Old Town District. The Plum Creek waterway flows through and adjacent to the Mid-Town District, offering opportunities for recreation and a responsibility for environmental conservation. This District has a neighborhood-oriented form built around shared spaces such as streets, yards, porches and common areas. Neighborhood legibility and continuity is enhanced through these shared spaces. Distinctive landscape forms, including creekways, vistas, and rolling hills, give identity to this District and should be preserved, protected, and incorporated into development plans.

INTENT

The purpose of the Mid-Town District is to maximize the value capture of new residential development in Kyle. This District enjoys unusual proximity to amenities, such as open space, Downtown, commercial nodes, and transit options. The area is therefore well-positioned to define an economic and lifestyle pattern that is unique to Kyle. New development should accommodate mid-low- to high-mid-density detached residential uses within the unique landscape forms that are present in the District. Higher density residential, attached residential, and non-residential projects like employment and retail sales should be considered based on their proximity to higher classification streets, higher capacity water and waste water availability, and likelihood of compatibility of adjacent uses. Legibility of neighborhood- identity, definition, and transportation should be improved within the Mid-Town District through such elements as trails, sidewalks, signage, and interconnected shared spaces.

JURISDICTION

The Mid-Town District in Kyle is located to the east and west of the Core Area Transition District. Figure 11 indicates the location of the Mid-Town District.

New Settlement District

CHARACTER

The New Settlement District is comprised primarily of farm fields and new residential developments that are being carved out of former farm fields in an area that stretches across the city's southern-most region, from Old Stagecoach Road on the west, across I-35 toward the east, to the western border of the Plum Creek Riparian Landscape. The character of the district is as diverse as the district is expansive, as the New Settlement District spans the largest portion of the southern region of Kyle. For this reason, owing to such a diverse cross-section of Kyle's landscape, the character of the district is defined more by the function of the streets and neighborhoods that serve any particular block being examined, and less by the multiple landforms characteristic of the region as a whole. Northwest to southeast roadway patterns are strong, while northeast to southwest connections are lacking. Traditional residential enclaves predominate in the New Settlement District, aggregated in neighborhoods of unique housing forms. Some landscapes are bisected by I-35, others are permeated by feeder creeks and tributaries which should require heightened standards for physical development going forward. The region is dominated by legacy agricultural lands which feature old growth stands of trees and sparse one-family residences. However, there are areas experiencing significant development pressures to fulfill the current need for single family residential, and with few barriers to development, the region is growing in popularity for new housing, held back in the western region by the large portion of the district being under-served by public waste water utilities. Private and public spaces are clearly separate, with the public domain defined by shared neighborhood amenities and the private domain defined by privatized landscapes. Acreage tracts abound in the Districts, some of which are uniquely suited for high turnover, high density retail and service uses by their location close to available roadways and wet utilities. Other properties are not yet ripe for development for their location along under-performing roadways, or from being so far removed from sewer and/or sufficient water supply. Public space is not encroached on by private functions. The New Settlement District has a lower density and intensity of development than the adjacent Mid-Town District, and the open character of the landscape removed from the interstate corridor should evoke the agricultural heritage of the District. Physical and visual portioning and division of land should be avoided where possible in this District.

INTENT

The flat land and large parcel size in the New Settlement District result in a high level of development potential, which is beginning to be realized through market-driven demand for new housing stock. The City of Kyle should seek to capitalize on this "developability," while emphasizing community amenities, enhancing the neighborhood lifestyle through shared spaces, and improving connectivity within and without the District. The unique water features, such as creekways and detention/retention facilities, in the New Settlement District should be utilized as form-giving elements and corridors for connections. Future development will occur along the

roadways best suited for access, and in the best proximity to the emerging water and waste water infrastructure expansion planned for in the city's capital improvement plan. Use patterns should be established that complement residential development and facilitate beneficial land use transitions. In this way, the New Settlement District should serve as a transition between the higher intensity of use within the core Districts and the low intensity of use of the Farm District.

JURISDICTION

The New Settlement District is located in the southern portions of Kyle. Figure 12 indicates the location of the New Settlement District.

New Settlement District

CHARACTER

~~Stretching over both Plum Creek and I-35, t~~The New Settlement District is comprised primarily of farm fields and new residential developments that are being carved out of former farm fields in an area that stretches across the city's southern-most region, from Old Stagecoach Road on the west, across I-35 toward the east, to the western border of the Plum Creek Riparian Landscape. The character of the district is as diverse as the district is expansive, as the New Settlement District spans the largest portion of the southern region of Kyle. For this reason, owing to such a diverse cross-section of Kyle's landscape, the character of the district is defined more by the function of the streets and neighborhoods that serve any particular block being examined, and less by the multiple landforms characteristic of the region as a whole. -Northwest to southeast roadway patterns are strong, while northeast to southwest connections are lacking. Traditional residential enclaves predominate in the New Settlement District, aggregated in neighborhoods of unique housing forms. Some landscapes are bisected by I-35, others are permeated by feeder creeks and tributaries which should require heightened standards for physical development going forward. The region is dominated by legacy agricultural lands which feature old growth stands of trees and sparse one-family residences. However, there are areas experiencing significant development pressures to fulfill the current need for single family residential, and with few barriers to development, the region is growing in popularity for new housing, held back in the western region by the large portion of the district being under-served by public waste water utilities. Private and public spaces are clearly separate, with the public domain defined by shared neighborhood amenities and the private domain defined by privatized landscapes. Acreage tracts abound in the Districts, some of which are uniquely suited for high turnover, high density retail and service uses by their location close to available roadways and wet utilities. Other properties are not yet ripe for development for their location along under-performing roadways, or from being so far removed from sewer and/or sufficient water supply. Public space is not encroached on by private functions. The New Settlement District has a lower density and intensity of development than the adjacent Mid-Town District, and the open character of the landscape removed from the interstate corridor should evoke the agricultural heritage of the District. Physical and visual portioning and division of land should be avoided where possible in this District.

INTENT

The flat land and large parcel size in the New Settlement District result in a high level of development potential, which is beginning to be realized through market-driven demand for new housing stock. The City of Kyle should seek to capitalize on this "developability," while emphasizing community amenities, enhancing the neighborhood lifestyle through shared spaces, and improving connectivity within and without the District. The unique water features, such as creekways and detention/retention facilities, in the New Settlement District should be utilized as form-giving elements and corridors for connections. Future development will occur along the

roadways best suited for access, and in the best proximity to the emerging water and waste water infrastructure expansion planned for in the city's capital improvement plan. Use patterns should be established that complement residential development and facilitate beneficial land use transitions. In this way, the New Settlement District should serve as a transition between the higher intensity of use within the core Districts and the low intensity of use of the Farm District.

JURISDICTION

The New Settlement District is located in the ~~eastern and~~ southern portions of Kyle. Figure 12 indicates the location of the New Settlement District.

New Town District

CHARACTER

Currently consisting primarily of residential uses, open fields, some commercial uses along I-35, and the City's new Performing Arts Center, the New Town District will likely experience significant development pressures in the near future. This District straddles both I-35 and FM 1626, and growth from Austin and Buda is spreading south along these roadways. These land uses and the forms that follow are wide-ranging and varying according to the existing development pattern in place today, and the availability for utility service to as-yet undeveloped lands. The New Town District includes undeveloped residential areas, the proposed site for an 'Uptown' shopping/activity center, proposed and existing commercial along higher classified roadways, and legacy residential that has existed for many years. This District should be livable, comfortable, and convenient for all residents of Kyle and the surrounding region. Elements of form and design are critical to ensuring transitions between neighboring uses.

INTENT

The New Town District is designed to contain a horizontal mix of land uses that should be integrated across the area to express a cohesive community form. Many differing uses are encouraged throughout the District, but are distributed in autonomous land parcels instead of vertically aggregated in fewer land parcels. Horizontal mixed- and multi-uses provide a transition to integrate the community form of New Town with surrounding communities, landscapes, and nodes. As parcels along major roadways and alongside high capacity wet utilities come available, the development density of those parcels should be established higher than other areas of the city, especially any properties in proximity to either I-35, FM 1626, or both. The purpose of the New Town District is to harness economic development potential and establish its position as the sustainable center of surrounding growth. The leading way to make this a reality is to build off the strength of the urban form supported in the Core Area Transition District, make use of the transportation network already in place that runs through and along this district, and enable more uses and architectural types that blend well into the urban design form. This District should provide economic support to Kyle based on locational advantages gained by access to growth advancing from south Austin and nodal developments on the northern side of Kyle. Mixed-use development should be encouraged, not only permitted, to maximize economic development. This can be achieved by aggregating appropriate densities in order to support a mixture of uses. Development patterns and employment opportunities should be created in the New Town District that do not conflict with the surrounding community fabric. Establishing mixed use zoning districts and employment districts will complement the existing retail and service uses present today, and should be supported by the adjacent residential and future integrated multi-family residential.

JURISDICTION

The New Town District is in the northern portion of Kyle, on both the east and west sides of I-35. The most prominent features of this District are I-35, FM 1626, and Kohler's Crossing. Figure 13 indicates the location of the New Town District.

New Town District

CHARACTER

Currently consisting primarily of residential uses, open fields, some commercial uses along I-35, and the City's new Performing Arts Center, the New Town District will likely experience significant development pressures in the near future. This District straddles both I-35 and FM 1626, and growth from Austin and Buda is spreading south along these roadways. These land uses and the forms that follow are wide-ranging and varying according to the existing development pattern in place today, and the availability for utility service to as-yet undeveloped lands. The New Town District includes undeveloped residential areas, the proposed site for an 'Uptown' shopping/activity center, proposed and existing commercial along higher classified roadways, and legacy residential that has existed for many years. This District should be livable, comfortable, and convenient for all residents of Kyle and the surrounding region. Elements of form and design are critical to ensuring transitions between neighboring uses.

INTENT

The New Town District is designed to contain a horizontal mix of land uses that should be integrated across the area to express a cohesive community form. Many differing uses are encouraged throughout the District, but are distributed in autonomous land parcels instead of vertically aggregated in fewer land parcels. Horizontal mixed- and multi-uses provide a transition to integrate the community form of New Town with surrounding communities, landscapes, and nodes. As parcels along major roadways and alongside high capacity wet utilities come available, the development density of those parcels should be established higher than other areas of the city, especially any properties in proximity to either I-35, FM 1626, or both. The purpose of the New Town District is to harness economic development potential and establish its position as the sustainable center of surrounding growth. The leading way to make this a reality is to build off the strength of the urban form supported in the Core Area Transition District, make use of the transportation network already in place that runs through and along this district, and enable more uses and architectural types that blend well into the urban design form. This District should provide economic support to Kyle based on locational advantages gained by access to growth advancing from south Austin and nodal developments on the northern side of Kyle. Mixed-use development should be encouraged, not only permitted, to maximize economic development. This can be achieved by aggregating appropriate densities in order to support a mixture of uses. Development patterns and employment opportunities should be created in the New Town District that do not conflict with the surrounding community fabric. Establishing mixed use zoning districts and employment districts will complement the existing retail and service uses present today, and should be supported by the adjacent residential and future integrated multi-family residential. Public spaces in this District should be used to preserve the character of ranch heritage, where appropriate.

JURISDICTION

The New Town District is in the northern portion of Kyle, on both the east and west sides of I-35. The most prominent features of this District are I-35, FM 1626, and Kohler's Crossing. Figure 13 indicates the location of the New Town District.

Old Town District

CHARACTER

Development within the Old Town District follows the historic and regular street grid, which should be preserved while also encouraging appropriate infill development and redevelopment. Primary uses within this District are civic and institutional, specialty commercial, and residential. Of note, there are few sizeable employers located in or near the Old Town District. Significant features include easy access to both north and southbound I-35, the railroad, City Hall and Police Headquarters, and the landmark City Square. The Old Town District embodies the characteristics of a Rural Town Center through consistent community form, continuity, and scale. The scale of reference is a uniform Old Town block, reinforced by the regular street grid. In order to ensure smooth transitions and maintain this fabric, building height should not vary by more than two stories from the average height within any one block.

INTENT

As the historic core of Kyle, the Old Town District must be re-established as the central community activity center for the City, reversing the shift of that concentration to the retail hub located one exit north along I-35. Specialized commercial activity, appropriate to the function of this historic area, should be encouraged. The form of the District should also be preserved and promoted, especially the street grid and historic building stock. To capture this emerging sub-market of local, downtown shopping and recreation, while being mindful of the existing built forms in the Old Town District, development should encompass a true model of multiple uses within the same structure to permit greater potential to operate in the same land area available today. Once a greater number and variety of service and product providers assembles in Kyle's Old Town District, store owners should be able to solicit patronage from not only the residential immediately adjacent, but from the considerable number of residences to the north and northwest. Overall, this District should offer both local service commercial activities and residential uses in order to create a lively and livable area. In order for the Old Town District to truly function as the center of Kyle, clear access must also be provided to communities, landscapes, and nodes in order to knit the City together in a legible system. Additionally, new development in the Old Town District should span I-35, creating greater east-west connections. Uses in the Old Town District are addressed in greater detail in the Downtown Revitalization Plan element of this Comprehensive Plan document.

JURISDICTION

Kyle's Old Town District contains the historic commercial and residential core of Kyle, which grew up around the railroad station stop. This District is generally bounded by Live Oak Street to the north and Allen Street to the south, and runs along Center Street to the west and crosses I-35 to the east. Figure 8 indicates the location of the Old Town District.

Old Town District

CHARACTER

Development within the Old Town District follows the historic and regular street grid, which should be preserved while also encouraging appropriate infill development and redevelopment. Primary uses within this District are civic and institutional, specialty commercial, and residential. Of note, there are few sizeable employers located in or near the Old Town District. Significant features include easy access to both north and southbound I-35, the railroad, City Hall and Police Headquarters, and the landmark City Square. The Old Town District embodies the characteristics of a Rural Town Center through consistent community form, continuity, and scale. The scale of reference is a uniform Old Town block, reinforced by the regular street grid. In order to ensure smooth transitions and maintain this fabric, building height should not vary by more than two stories from the average height within any one block.

INTENT

As the historic core of Kyle, the Old Town District must be re-established as the central community activity center for the City, reversing the shift of that concentration to the retail hub located one exit north along I-35. Specialized commercial activity, appropriate to the function of this historic area, should be encouraged. The form of the District should also be preserved and promoted, especially the street grid and historic building stock. To capture this emerging sub-market of local, downtown shopping and recreation, while being mindful of the existing built forms in the Old Town District, development should encompass a true model of multiple uses within the same structure to permit greater potential to operate in the same land area available today. Once a greater number and variety of service and product providers assembles in Kyle's Old Town District, store owners should be able to solicit patronage from not only the residential immediately adjacent, but from the considerable number of residences to the north and northwest. Overall, this District should offer both local service commercial activities and residential uses in order to create a lively and livable area. In order for the Old Town District to truly function as the center of Kyle, clear access must also be provided to communities, landscapes, and nodes in order to knit the City together in a legible system. Additionally, new development in the Old Town District should span I-35, creating greater east-west connections. Uses in the Old Town District are addressed in greater detail in the Downtown Revitalization Plan element of this Comprehensive Plan document.

JURISDICTION

Kyle's Old Town District contains the historic commercial and residential core of Kyle, which grew up around the railroad station stop. This District is generally bounded by Live Oak Street to the north and Allen Street to the south, and runs along Center Street to the west and crosses I-35 to the east. Figure 8 indicates the location of the Old Town District.

Ranch Landscape

CHARACTER

The Ranch Landscapes are found where the land forms begin to resemble the rolling hills and rocky terrain indicative of the Hill Country of Central Texas. These areas are not ideal for crop farming activities, but are well-suited for ranching and grazing and have been used for these activities throughout Kyle's history. Acknowledgement and protection of the Ranch Landscape will preserve this element of Kyle's heritage and also preserve the environmental integrity of these sensitive areas. The Ranch Landscape is an important recharge zone for underground aquifers that provide clean water to both the local and distant region. A mix of open spaces and historic oak trees are typical of the Ranch Landscape, and rolling topography in this region results in significant vistas. Agricultural uses consist primarily of grazing activities, with some selectively appropriate fields and crop cultivation. Growth in the Ranch Landscape should be carefully master planned, to not displace historic ranching land uses or their context, but instead to honor the history of the practice up to the modern day. Communities and their associated amenity features should provide adequate services and recreation to the population that locates there, without being incongruent to existing ranching activities immediately adjacent, themselves a large part of what makes the region attractive for settlement. In order to achieve this goal, development must be site-specific and carefully designed to fit within the rangeland context. Heightened consideration should be afforded to those areas near sensitive environmental features and landforms, with particular care placed in designing improvements that work with the landscape.

INTENT

Development within the Ranch Landscapes should strive to preserve low intensity development through low impact development practices, such as the clustering of development along the edges of wooded areas, and avoiding as much grading as possible by leaving areas of steep slopes undeveloped, allowing these areas to function as riparian buffers to the rivers and tributaries to which they are often adjacent. Development that disrupts historic agricultural uses or blocks views of rolling lands is not recommended, as those characteristics of the region are a significant draw for the end users. Ranchland preservation policies should be implemented in these areas. Growth should be directed toward uses that can co-exist with ranching activities, and similarly locating higher-intensity uses away from adjoining agricultural uses.

JURISDICTION

The Ranch Landscapes are located in the western portions of Kyle and its ETJ, bordered by the Sensitive/Sustainable Development and Riparian Districts. Figure 5 indicates the location of the Ranch Landscape.

Ranch Landscape

CHARACTER

The Ranch Landscapes are found where the land forms begin to resemble the rolling hills and rocky terrain indicative of the Hill Country of Central Texas. These areas are not ideal for crop farming activities, but are well-suited for ranching and grazing and have been used for these activities throughout Kyle's history. Acknowledgement and protection of the Ranch Landscape will preserve this element of Kyle's heritage and also preserve the environmental integrity of these sensitive areas. The Ranch Landscape is an important recharge zone for underground aquifers that provide clean water to both the local and distant region. A mix of open spaces and historic oak trees are typical of the Ranch Landscape, and rolling topography in this landscape region results in significant vistas. Agricultural uses consist primarily of grazing activities, with some selectively appropriate fields and crop cultivation. Growth in the Ranch Landscape should be carefully managed-master planned, to not displace historic ranching land uses or their context, but instead to honor the history of the practice up to the modern day. Communities and their associated amenity features should provide adequate services and recreation to the population that locates there, without being incongruent to existing ranching activities immediately adjacent, themselves a large part of what makes the region attractive for settlement. In order to achieve this goal, development must be site-specific and carefully designed to fit within the rangeland context. Heightened consideration should be afforded to those areas near sensitive environmental features and landforms, with particular care placed in designing improvements that work with the landscape.

INTENT

Development within the Ranch Landscapes should strive to preserve open-rangeland-low intensity development through low impact development practices, such as the clustering of development along the edges of wooded areas, and avoiding as much grading as possible by leaving areas of steep slopes undeveloped, allowing these areas to function as riparian buffers to the rivers and tributaries to which they are often adjacent. Development that disrupts historic agricultural uses or blocks views of rolling lands is not recommended, as those characteristics of the region are a significant draw for the end users. Ranchland preservation policies should be implemented in these areas. Growth should be directed toward uses that can co-exist with ranching activities, and similarly locating higher-intensity uses away from adjoining agricultural uses.

JURISDICTION

The Ranch Landscapes are located in the western portions of Kyle and its ETJ, bordered by the Sensitive/Sustainable Development and Riparian Districts. Figure 5 indicates the location of the Ranch Landscape.

Regional Node

CHARACTER

Regional Nodes should have regional scale retail and commercial activity complemented by regional scale residential uses. These Nodes should represent the character and identity of Kyle, and signal these traits to the surrounding community. Regional Nodes have a radius of approximately 1/3 of a mile so that they are walkable, but are able to contain a greater range of uses at a larger scale than those found in Local Nodes. Appropriate uses may include grocery stores, retail shopping centers, multi-family housing, and municipal services, such as libraries and recreation centers. Regional Nodes are scaled and designed as activity centers where users not only secure goods and services, but also congregate and remain for extended periods, unlike Local Nodes which are designed around quick turnaround convenience retail. The Regional Nodes located along I-35 at the northern and southern boundaries of Kyle should be designed as entryways into Kyle with elements that are symbolic of Kyle and serve to attract I-35 travelers into Kyle. Transitions between Regional Nodes and surrounding districts must be carefully constructed to avoid abrupt shifts in land uses. Trails and sidewalks should be present throughout all Regional Nodes and should connect to surrounding neighborhoods.

INTENT

The primary goal of the Regional Nodes is to capture commercial opportunities necessary to close Kyle's tax gap. To achieve this goal, these Nodes should draw upon anticipated regional growth and aggregate density to enhance value and activity levels in a concentrated and visible location. Regional Nodes should provide a mixture of uses that complements regional commercial activity, as well as encourage high density residential development. These Nodes should respond to other regional areas of growth, specifically along I-35 and FM 1626, and to growth toward Hwy 21, SH 45 and SH 130. The anchor of each Regional Node should be regional commercial uses, and Regional Nodes should have a high level of development intensity.

JURISDICTION

Regional Nodes are positioned at intersections of regional roadways and at intersections of local and regional roadways. Largely, these Nodes form an outer ring around the City of Kyle that will concentrate regional activity along the regional roadways. Figure 19 indicates the location of the Regional Nodes.

Regional Node

CHARACTER

Regional Nodes should have regional scale retail and commercial activity complemented by regional scale residential uses. These Nodes should represent the character and identity of Kyle, and signal these traits to the surrounding community. Regional Nodes have a radius of approximately 1/3 of a mile so that they are walkable, but are able to contain a greater range of uses at a larger scale than those found in Local Nodes. Appropriate uses may include grocery stores, retail shopping centers, multi-family housing, and municipal services, such as libraries and recreation centers. Regional Nodes are scaled and designed as activity centers where users not only secure goods and services, but also congregate and remain for extended periods, unlike Local Nodes which are designed around quick turnaround convenience retail. The Regional Nodes located along I-35 at the northern and southern boundaries of Kyle should be designed as entryways into Kyle with elements that are symbolic of Kyle and serve to attract I-35 travelers into Kyle. Transitions between Regional Nodes and surrounding districts must be carefully constructed to avoid abrupt shifts in land uses. Trails and sidewalks should be present throughout all Regional Nodes and should connect to surrounding neighborhoods.

INTENT

The primary goal of the Regional Nodes is to capture commercial opportunities necessary to close Kyle's tax gap. To achieve this goal, these Nodes should draw upon anticipated regional growth and aggregate density to enhance value and activity levels in a concentrated and visible location. Regional Nodes should provide a mixture of uses that complements regional commercial activity, as well as encourage high intensity density residential development. These Nodes should respond to other regional areas of growth, specifically along I-35 and FM 1626, and to growth toward Hwy 21, SH 45 and SH 130. The anchor of each Regional Node should be regional commercial uses, and Regional Nodes should have a high level of development intensity.

JURISDICTION

Regional Nodes are positioned at intersections of regional roadways and at intersections of local and regional roadways. Largely, these Nodes form an outer ring around the City of Kyle that will concentrate regional activity along the regional roadways. Figure 19 indicates the location of the Regional Nodes.

Riparian Landscape

CHARACTER

The Riparian Landscapes are characterized by the primary waterways of Kyle and surrounding floodplains. These Landscapes require additional design and construction considerations for the responsible management of stormwater and wastewater, which accompany development. Additionally, significant vegetative cover can be found within these Landscapes, which impacts air quality and confers identity on the community, and should have urban forests and other stands of vegetation preserved whenever feasible. Riparian corridors may be wooded or open areas of land and water, and are of local and regional importance. Water quality and aquifer recharge are critical factors, especially as the areas around Austin develop quickly and demands for water resources increase.

INTENT

The intent of the Riparian Landscape designation is to prevent the loss of sensitive riparian habitat and viewsheds that impact regional environmental quality. Ecologically appropriate development policies and design standards should be defined in these areas, on case-by-case bases mandating a higher design and development standard than those parcels not located in such sensitive confines. Design standards and guidelines should be implemented to preserve habitat, stabilize stream banks, improve water quality, and control erosion. Public spaces (such as parks and trails) in the Riparian Landscapes should be primarily built for passive recreation, a priority for preservation, and should connect the various development forms to promote community cohesion.

JURISDICTION

The Riparian Landscape occurs along the major waterways within Kyle and its ETJ: the Blanco River and Plum Creek. The Riparian Landscapes are bordered by the Ranch, Sensitive/ Sustainable Development, Mid-Town, New Town, New Settlement, Farm, and Super Regional Districts. Figure 6 indicates the location of the Riparian Landscape.

Riparian Landscape

CHARACTER

The Riparian Landscapes are characterized by the primary waterways of Kyle and surrounding floodplains, ~~seeking to protect them from encroaching~~ These Landscapes require additional design and construction considerations for the responsible management of stormwater and wastewater, which accompany development. Additionally, significant vegetative cover can be found within these ~~District Landscapes~~, which impacts air quality and confers identity on the community, and should have urban forests and other stands of vegetation preserved whenever feasible. Riparian corridors may be wooded or open areas of land and water, and are of local and regional importance. Water quality and aquifer recharge are critical factors, especially as the areas around Austin develop quickly and demands for water resources increase.

INTENT

The intent of the Riparian ~~District Landscape~~ designation is to prevent the loss of sensitive riparian habitat and viewsheds that impacts regional environmental quality. Ecologically appropriate development policies and design standards should be defined in these areas, on case-by-case bases mandating a higher design and development standard than those parcels not located in such sensitive confines. Design standards and guidelines should be implemented to preserve habitat, stabilize stream banks, improve water quality, and control erosion. Public spaces (such as parks and trails) in the Riparian ~~District Landscapes~~ should be primarily built for passive recreation, a priority for preservation, and should connect the various development forms to promote community cohesion.

JURISDICTION

The Riparian ~~District Landscape~~ occurs along the major waterways within Kyle and its ETJ: the Blanco River and Plum Creek. The Riparian ~~District Landscapes~~ are bordered by the Ranch, Sensitive/ Sustainable Development, Mid-Town, New Town, New Settlement, Farm, and Super Regional Districts. Figure 6 indicates the location of the Riparian ~~District Landscape~~.

Sensitive/Sustainable Development District

CHARACTER

Although the Sensitive/Sustainable Development District is currently lacking in roadway connections and therefore somewhat isolated from the rest of Kyle, the newly planned RR 150 bypass will open a new corridor through this region, as well as new roads extending from the southwest to the northeast, around which natural residential expansion into the hill country will continue. The Sensitive/Sustainable Development District should be characterized primarily by Low- Impact Development. To this end, development and built forms must minimize visual intrusion into the landscape, as well as environmental impact, similar to the Ranch Landscape development pattern. Natural landscape elements should be incorporated into site design and shared/common spaces. Cluster development, conservation subdivisions, and certified resilient building standards are ideal and should be encouraged in this District. These types of development will preserve natural features and amenities while still absorbing an appropriate amount of development pressure.

INTENT

The purpose of the Sensitive/Sustainable Development District is to manage and direct growth toward forms of development that recognize the inherent natural systems and preserve the existing environmental assets. The two districts, bifurcated by the Ranch and Riparian Landscapes, will develop with low-density residential and light service and retail master planned communities, located along the new RR 150 bypass (which will extend from Arroyo Ranch to the west side of the Yarrington Road interchange with I-35). Suitably scaled retail and commercial opportunities should be encouraged for the provision of goods and services to residents, to keep that portion of the population from having to make cross-region trips for provisions. Development should be directed toward unique, creative, and site-specific forms that will protect the natural landscapes and create a beneficial community for local residents, and low impact development practices should be encouraged. Although a broad range of uses could be manifested in this District, most of the uses are conditional, affording the City opportunity to enforce sustainable development practices.

JURISDICTION

The Sensitive/Sustainable Development District is found in two parcels, both in the western and southwestern areas of Kyle. One parcel is located roughly between Old Stagecoach Road and the Blanco River and contains farm fields, ranch lands, and some single family residential development. The second parcel is located along the southern boundary of Kyle's ETJ, directly adjacent to San Marcos. This parcel currently contains significant tree cover, some agricultural fields, and a very small amount of single family residential uses. Figure 15 indicates the location of the Sensitive/Sustainable Development District.

Sensitive/Sustainable Development District

CHARACTER

Although the Sensitive/Sustainable Development District is currently lacking in roadway connections and therefore somewhat isolated from the rest of Kyle, ~~the southern-most parcel of this District is likely to experience growth and development pressures from San Marcos to the south, while the other parcel is likely to experience pressures extending from the Old Town, Historic Core Area Transition, and MidTown Districts.~~ the newly planned RR 150 bypass will open a new corridor through this region, as well as new roads extending from the southwest to the northeast, around which natural residential expansion into the hill country will continue. The Sensitive/Sustainable Development District should be characterized primarily by Low- Impact Development. To this end, development and built forms must minimize visual intrusion into the landscape, as well as environmental impact, similar to the Ranch Landscape development pattern. Natural landscape elements should be incorporated into site design and shared/common spaces. Cluster development, conservation subdivisions, and ~~LEED-certified~~ certified resilient building standards are ideal and should be encouraged in this District. These types of development will preserve natural features and amenities while still absorbing an appropriate amount of development pressure.

INTENT

The purpose of the Sensitive/Sustainable Development District is to manage and direct growth toward forms of development that recognize the inherent natural systems and preserve the existing environmental assets. The two districts, bifurcated by the Ranch and Riparian Landscapes, will develop with low-density residential and light service and retail master planned communities, located along the new RR 150 bypass (which will extend from Arroyo Ranch to the west side of the Yarrington Road interchange with I-35). Suitably scaled retail and commercial opportunities should be encouraged for the provision of goods and services to residents, to keep that portion of the population from having to make cross-region trips for provisions. Development should be directed toward unique, creative, and site-specific forms that will protect the natural landscapes and create a beneficial community for local residents, and low impact development practices should be encouraged. Although a broad range of uses could be manifested in this District, most of the uses are conditional, affording the City opportunity to enforce sustainable development practices.

JURISDICTION

The Sensitive/Sustainable Development District is found in two parcels, both in the western and southwestern areas of Kyle. One parcel is located roughly between Old Stagecoach Road and the Blanco River and contains farm fields, ranch lands, and some single family residential development. The second parcel is located along the southern boundary of Kyle's ETJ, directly adjacent to San Marcos. This parcel currently contains significant tree cover, some agricultural

fields, and a very small amount of single family residential uses. Figure 15 indicates the location of the Sensitive/Sustainable Development District.

Super Regional Node

CHARACTER

The Super Regional Node should contain large-scale institutional, commercial, retail, and where appropriate, high-density multifamily land uses to create the highest classification activity center in Kyle. The Seton Medical Center should serve as the key distinguishing employment component, serving as the primary institutional use in the district upon which support enterprises can base their business locations. The Super Regional Node is in the early stages of development, and care should be taken to ensure that as development processes, it is in keeping with the character and intent outlined below for this Node. Seton Hospital serves as a regional attractor and, in large part, alongside destination retail and service businesses, defines the Super Regional Node. Associated health providers and goods and service providers should be attracted to this area and encouraged to create a diverse commercial and employment center. The aggregation of commercial square footage in this Node creates a significant commercial destination that will be visible to regional travelers along the I-35 corridor. This proximity to highway infrastructure results in the rare instance of a district primarily designed to be automobile oriented, with patrons arriving and interlocating primarily by car. The commercial focus of this Node should be on acting as an economic activity center, generating much needed real estate, sales, and hotel occupancy tax revenue for the city while fulfilling the retail and service needs of patrons from a targeted distance of no less than 10-15 miles away. Additionally, ancillary entertainment uses, such as movie theaters or bowling alleys, may be appropriate in this Node. This Node should serve as a destination for Kyle, attracting people due to the hospital and/or commercial offerings, and encouraging them to extend their stay due to unique and diverse uses and connections to other areas of Kyle.

INTENT

The purpose of the Super Regional Node is to capture employment opportunities and create a commercial destination within Kyle. Situated at the intersection of I-35 and Texas State Highway 1626, these high classification roadways are best suited to bring in out-of-region patrons with the least impact to Kyle's local street network. This Node should take advantage of the medical center and of I-35 traffic to increase Kyle's competitiveness in the surrounding region. Existing employment centers should be referenced when targeting complementary commercial uses and opportunities for increased value capture. Due to the concentration and diversity of uses in this Node, appropriate land use transitions to adjacent Communities is critical. The anchor of the Super Regional Node should be employment and the daytime population created by those positions, and the Super Regional Node should have the highest level of development intensity of all the Nodes.

JURISDICTION

The Super Regional Node is located on both the east and west sides of I-35 around the intersection of FM 1626 with I-35. Figure 20 indicates the location of the Super Regional Node.

Super Regional Node

CHARACTER

The Super Regional Node should contain large-scale institutional, commercial, ~~and~~ retail, and where appropriate, high-density multifamily land uses, to create the highest classification activity center in Kyle. ~~with~~ The Seton Medical Center should serve as the key distinguishing ~~feature~~ employment component, serving as the primary institutional use in the district upon which support enterprises can base their business locations. The Super Regional Node is in the early stages of development, and care should be taken to ensure that as development processes, it is in keeping with the character and intent outlined below for this Node. Seton Hospital serves as a regional attractor and, in large part, alongside destination retail and service businesses, defines the Super Regional Node. Associated health providers and goods and service providers should be attracted to this area and encouraged to create a diverse commercial and employment center. The aggregation of commercial square footage in this Node creates a significant commercial destination that will be visible to regional travelers along the I-35 corridor. This proximity to highway infrastructure results in the rare instance of a district primarily designed to be automobile oriented, with patrons arriving and interlocating primarily by car. The commercial focus of this Node should be on ~~unique retail offerings, rather than over-reliance on ubiquitous convenience retail~~ acting as an economic activity center, generating much needed real estate, sales, and hotel occupancy tax revenue for the city while fulfilling the retail and service needs of patrons from a targeted distance of no less than 10-15 miles away. Additionally, ancillary entertainment uses, such as movie theaters or bowling alleys, may be appropriate in this Node. This Node should serve as a destination for Kyle, attracting people due to the hospital and/or commercial offerings, and encouraging them to extend their stay due to unique and diverse uses and connections to other areas of Kyle.

INTENT

The purpose of the Super Regional Node is to capture employment opportunities and create a commercial destination within Kyle. Situated at the intersection of I-35 and Texas State Highway 1626, these high classification roadways are best suited to bring in out-of-region patrons with the least impact to Kyle's local street network. This Node should take advantage of the medical center and of I-35 traffic to increase Kyle's competitiveness in the surrounding region. Existing employment centers should be ~~leveraged-referenced to~~ when attract-targeting complementary commercial uses and opportunities for increased value capture. Due to the concentration and diversity of uses in this Node, appropriate land use transitions to adjacent Communities is critical. The anchor of the Super Regional Node should be employment and the daytime population created by those positions, and the Super Regional Node should have the highest level of development intensity of all the Nodes.

JURISDICTION

The Super Regional Node is located on both the east and west sides of I-35 around the intersection of FM 1626 with I-35. Figure 20 indicates the location of the Super Regional Node.

East Settlement District

Located in the east central region of Kyle's jurisdiction, the East Settlement District incorporates lands both inside and outside the city's corporate limits. The existing landscapes are largely livestock and row crop agriculture, systematically being turned-over into low density single family detached ex-urban home sites. In the district it is important to preserve the current agricultural viewsheds as a reminder of Kyle's recent and legacy agricultural heritage. The secondary benefit of this rural conservation of the East Settlement is that preservation of these lands is beneficial for stormwater management, the control of sediment and siltation in creekways, and it helps maintain local water and air quality. Development patterns should evoke an agricultural setting, with significant open spaces, native landscaping, and alternative storm water management in the form of street-side ditches and interconnected swales, rather than traditional curbs, gutters, and concrete stream channels.

Intent

The purpose of the Heritage District is to accommodate future growth and development that has proven successful elsewhere in Kyle, while preserving the agricultural context of this District. To this end, land development patterns should respect sensitive growth management practices, in a demonstrated effort to assimilate into the existing built infrastructure and landform patterns.

Jurisdiction

The East Settlement District is found in the southeast portions of Kyle and its Extra Territorial Jurisdiction. The Landscape is bordered by the Heritage Community, Mid Town and Riparian Districts. Figure 4 indicates the location of the East Settlement District.

P&Z 4/25/17

Landuse Recommendations from the 2010 Comp Plan

With updates from Ordinances #654, #794 & 2017 Update

Italics= Existing Moved Zoning District, **Bold**= New/Considering New Zoning Districts

Purple Highlights = amendments from the Mayor and City Council 1st read

Farm Landscape	Recommended: A, UE Conditional: R-1-1, NC <u>Conditional by Development Agreement</u> <ul style="list-style-type: none">Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC
Ranch Landscape	Recommended: A, UE Conditional: R-1-1, NC <u>Conditional by Development Agreement</u> <ul style="list-style-type: none">Blanco North: R-1-1, R-3-3, R/SBlanco Central/West: R-1-2, R-3-3, R/SBlanco South: R-1-2, R-3-3, R/S
Riparian Landscape	Recommended: A, UE Conditional: R-1-1 <u>Conditional by Development Agreement</u> <ul style="list-style-type: none">Blanco North: R-1-1, R-3-3, R/SBlanco Central/West: R-1-2, R-3-3, R/SBlanco South: R-1-2, R-3-3, R/SPecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC
Old Town District	Recommended: <i>CBD-1, CBD-2</i> , R-1-T, NC, CC E, MXD Conditional: R-1-A, R-1-C, R-2, R-3-2, R-3-3, R/S
Core Area Transition	Recommended: <i>E, R/S, CC, NC</i> , MXD, O/I , Conditional: HS, R-1-A, R-1-T, R-1-C, R-3-2, R-3-3)
East Settlement	Recommended: R-1-1, R-1-2, UE Conditional: R-1-3, R-2 , R-1-C, R-1-A, NC, CC, R-1-T, M-1, M-2, M-3, T/U, MXD, R/S ,
Historic Core Area	Recommended: R-1-1, R-1-2, R-1-3, R-1-A Conditional: A, R-2, R-3-1, R-1-T, UE, NC, <i>E, R/S</i> , MXD <u>Conditional by Development Agreement</u> <ul style="list-style-type: none">Blanco South: R-1-2, R-3-3, R/S
Mid-Town District	Recommended: R-1-1, R-1-2, R-1-3, NC Conditional: E, R-1-A, R-1-T, R-3-1, R-3-2, CC, R/S, MXD, O/I <u>Conditional by Development Agreement</u>

	<ul style="list-style-type: none"> Blanco North: R-1-1, R-3-3, R/S
New Settlement	<p>Recommended: O/I Conditional: E, R-1-A, R-1-1, R-1-2, R-1-3, R-1-C, R-1-T, R-2, T/U, UE, NC, CC, MXD, R/S, W</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> Blanco South: R-1-2, R-3-3, R/S Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC
New Town District	<p>Recommended: R-1-1, R-1-2, R-1-3, R-1-C, R-1-T, R-2, R-3-2, R-3-3, CC, NC, R/S, MXD, O/I, Conditional: E, A, C/M, R-1-A, R-3-1, RV, T/U, UE, HS, W</p>
Transitional Settlement District	<p>Recommended: <u>R-1-1</u>, A, C/M, UE Conditional: R-1-2, R-1-3, R-1-A, R-1-C, R-1-T, R-2, R-3-1, R-3-2, R-3-3, W, NC, CC, HS, E, M-2, M-3, R/S, RV, T/U</p>
Sensitive/Sustainable Development	<p>Recommended: A, UE Conditional: R-1-1, <u>R-1-2</u>, R-1-A, R-2, R-1-T, <u>R-3-3</u>, T/U, NC, <u>R/S</u></p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> Blanco North: R-1-1, R-1-2, R/S Blanco Central/West: R-1-2, R-3-3, R/S Blanco South: R-1-2, R-3-3, R/S
Heritage District:	<p>Recommended: A, R-1-1, R-1-2, UE, NC Conditional: C/M, E, M-2, M-3, R-1-3, R-1-A, R-1-T, R-2, R-3-1, R/S, RV, T/U, W, CC</p>
Local Node	<p>Recommended: R-1-C, R-3-2, R-3-3, CC, NC, MXD Conditional: R-1-T, R-3-1, R/S</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> Blanco North: R-1-1, R-1-2, R/S Blanco Central/West: R-1-2, R-3-3, R/S
Regional Node	<p>Recommended: R-1-C, R-3-2, R-3-3, CC, NC, R/S, MXD Conditional: CBD-1, CBD-2, E, HS, R-3-1, O/I</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC
Super Regional Node	<p>Recommended: E, HS, R-3-2, R-3-3, R/S, MXD, O/I Conditional:</p>

Landuse Districts with May 2017 Amendments

Landuse Districts (Proposed)

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

Jurisdiction

- KYLE
- KYLE ETJ
- Parcel Lines

Development Agreements

- Blanco River North (BRR)
- Blanco Central (Nance/Bradshaw)
- Blanco South (McCoy)
- Pecan Woods

