



CITY OF KYLE COMPREHENSIVE PLAN

**2017 Update; and
Original Town Land Use District
Amendment (July 2, 2019); and Adding
R-1-3 Zoning District to the Original Town
District (Sept. 3, 2019)**





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Town Land Use District
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MESA



ACKNOWLEDGEMENTS

The creation and adoption of successful public plans results from the inputs, involvement, and dedication of a wide range of community leaders. The Kyle Comprehensive Plan is the result of the commitment of Kyle elected officials, staff, and community members to positive growth and change in the community. The following individuals were instrumental in the construction of this Plan:

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INTRODUCTION TO THE COMPREHENSIVE PLAN

The Importance of Planning

A Comprehensive Plan provides a clear record of the community's goals and visions and supplies guidance for future municipal decisions. A Comprehensive Plan is firmly grounded in assessments of the existing natural, physical, social, and economic conditions of the community. Public input, comments, and support are gathered at each stage of the planning process, in order to educate the public, foster local leadership, and ensure that the Plan is representative of the will of the people. Individual plan elements reflect these inputs and are synchronized to create coordinated directives for desired development in the future. Finally, an implementation strategy is prepared to guide realization of the Comprehensive Plan and of the community's vision. A Comprehensive Plan prepared with these methods and components will be a record of publicly derived vision that directs decision-making and actions by elected officials and City staff in matters of all scales.

What the Plan does for Kyle

Kyle is experiencing rapid growth that applies a great deal of pressure on all systems within the City, including transportation systems, provision of utilities, and access to goods and services. Additionally, residents of Kyle express a desire for increasing the sense of community, connectivity, and civic institutions within the City. In order to ensure adequate provision of basic services and needs, while also fostering a high quality of life and preserving Kyle's unique community, it is necessary for the City to be proactive in planning for the future. This Comprehensive Plan for the City of Kyle provides guidance for increasing ad valorem tax revenues to fund service provision, protecting sensitive cultural and natural features representative of Kyle's history and character, directing growth in key locations to create nodal destinations, and ensuring a high quality of form and design in new development. The planning horizon of this Comprehensive Plan is 2040, when it is projected that approximately 90,000 residents will live in Kyle. The directives of this Plan will provide for these future residents within a framework that will make Kyle self-sufficient and prosperous.

The Structure of the Plan

The Kyle Comprehensive Plan is divided into four main sections: Assessments, Visioning, Plan Elements, and Plan

Implementation. Each of these sections is described in greater detail below.

Assessments. This section provides context for the Comprehensive Plan by describing existing conditions in Kyle and evaluating how these conditions will impact future growth and development in the City. Assessments contain the following components: Regulatory Profile; Population, Demographics, and Market Analysis; Tax Gap Analysis; Development Trends; Infrastructure Profile; Circulation Analysis; Natural Systems; Form Analysis; and Workshop #1 Summary.

Visioning. The Visioning process creates a Planning Framework, based on Assessment data and public input, which will guide the Plan elements. Visioning contains the following components: compilation of community goals from Workshop #1; matrix analysis of goals to determine the most strategic goals; design of the highly graphical planning framework; and Workshop #2 summary.

Plan Elements. The Plan Elements identified for the Kyle Comprehensive Plan direct and facilitate future development that is in keeping with the vision manifest in the Planning Framework. The Plan Elements are: Future Land Use Plan; Open Space Plan; Public Facilities Plan; Transportation Plan Update; Urban Design Plan; and Downtown Revitalization Plan. This section also contains a summary of Workshop #3.

Plan Implementation. This section makes recommendations and details strategies that will foster realization of the individual Plan Elements. Components included in this section are: Economic Development Strategy and Plan Implementation.

Additionally, Appendices are included that provide a quick reference to some of the main components of the Comprehensive Plan, including a compilation of all key recommendations from each Plan Element and a zoning application table that details which zoning categories are appropriate in each Land Use District.



ASSESSMENTS

ASSESSMENTS

Before a plan can be constructed for the City of Kyle, it is important to understand the context in which that plan will be created. The Comprehensive Plan, although visionary in nature, must be grounded in the realities of the context in which the Plan will be realized. This context has physical, economic, and social aspects. The Assessments section of the Plan Report is therefore organized around physical, social, and economic components, including:

Social

- **Regulatory Assessment.** The Regulatory Assessment looks at existing plans that have been constructed for Kyle, as well as the zoning and subdivision ordinances for the City.
- **Population and Demographics.** This section provides population projections that will be used throughout the planning process, as well as a profile of the major demographic groups that comprise the Kyle community.

Economic

- **Economic Analysis.** This section provides an analysis of the economic conditions and needs that will be associated with anticipated future growth in Kyle. Kyle's position along the I-35 Corridor is pivotal in this analysis.
- **Tax Gap Analysis.** The Tax Gap Analysis looks at the cost of governance associated with a future population and how future growth and development will impact the general fund of the City.

Physical

- **Infrastructure Assessment.** The Infrastructure Assessment considers existing water and sewer services, and also provides information regarding capacity to service future growth.
- **Circulation Analysis.** This section addresses the existing circulation pattern of Kyle, major points of congestion, and needs associated with future growth.
- **Natural Systems Assessment.** This section is set up sequentially to define the natural landscape in which growth and development will occur. Topography, hydrology, soils, and vegetation are addressed.
- **Form Analysis.** The Form Analysis provides a summative conclusion to the previous assessments. It defines nine distinct districts within the City of Kyle, based on character and patterns of use. These Form Districts serve as a means of organizing the Kyle Community throughout the rest of the planning process.

Each assessment component contains a description of existing conditions, as well as an evaluation of how that component will impact future growth and development in Kyle. The conclusions developed in this Assessment Report are instrumental inputs given to the community for the construction of the Goals and Objectives of the Comprehensive Plan.

REGULATORY PROFILE

The Regulatory Profile details the regulatory tools currently available in Kyle to control and manage growth and development. Specifically, existing plan documents and segments of Kyle's Code of Ordinances are briefly analyzed. This review is necessary to understand how Kyle is currently prepared to address predicted growth and to identify areas in which more regulatory control would be desirable.

EXISTING PLAN DOCUMENTS

The City of Kyle's recent plans include the Comprehensive Plan (2001), the Transportation Master Plan (2005), the Parks, Trails, and Open Space Plan (2006), and the Economic Development Strategic Plan (2007). These planning efforts are commendable and provide a rich foundation for this new Comprehensive Plan.

Comprehensive Plan

The 2001 Comprehensive Plan covers a standard range of sections and provides an important snapshot of conditions in Kyle at the time. In the Population section, the Plan noted the 139% growth experienced by Kyle from 1990 to 2000, when the population grew from 2,225 to 5,314. The 2001 Plan projected that Kyle would have a population between 17,964 and 32,767 by 2020. With Kyle's population estimated to be 23,905 in July, 2007, a 350% growth in only 7 years, the projections from the 2001 Plan are likely to be well surpassed. A portion of this growth can be attributed to the fact that Kyle's city limits have increased significantly since 2001, in accordance with one of the goals in the Land Use Plan to expand through annexation. Additionally, Kyle's 2001 population projections did not fully account for general growth within the Austin-San Antonio corridor. Dramatic change has taken place as Austin continues to push outward from its urban center. As the City moves out, it changes the proximity of neighboring cities to that growth. As proximity increases, the growth rate within neighboring cities also increases (a proximity associated growth rate). Proximity associated growth rates increase along major corridors emanating from the dominant urban core. Therefore, Kyle will see a disproportionate growth increase as Austin grows.

The 2001 Plan contains the following plan elements: Housing, Population, Land Use, Economic Development, Central Business District, Street System, Thoroughfare System, Water System, Wastewater System, Drainage System, Recreation and Open Space, and Capital Improvements. There are some connections made between elements, but overall the Plan is weakened by the lack of clear and direct relationships between each element. For example, the Thoroughfare System element identifies objectives to improve accessibility and expand roadways in the future, but the expansions are not correlated to population projections

nor does the Thoroughfare System take into account the location or types of land uses and their potential to generate traffic flows.

In addition to expanding through annexation, several other goals of the 2001 Plan have been achieved by the City, including building the new City Hall and creating Economic Development and Open Space Plans to address goals and needs identified in the Comprehensive Plan. However, there is little evidence of public input or participation in this Plan, and while there are technical recommendations for what is needed in Kyle for the future, there is little discussion of community concerns or goals for the future. Additionally, the Plan lacks a cohesive implementation plan, so that individual recommendations are not prioritized or phased, which can make implementation difficult and inefficient. A new Comprehensive Plan is needed in Kyle to address the rapid population growth, coordinate the City's planning efforts, incorporate community vision and goals, and provide a functional implementation strategy for achieving these goals.

Future Land Use Map

The most current Future Land Use Map for Kyle was created in March, 2006, and assigns a land use type to land within both the Kyle City Limits and ETJ, as those boundaries were drawn at that time (Figure 1). The majority of Kyle's land is designated for single family residential uses, with some areas for apartments, manufactured housing, and multi-family residential uses. Retail and service uses are generally limited to narrow strips along main roadways, along with warehouse and manufacturing uses. No areas are designated for agricultural uses, which have long been a significant part of Kyle's character, although some land has been identified for parks, open space, and hike and bike trails. Downtown Kyle is recognized on the Future Land Use Map with the designations of CBD-1 and CBD-2, signifying the downtown's unique position with the City. The only other use category shown on the map is a catch-all designation for entertainment, transportation, and utility uses. The Map has many small areas of uses, often following parcel lines and surrounded by other uses. This suggests that the Future Land Use Map may be based too closely on existing land use

patterns, rather than acting as a representation of patterns of use that are desired for the future. Additionally, this close mixing of land uses can lead to a lack of transitions and to negative adjacencies. As this Future Land Use Map was made well after the 2001 Comprehensive Plan, there is a little communication between the Plan and the Map. In an ideal situation, the Comprehensive Plan would direct and inform the Future Land Use Map, allowing the Map to act as a representation of Comprehensive Plan goals. However, in Kyle's situation, the Future Land Use Map does not have the support of the Comprehensive Plan, and the Map therefore lacks vision and authority.

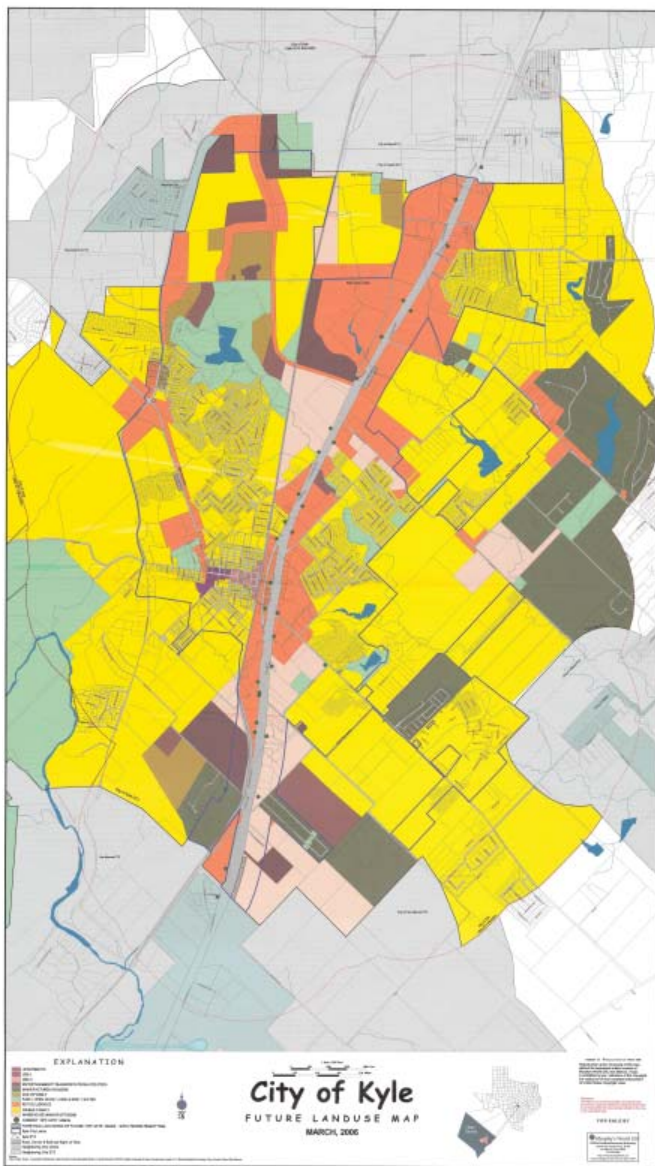


Figure 1: Kyle Future Land Use Map, 2006.

Transportation Master Plan

The 2005 Transportation Master Plan acknowledges rapid growth in Kyle and makes recommendations to provide a roadway system that will serve both the existing and projected future populations. This is Kyle's first official transportation plan, and the Plan provides an important baseline of transportation issues in the City. Additionally, since Kyle experienced such rapid population growth, this Transportation Plan updates key information that was already out-of-date from the 2001 Comprehensive Plan, including population and demographic trends. However, there is little relationship between the 2001 Comprehensive Plan and the 2005 Transportation Plan, as the Transportation Plan performed its own public process and identified its own goals and objectives with no reference to the City's Comprehensive Plan.

In 2016 Kyle ratified another updated Transportation Master Plan entitled *Kyle Connected: Transportation Master Plan 2040*. The plan came to be again by following its own public process and analysis, yet this plan does take into consideration the recent growth pressures placed on the city and some of the relevant conclusions made in the 2010 Comprehensive Plan. By reference, that document is adopted as an integral part of the transportation solution proposed by the policies of this Comprehensive Plan.

Parks, Trails, and Open Space Master Plan

Kyle's Parks, Trails, and Open Space Master Plan was completed and adopted in 2006. The Plan is designed to cover open space and recreation needs for a 10 year horizon, to 2016, and shows that while current park resources are

adequate for the existing population, park and recreation needs will increase as Kyle's population grows. At the time of this Plan, Kyle had four community parks (Gregg Clarke, Steeplechase, Waterleaf, and the downtown Square) for a total of 84 acres. Kyle also had a number of smaller neighborhood parks, primarily owned and operated by home owner associations (HOAs). The primary needs determined by the Plan are renovation of existing parks and facilities; development of additional athletic facilities; acquiring land and building new parks, trails, and natural areas; and pursuing a variety of funding sources to implement the Plan. Community input was solicited at several points and using several methods, and community goals were incorporated into overall Plan recommendations.

The emphasis of this Parks Plan is on recreation and active park facilities. However, it is important to acknowledge that open spaces should serve a range of uses, from active to passive, and are necessary for preserving both the environment and the community's quality of life. Preserved open space resources contribute to improving water and air quality, provide wildlife habitat, and can act as buffers and transition spaces between disparate land uses. This Plan utilizes a quota approach to park planning, whereby park acreage and amenities are determined based purely on total population size. In a system approach to park planning, care is taken to ensure that a range of open space resources are available to all segments of the population and that significant natural resources are preserved. A system approach will result in an organized and diverse network of open space and provide more substantive guidelines for creating open spaces in the future. Plans for parks, trails, and open spaces should be coordinated with new growth and development, as well as with other planning documents, to ensure that facilities are located to best serve the growing population and preserve the quality of life of Kyle for future residents.

The product of that proposed 2016 update is the *Kyle Parks and Recreation Master Plan* by Halff & Associates, formerly adopted on December 6, 2016, by the City Council. The study is envisioned to guide the city's strategic parks and recreation goals for the next 10 years. The plan evaluates the current parks and recreation capacity of the city, incorporates public input to determine the city's greatest needs for the next 10 years, and presents a series of goals and visioning

exercises to achieve those needs over the next decade.

Economic Development Strategic Plan

The Economic Development Strategic Plan developed in 2007 for Kyle has the following vision statement: "Kyle will be the premier employment center for the southern tier of the Austin metropolitan area and will serve as a destination for the best in shopping, recreation, and living in Hays County." A variety of both short- and long-term projects are identified to meet this vision, and responsible parties, a timeline, and a cost estimate are provided for each project. The level of detail included in this Plan should encourage implementation, making the Plan stronger and more useful. Furthermore, the scope of projects recommended in the Plan is quite wide, encompassing historic revitalization, healthcare industries, business park development, office development, transportation improvements, and higher education opportunities. Achievement of these goals will depend on coordinated efforts by multiple City departments and agencies, as well as on a strong comprehensive plan and ordinances to enable the land uses and connectivity desired for optimal economic development. Kyle's Comprehensive Plan must contribute to these economic development strategies by providing adequate infrastructure and establishing appropriate patterns of land use. In September of 2015, the City of Kyle adopted a newly created strategic plan for economic development titled *City of Kyle Economic Development Strategic Plan: Setting the Stage for Development Success* by the Natelson Dale Group, Inc. It is planned to be the guiding document for economic development until at least 2025. It features newly updated data on strategies and action plans, demographic and workforce characteristics, market and gap analyses, and appendices for strategic goals moving forward.

These Plans provide a good overview of how Kyle has changed and grown over the last 10 years and demonstrate how the City has become increasingly aware of the challenges and opportunities presented by such rapid growth. Ultimately, many of the goals and recommendations of these Plans are intertwined, as transportation system improvements will enable increased economic development, and better parks and open spaces will increase overall quality of life for Kyle citizens, but the Plans themselves must be integrated more closely. For these goals to be realized most effectively, elements of these Plans must be represented, expanded upon, and connected within the fabric of this new Comprehensive Plan.

CODE ELEMENTS

For this Comprehensive Plan, the Assessments phase included a limited review and inventory of applicable City of Kyle ordinances, specifically the Zoning Ordinance (#438) and the Subdivision Ordinance (#439). The overall structure of the Kyle Ordinances is cumulative and sequential, wherein each new ordinance or amended ordinance is added to the end of the list of previous ordinances. As this design lacks a hierarchy, it may be difficult to determine the relationship between ordinances, their place within the collected group of ordinances, and even if a particular ordinance is the most up-to-date version. This lack of structure may make application of the ordinances by developers and enforcement of the ordinances by the City confusing and challenging.

Zoning Ordinance

The Kyle Zoning Ordinance was adopted on November 24, 2003, and it provides regulation and standards for development and land use within the Kyle city limits. Kyle's Zoning Ordinance uses a standard Euclidean zoning format where land uses and building standards are applied to geographical and discrete areas as shown on a zoning map. Typically, a zoning ordinance deals with the primary concern that led to its creation, such as encroachment of non-compatible uses, by creating space, usually expressed as front, side, and rear yard or height-to-setback ratios. This approach injects space into the urban fabric and hinders commercial aggregation on mixed-use sites. In the Kyle Zoning Ordinance, each zoning district is provided with a purpose statement, permitted uses, and a set of conditions and limitations, which covers basic standards for form and design, including building height and placement on the lot, parking requirements, exterior building materials, and permitted density of development. Traditional zoning generally encounters problems when addressing issues of building materials and design because it is outside the normal concerns of land use (i.e. density, use, height, parking, and yard space). Typically, other ordinances address design and landscape related concerns. The inclusion of exterior building material standards in Kyle's zoning ordinance is therefore out of the ordinary.

Several of the zoning districts defined for Kyle receive more detailed standards for elements such as sidewalks and

screening. However, the Zoning Ordinance contains very few requirements or standards for elements such as public open space, orientation of buildings to public spaces or roadways, or design of buildings. These types of standards are often utilized to encourage shared spaces and a commonality of design that can contribute to a greater sense of community and identity for the municipality. Additionally, the use of Euclidean zoning districts can limit beneficial mixed use areas by not allowing any sort of shopping or working opportunities in residential areas and can also create awkward land use adjacencies where two non-compatible districts are located next to each other.

The Zoning Ordinance has had several amendments in the years since its adoption in 2003. These amendments generally reflect minor changes and make little significant impact on the Ordinance, with the exception of Amendment #438-29, which creates new conditional overlay districts for main roadways in Kyle, and Amendment #526, which was adopted in January 2008 to create a Hospital Services District.

Zoning Map

Kyle's Zoning Map was last updated on May 20, 2009, and displays a complex patchwork of distinct zoning districts (Figure 2). A large part of this complexity is due to the fact that there are 11 different residential districts. There are also zoning districts for standard categories, including retail, commercial, manufacturing, industrial, warehousing, and transportation and utilities. A discrete district is identified for the hospital complex at Kyle Parkway, east of I-35. A significant percentage of land within Kyle's City limits is zoned for the Plum Creek Planned Unit Development (PC PUD). With the exception of this PUD, the only other zoning districts that permit a mixture of residential and retail uses are the two Central Business Districts located in Downtown Kyle. There are also isolated parcels of land, primarily along I-35 and between adjacent residential districts, which are zoned for agriculture. Due to the fragmented nature of these agricultural parcels and the lack of agricultural uses shown on the Future Land Use Map, it appears that agricultural uses are being replaced, primarily by residential uses.

When the 2009 zoning map is compared to zoning maps from previous years, it is clear a significant amount of rezoning has occurred recently in Kyle. This pattern is also apparent when the zoning categories defined and described in the Zoning Ordinance are compared to those shown on the Zoning Map (Figure 3). As this comparison illustrates, there are several zoning categories that are described in the Ordinance but are not shown on the Map. Additionally, there are zoning categories shown on the Map that are not defined or described in either the 2003 Ordinance or subsequent amendments. This creates a significant problem, as there is no guidance as to the regulations and standards for these new categories and land uses within them. As the City grows and develops, it is important that zoning change requests can be reviewed within the context of a larger vision for Kyle, such as that provided by an up-to-date Comprehensive Plan, and that zoning changes are accurately described on both

the Zoning Map and in the Zoning Ordinance. In this way, community goals and vision will shape development, rather than allowing zoning to dictate development, and there will be clearly defined standards for all development within the Kyle City limits. Additionally, better communication between the City's Comprehensive Plan, the Zoning Ordinance, and the Zoning Map can help prevent awkward transitions and negative impacts between adjacent land uses.

Subdivision Ordinance

The Kyle Subdivision Ordinance was also adopted on November 24, 2003, and covers the process by which a subdivision may be developed, both within Kyle City limits and within Kyle's Extraterritorial Jurisdiction (ETJ). Standards and specifications are provided for the basic building blocks of a development, including block length, lots, streets, curbs, sidewalks, and street lights. There are

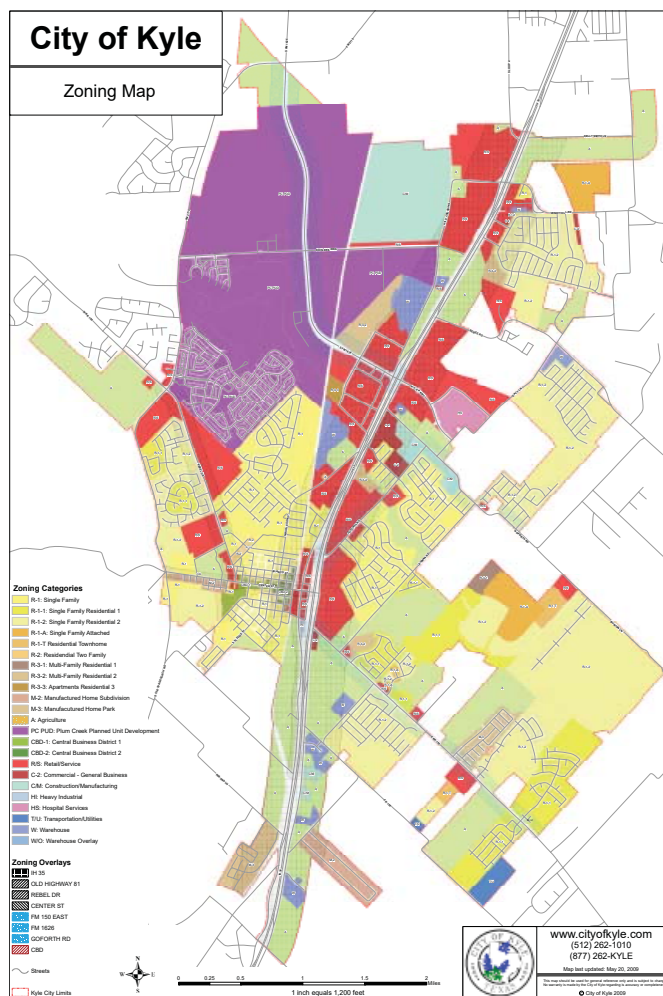


Figure 2: Kyle Zoning Map, 2009.

Zoning Category	In 2003 Zoning Ordinance	Zoning Amendment	On Zoning Map
Agricultural (A)	Yes		Yes
Urban Estate (UE)	Yes		
Single Family Residential (R-1)			Yes
Single Family Residential 1 (R-1-1)	Yes		Yes
Single Family Residential 2 (R-1-2)	Yes		Yes
Single Family Attached (R-1-A)	Yes		Yes
Residential Townhouse (R-1-T)	Yes		Yes
Residential Condominium (R-1-C)	Yes		
Residential Two Family (R-2)	Yes		Yes
Multi-Family Residential 1 (R-3-1)	Yes		Yes
Multi-Family Residential 2 (R-3-2)	Yes		Yes
Apartments Residential 3 (R-3-3)	Yes		Yes
Manufactured Home (M-1)	Yes		
Manufactured Home Subdivision (M-2)	Yes		Yes
Manufactured Home Park (M-3)	Yes		Yes
Central Business District 1 (CBD-1)	Yes		Yes
Central Business District 2 (CBD-2)	Yes		Yes
Planned Unit Development (PUD)	Yes		
Plum Creek Planned Unit Development (PC PUD)			Yes
Historic District (H)	Yes		
Recreational Vehicle Park (RV)	Yes		
Retail and Services (RS)	Yes		Yes
Commercial - General Business (C-2)			Yes
Billboards (B)	Yes		
Warehouse (W)	Yes		Yes
Construction and Manufacturing (CM)	Yes		Yes
Entertainment (E)	Yes		
Transportation and Utilities (TU)	Yes		Yes
Hospital Services (HS)		Yes (2008)	Yes
Heavy Industrial (HI)			Yes
Warehouse Overlay (WO)			Yes

Figure 3: Comparison of categories in the Zoning Ordinance and on the Zoning Map.

requirements for park land dedication, so that developers must either contribute to a City-wide park fund or provide public open space on site. A large portion of the Subdivision Ordinance covers measures to protect the watershed and prevent floods. As Kyle is situated within two significant river basins and over both the Edwards and Trinity Aquifers, water quality and erosion is an important concern and this is an essential inclusion. Similar to the Zoning Ordinance, however, the Subdivision Ordinance includes few design standards, diminishing the ability of this Ordinance to ensure high quality development that represents the character of Kyle. Additionally, landscaping standards are not included in the Subdivision Ordinance, which limits the City's ability to manage, maintain, and preserve the significant natural features that make Kyle unique and confer a high quality of life to the region.

When taken together, the Zoning Ordinance and the Subdivision Ordinance include standards beyond the basic necessities for development, covering watershed quality and flood prevention in some detail, as well as some building material requirements and parkland dedication. However, these ordinances both have their own sections outlining definitions, administrative procedures, and enforcement methods. These sections may be redundant from ordinance to ordinance or may be contradictory, which can lead to confusion for projects where more than one ordinance is applicable. Additionally, the mismatch of zoning categories between the Zoning Ordinance and Zoning Map is a critical problem that must be addressed so there is no ambiguity in the allowable uses and standards for all areas of the City. Finally, the lack of overall structure in the Kyle Code of Ordinances makes understanding, applying, and enforcing the ordinances difficult for residents, developers, and City staff and officials. Clearly defined and executed enforcement is critical to maintaining standards in Kyle. Currently, the City relies on home owner associations (HOAs) for enforcement of some regulations, but there is evidence that the HOAs are not following uniform enforcement. The enforcement of all City standards and regulations, even if by private entities, must be held accountable and overseen in a uniform fashion by the City.

LAND USE VERSUS ZONING

Ideally, future land use maps should be an embodiment of community goals and a reaction to various existing and projected conditions, best defined through a Comprehensive Plan. Zoning maps should then be constructed as a tool to implement the land use maps and Comprehensive Plan. Currently, land use decisions made by the City of Kyle are guided by the Zoning Map described above. This is a document that portrays the boundaries of zoning currently in place and thereby provides a view of the permitted land uses as they are arrayed within the City's jurisdictional boundaries. The current Zoning Map depicts a landscape of maximum permitted uses and hides the mosaic of actual uses still permitted under various maximum classifications. This makes the holistic regulation of land use in conformance with a vision for the future very difficult to manage and document.

If the zoning so mapped is not cumulative, then the zoning map tends to be reactionary, as it records decisions made by Council action on individual parcels. Because the document records actions taken, it is a map and not a plan. Rather, a land use plan should be prescriptive, serving as a guide. A plan:

- Anticipates and informs actions
- Views the consequences of actions on a larger scale and in futuristic terms
- Anticipates an ultimate condition so that present actions serve the desired end
- Is initiated by the City and its general public for the purpose of defining a vision

All of these components of a plan are missing from a zoning map. By virtue of what it does and how it is accumulated, a zoning map:

- Is a record of action taken
- Considers consequences immediately present and generally in close proximity to the site
- Is initiated by a landowner/developer for the purpose of maximizing land use (highest economic use)
- Seeks to expand or change the present condition without view to limitation

The zoning map is the manifestation of how a City applies its zoning ordinance. It is required that such ordinances be applied uniformly within jurisdictional boundaries. For this reason unequal applications are prohibited under State enabling legislation. Such applications include contract zoning, and generally any zoning that can be proven capricious. The land use plan assures due deliberations, in light of public policy as they regard an individual zoning decision, to make uniform application more certain. The zoning map by its reactionary nature provides no such assurance, and zoning decisions that are not consistent with neighboring zoning already in place could be construed as arbitrary and capricious. This is a great challenge to zoning in areas where non-residential and residential uses are mixed. In such cases, a City's ability to change the status quo is more difficult.

The historical origins of zoning were to protect retailers in New York from encroachment by the neighboring and growing Garment District. Therefore, zoning is not meant to be visionary, but "protective". In contrast, a land use plan is strictly meant to deal with vision and is not meant to be mired in the issues of protection to the extent that zoning is. However, many cities are limited in their view of a land use plan, seeing it as a version of the zoning record and/or as a zoning map for future, un-zoned portions of the city. In this view of the land use plan, adoption of the plan becomes focused on anticipating the land owner's or developer's response to or likely impact on market conditions. This is particularly true of the non-residential portions of the land use plan, which end up "stripping" the traffic corridors.

In its relationship to zoning, the land use plan is intended to serve as a guide. The term guide means reference. The land use plan's status as a record of publicly derived vision allows it to be a point of reference in the Council's deliberations regarding zoning. Zoning is the action performed by an elected Council, and land use is the input provided by citizens to facilitate the Council's deliberative proceedings. If the land use plan is written in zoning terminology, the City Council will be limited in their current and future discretionary actions. Therefore, it is important that the status of the land use plan as a guide be preserved by using terms and categories that do not replicate the zoning map.

It is important that interpretive applications of the land use plan reside with the City's elected officials. This allows the elected officials to perform discretionary functions and City staff to perform ministerial functions. The distinction between discretionary and ministerial is important to the operations of a City, especially when it comes to matters of development. If the zoning map is (in effect) the functional land use map, then city staff is called upon to play two discretionary roles: one, to make decisions regarding the lines of zoning change; and two, to define future land use patterns. As a result, use of the zoning map is influenced by this discretionary role and both the application of zoning as well as the envisioning of land use is affected.

When the zoning map and the land use plan are not kept separate, the development process is also affected. The landowner/developer is uncertain as to risk associated with acquiring entitlement because there is no clear policy without a case by case interpretation. The process of interpretation opens the entitlement portion of a development process to an uncertain time frame and an uncertain outcome. Often, cities who try to manage their zoning decisions from a zoning map find themselves trapped in perpetuation of existing zoning because any variance constitutes incremental decision-making that is hard to defend from a "uniformity of application" perspective. Finding precedent in the existing zoning pattern to justify a current zoning decision is where the conflict between development and entitlement happens, often necessitating the involvement of attorneys. A City like Kyle, which has a broad mixture of zoning in a relatively small area, is particularly susceptible to this type of conflict situation. The question before the City staff should be whether or not an action complies with the Comprehensive Plan, and a recommendation should be made in consideration of that question. It is then up to the Planning and Zoning Commission and ultimately the City Council to approve that compliance or make an interpretation (based on the case) that allows some degree of variance from the Comprehensive Plan. The need to comply with the Comprehensive Plan also allows the Council to impose "conditions" that can assure that the intent of the Plan is accomplished. As a City fills in, these additional conditions become very important to preserving the quality of life.

In summary, the City of Kyle currently has a zoning map, but is lacking a land use plan. One of the purposes of this comprehensive planning effort is to establish a land use plan that guides future application of zoning and the zoning map. Without the two documents working side by side, the City of Kyle is nurturing a condition that leads to conflict, creates an environment of uncertainty, and requires City staff to function at levels of discretion not typical of their designated function.

CONCLUSION

The City of Kyle appears to understand the importance of planning, as evidenced by recent efforts, including the 2005 Transportation Master Plan, the 2006 Parks, Trails, and Open Space Master Plan, and the 2007 Economic Development Strategic Plan. Additionally, the creation of this Comprehensive Plan document recognizes the need to update the previous 2001 Comprehensive Plan and coordinate the more recent Plans for better implementation and realization of community goals and needs. However, tools that most directly relate to implementing planning goals and directing growth in the City, including the Future Land Use Map, the Zoning Map, and the Zoning and Subdivision Ordinances, are not as powerful as they could be. The Future Land Use Map should be linked to a Comprehensive Plan and be of a more visionary nature, rather than the current Map, which appears to be more a representation of existing land uses and zoning categories. The number of recent rezonings and the patchwork nature of the Zoning Map suggest that zoning changes have been made in a reactionary manner, as a result of development pressures, rather than being used to help direct and manage growth. The Ordinances, with their lack of relationship to each other and lack of detailed standards, do not promote mixed use and high quality development that could help retain Kyle's distinctive character. Overall, regulatory tools should be strengthened to support fulfillment of Kyle's goals and visions, which must be embodied in planning documents.

POPULATION, DEMOGRAPHICS, AND MARKET ANALYSIS

Kyle has undergone significant growth and development over the past decade. As corridor-associated growth continues along I-35 between Austin and San Antonio, this pressure will continue to influence Kyle. The Population and Market Analysis provides a profile of the current Kyle community, as well as projections of population growth up to the 2040 Comprehensive Plan horizon. Also included in this section is a demographic breakdown of the current Kyle community, and an evaluation of Kyle's dependency on a larger regional market for its economic base.

POPULATION AND DEMOGRAPHICS

Every community tells a story about itself. However, that story may or may not be represented by the economic data that is available. There is a wide array of data available at the state, Metropolitan Statistical Area (MSA), county, city, zip code, and census block level. However, data has little or no meaning unless one can put it into some type of meaningful context. Figure 1 is the context we are using to put meaning to the data that we collected for the City of Kyle and Hays County, Texas. Notice there are three interlocked circles. Each circle represents a major concept that we believe to be crucial for a fuller understanding of the economic structure of any area of interest. It is the case that neither circle is more important than the other and that the circles are interconnected.

Place encompasses many issues, but, in this analysis, it deals with the characteristics of location in the broadest sense. This ranges from median age to educational attainment to a host of descriptive demographic variables. Place is, in fact, the answer to a simple question of why would any industry stay at any given location.

Proximity addresses the issues associated with the regions location within the broader economic and geographic

landscape. What are the influences brought to bear on the city or county by its proximity to other economic regions?

Purpose deals with the underlying reason the region exists in an economic context. In the simplest of terms it is the answer to the following question: “What is it that we can produce better and cheaper than other regions and sell for a profit?” Purpose changes over time; but without a purpose, the region will decline economically.

Figure 1 shows the key relationships within our three P’s framework. Notice the interconnections between each circle.

PLACE

Place refers to the economic, demographic, and quality of life forces that are currently at work within a community or region. Sixty-five percent of households in the City of Kyle from 2005 to 2007 were married families. During that same time frame 72% of the people living within Kyle had lived there for at least one year and 16% had moved to Kyle from another county in the State of Texas. Twenty percent had a college degree while another 26% had some college but no degree. Leading employers by category type were educational services (20%), retail trade (15%), and public administration (14%). Figure 2 compares occupational categories for 2007. Of note is that Kyle shows less employment in “management, business, and financial operations” and “professional and related occupations” than either the US or Georgetown. Kyle is underrepresented in both of these proximate traded clusters. Kyle has a larger proportion of occupations in production and construction with associated lower skills and wages. This will be discussed further in the section on Proximity.

The distribution of the population by age is shown in Figure 3. Kyle has almost double the number of 0 to 4 years of both Georgetown and the US. Additionally, Kyle has a significantly larger proportion of 25 to 34 year olds and 35 to 44 year olds than either Georgetown or the US. This suggests that Kyle has a large number of young families among its population.

Finally, Figure 4 looks at estimated households by household income. The results are rather interesting. Kyle has fewer

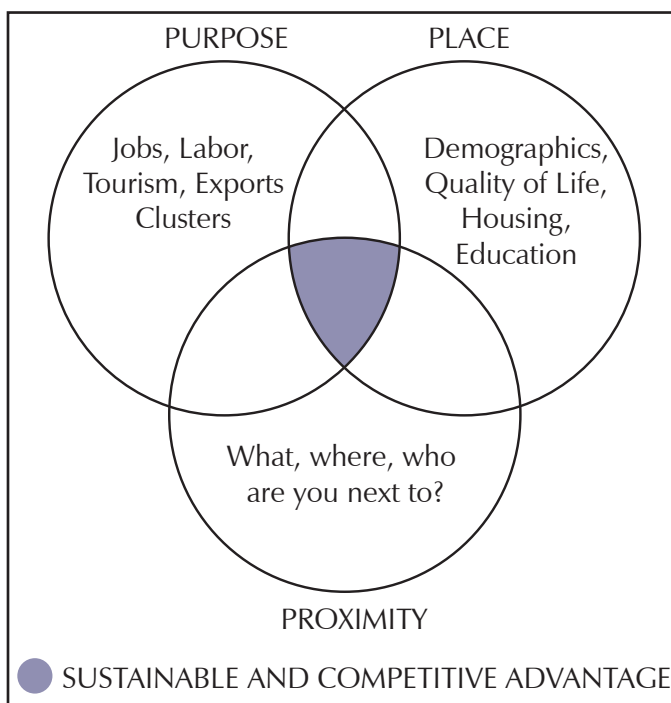


Figure 1: Purpose, Place, and Proximity Relationship.

families with incomes below \$15,000 than both Georgetown and the US and significantly more families from \$35,000 to less than \$150,000. However, there are also significantly

fewer families earning incomes in excess of \$150,000 than either in Georgetown or the US. This suggests the presence of a bifurcation in Kyle's socioeconomic fabric.

POPULATION BY OCCUPATION, 2007	Kyle	Georgetown	US
Management, Business, and Financial Operations	9.52%	17.23%	13.61%
Professional and Related Occupations	18.34%	22.99%	20.24%
Service	15.76%	12.89%	14.75%
Sales and Office	27.16%	28.11%	26.74%
Farming, Fishing, and Forestry	0.14%	0.18%	0.74%
Construction, Extraction, and Maintenance	13.08%	9.33%	9.48%
Production, Transportation, and Material Moving	16.00%	9.27%	14.44%

Figure 2: Kyle Population by Occupation, 2007.

ESTIMATED TOTAL POPULATION BY AGE, 2007	Kyle	Georgetown	US
Age 0 to 4	10.66%	5.96%	6.74%
Age 5 to 9	8.23%	6.19%	6.73%
Age 10 to 14	7.80%	6.24%	7.10%
Age 15 to 17	4.08%	3.90%	4.32%
Age 18 to 20	3.88%	5.70%	4.37%
Age 21 to 24	4.19%	6.04%	5.53%
Age 25 to 34	24.46%	12.36%	13.47%
Age 35 to 44	16.72%	12.70%	14.86%
Age 45 to 49	5.77%	6.13%	7.51%
Age 50 to 54	3.78%	5.44%	6.73%
Age 55 to 59	3.14%	5.26%	5.66%
Age 60 to 64	2.05%	5.68%	4.44%
Age 65 to 74	3.28%	10.13%	6.45%
Age 75 to 84	1.52%	6.20%	4.41%
Age 85 and over	0.44%	2.07%	1.70%

Figure 3: Kyle Population by Age, 2007.

ESTIMATED HOUSEHOLDS BY HOUSEHOLD INCOME, 2007	Kyle	Georgetown	US
Income Less Than 15K	6.12%	9.54%	13.64%
Income between 15K and 25K	5.47%	8.45%	11.21%
Income between 25K and 35K	8.60%	9.63%	11.46%
Income between 35K and 50K	16.11%	13.34%	15.84%
Income between 50K and 75K	29.20%	20.10%	19.28%
Income between 75K and 100K	18.00%	15.07%	11.53%
Income between 100K and 150K	13.94%	15.97%	10.70%
Income between 150K and 250K	2.09%	6.64%	4.43%
Income between 250K and 500K	0.34%	1.10%	1.31%
Income greater than 500K	0.14%	0.15%	0.61%

Figure 4: Kyle Households by Household Income, 2007.

We also performed a study of the general demographic profile of Hays County and the City of Kyle. We classify the County using three demographic profiles obtained from ESRI Demographics. These profiles relate the County to national demographic profiles and give us one way to classify County residents relative to national characteristics. There are three key profiles present in the City of Kyle:

Primary Tapestry: Young Professional Families. With an annual growth rate of 4.2%, this segment represents the second highest household growth market. Members of this group are earning above average incomes, with a median household income of \$68,400. Nearly two thirds of the members of this group are aged 25 and older and have a degree or some college credits. Consumer choices are dictated by family and home. Many are first time home buyers and their purchases reflect those needs.

Secondary Tapestry: Working Families. The members in this demographic group are generally employed in manufacturing, construction, retail trade, and the service sectors. The median household income is \$39,500, which is somewhat below national norms. Educational attainment levels are also lower, with only 36% holding a bachelor's degree. Working families budget for what they buy and choose selectively where they spend. Affordable housing is a concern to this group.

Tertiary Tapestry: Urban Fringe Families. Members of this demographic group have settled on the fringe of urban areas to seek employment opportunities in construction, retail trade and the service sector. Fifty-seven percent of this segment is Hispanic. The median household income is \$40,200, and educational attainment levels are lower than US averages. Unemployment rates are generally higher in this group.

These demographic profiles give us a broad understanding of the make-up of a community and its associated economic base. From the tapestries above for the Kyle zip code we see the beginnings of a socioeconomic bifurcation in the community. The dominant tapestry of "Young Professional Families" exhibits different spending patterns and income levels than "Working Families" and "Urban Fringe Families". Kyle will have to remain keenly aware of these differences and develop policies that create a broader sense of community throughout the City.

PROXIMITY

Simply put, proximity refers to where and next to whom the city or region is located and considers the issue of the "magnitudes" or "gravity" of place. Despite globalization, it is the case that interregional trade still primarily occurs between regions that are in close proximity to each other. One city or region located within easy driving distance of another larger dominating city or region could easily be swamped by the sheer size or gravity of the larger city or region. When considering proximity to Hays County and the City of Kyle, one naturally considers the role of Austin-Round Rock and San Antonio.

While both cities are dominated by employment in Business Services, Austin's second largest traded cluster is Distributional Services while San Antonio's is Hospitality. Austin's employment clusters reflect the importance of Information Technology and Education and Knowledge Creation while San Antonio shows strength in Hospitality and Tourism, Financial Services, and Education and Knowledge Creation. Local clusters of Health Services and Hospitality dominate San Antonio, and Local Commercial Services and Local Health dominate Austin-Round Rock.

Both anchor cities have strengths that could support Hays County and the City of Kyle. Given the dominance of Business Services in both San Antonio and Austin, Kyle could offer locational advantages for firms wishing to service both markets. As regards local clusters, Health Services is another opportunity. Caution should be noted in that while San Antonio and Austin do share some significant employment clusters in both traded and local sectors, there are enough differences in their economic form to make thoughtful consideration of each imperative.

Playing off the traded and local clusters of the anchor cities presents a real opportunity for the Kyle to move beyond the impact of retail, accommodation, and food service that is drawn to I-35. The danger is that the City economy could become bifurcated. By this we mean employment in lower paying retail and manufacturing or distributional jobs generated by I-35 versus the higher skill and paid jobs generated by the anchor cities in health care, business services, and information. This bifurcation is already

reflected in the profiles identified previously in this section. Simply attracting a new industry may not bring higher paying jobs associated with that industry. If new industries are not addressed in City planning, the economy will most likely be split into two distinct components: higher paying jobs generated by proximity to the anchor cities and lower paying jobs generated from the advantages offered by the I-35 corridor.

PURPOSE

The purpose of a city or region can be identified by looking at the clusters of firms and employment within that community or region. We begin our study by looking only at the number of establishments within the County, the smallest geographic area for which we have data.

Figures 5 details the distribution of establishments within the Kyle area. Construction dominates the number of establishments with 23%, or a total of 52 firms. The major sub-sectors are roofing and HVAC, and the largest employer is a steel and precast concrete firm. The health sector represents 9% of total establishments, accommodation 8%, and manufacturing 6%.

When we examine employment, however, a slightly different picture emerges. Manufacturing dominates the local economy with 22% of all employment. Retail trade has 25 firms, with home centers dominating. Other Services also has 25 firms, with the largest clusters in religious organizations (7) and general automotive repair (5). The clusters of firms and the distribution of employment by firm type does not demonstrate the diversity that we would expect to see if the City’s economy were well diversified.

KYLE INDUSTRY CLUSTERS	Percentage of Total
Construction	23%
Retail Trade	11%
Administration	11%
Health Care and Social Assistance	8%
Manufacturing	7%
Professional, Scientific, and Technical Services	7%
Accommodation and Food Services	7%
Administrative, Support, Waste Management, and Remediation Services	6%
Wholesale Trade	4%
Finance and Insurance	4%
Transportation and Warehousing	3%
Real Estate, Rental, and Leasing	3%
Educational Services	2%
Information	1%
Arts, Entertainment, and Recreation	1%
Utilities	1%

Figure 5: Kyle Industry Clusters.

LOCATION COEFFICIENTS

Location coefficients are a way to compare local employment with a larger area, in our case, the state of Texas. This matters since another way to think of the purpose of a city or region is to be able to export goods and services and import money. This analysis was done using the classification system for industry set up by the Federal government, referred to as the North American Industrial Classification System (NAICS). Location coefficients (LQ) greater than 1.0 (the benchmark, which is the State of Texas in this case) would indicate a concentration of employment or establishments greater than the State, while a LQ lower than 1.0 would indicate just the opposite. A LQ greater than 2.0 is often an indicator of that cluster being what we call a “traded” cluster. Local employment in a given sector is a fraction of State employment in that same sector. When this number is greater than one, the local area has more employment in this sector than the State. If the local sector employs more workers than the same sector at the State, then there can only be one explanation: that sector is a traded sector. Put

another way, the sector exports its goods and services out of the city or county and imports money. This is often called a “basic” sector. We will refer to these sectors as “traded” outside the city or region.

Our calculations offer some interesting insights (Figure 6). We are using the State of Texas as our comparison, or benchmark. The largest location quotient is in the retail trade sector at 1.87. This certainly speaks to the importance of the I-35 corridor and again raises our concern regarding the bifurcation of the economy. The next largest sector is accommodation and food service, again speaking to the dominating influence of the I-35 corridor on the City and County. Unclassified is at 1.4 and other services except public administration is at 1.28. The sectors of information, health care, finance, and professional and technical services are underrepresented employment sectors in Kyle. This matters since those sectors tend to offer higher skill and paying jobs.

POPULATION GROWTH IMPACTS

In order to understand how population growth will impact both Kyle and Hays County, we must develop a common sense method for estimating Hays County and Kyle future population change and the composition of that change (what kind of people, what will they do, and what will they spend). If we can develop reasonable estimates of both change and composition, we can then convert those population estimates into potential demand for retail space, office space, industrial space, and multifamily housing. This would offer the City insight into what it must plan for in the future.

Our approach is straightforward. First, we ask the question what would population growth look like if the Kyle zip code grew at the same rate as CAPCOG’s projections for Hays County? Next we assumed that the influence of the I-35 corridor on Kyle’s growth was crucial and needed to be taken into account. Finally, we wanted to understand the regional impact on South Austin growth on Hays County. To ignore the growth of South Austin on the County would be a mistake.

Figures 7 and 8 show our forecasts for population and households for the Kyle zip code area. Our forecasts

Base Industry: Total, all industries		1.00
Retail trade		1.87
Accommodation and food services		1.46
Unclassified		1.40
Other services, except public administration		1.28
Construction		1.15
Manufacturing		1.09
Utilities		1.00
Health care and social assistance		0.93
Educational services		0.92
Real estate and rental and leasing		0.92
Management of companies and enterprises		0.90
Arts, entertainment, and recreation		0.80
Information		0.72
Professional and technical services		0.64
Transportation and warehousing		0.57
Finance and insurance		0.50
Agriculture, forestry, fishing and hunting		0.49
Wholesale trade		0.48
Administrative and waste services		0.36
Mining, quarrying, and oil and gas extraction		0.21

Predominant Sector
 Underrepresented Sector

Figure 6: Kyle Location Coefficients.

were obtained using a composite analogy method. The slowest growth rate was obtained by applying the State demographer's most likely growth rate scenario for Hays County to the Kyle Zip Code area. Under this scenario, we presume that Kyle will grow at least as much as Hays County. The medium growth rate is a bit more complicated. We looked at all of the growth rates for the counties along the I-35 corridor from South Austin to South San Antonio and calculated the average growth rate for all the counties along the I-35 corridor. Then we calculated the average growth rate for the cities located along the same corridor. By subtracting the city growth rate from the county growth rate, we determined a growth premium for any city as a result of being located along I-35. We then applied that weighted growth premium to our Hays County growth rates to estimate the impact on the cities that result from the proximity to I-35. These two projections are based upon past trends continuing under some very modest growth assumptions. For the fastest growth rate, we estimated what

might happen to population rates if Kyle or Hays County implements aggressive development plans or ventures. Additionally, we expect that our forecasts will be overstated for the years 2009 and 2010 as both the national and Texas economies recover from the current recession.

If we now take our household projections and convert them to household types based on current census data, we are able to estimate consumer spending by type (thus retail space needed), types of jobs (thus office space needed), types of firms (thus industrial space needed), and finally multi-family units based of the types of households. These numbers are shown in Figure 9 for the medium growth rate based on the I-35 corridor weighted growth effect. We find that 3,194,706 square feet of retail space, 5,794,708 square feet of industrial space, 3,452,193 square feet of office space, and 16,740 units of multi-family housing would be needed to support Kyle's population in 2040.

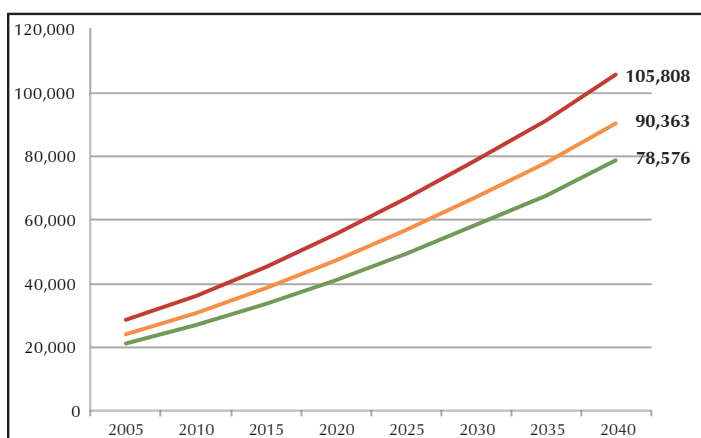


Figure 7: Kyle Population Projections.

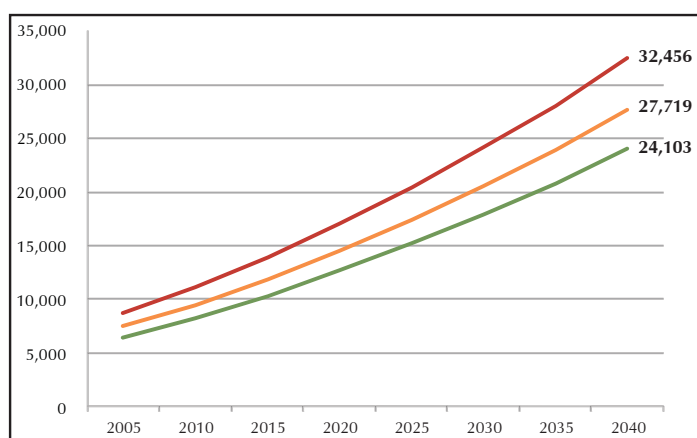


Figure 8: Kyle Household Projections.

Year	Retail Demand (square feet)	Office Demand (square feet)	Industrial Demand (square feet)	Multi-Family Residential (dwelling units)
2010	1,090,527	1,178,422	1,978,050	5,714
2015	1,363,159	1,473,027	2,472,562	7,143
2020	1,676,686	1,811,823	3,041,251	8,786
2025	2,012,023	2,174,188	3,649,502	10,543
2030	2,374,187	2,565,542	4,306,412	12,441
2035	2,754,057	2,976,028	4,995,438	14,431
2040	3,194,706	3,452,193	5,794,708	16,740

Figure 9: Kyle Growth Demands.

REGIONAL DEMAND

To estimate the impact of South Austin, we chose the following approach. We used CAPCOG’s population growth rate estimates from now to 2040 for South Austin. We then applied those growth rates to our own estimates of Hays County population growth. Further, we assumed that because of Kyle’s proximity to South Austin, it would have an opportunity to attract additional retail, office, industrial and multi-family uses to the City with a higher success rate than other locations in Hays County. Some portion of this maximum regional growth potential will impact Kyle. The City should plan to be in control of as much of the regional South Austin impact as it can.

Figure 10 shows our population projections of the impact of South Austin on Hays County. We have used two

approaches: South Austin grows at the same rate as the State, and South Austin grows at the highest rate it did between 2001 and 2007. Such an approach gives us a range of expected population change. It is our belief that the first case, where South Austin grows at the same rate as the State, is a good approximation of the regional demand influences generated by South Austin that could indeed impact Kyle very directly.

Thus Kyle faces a regional demand draw that could be estimated to approach 276,103 people. That would imply the need for an additional 9,761,402 square feet of regional retail, 17,705,689 regional industrial square feet, 10,548,151 regional office square feet, and 51,150 regional multifamily units, all by 2040 (Figure 11).

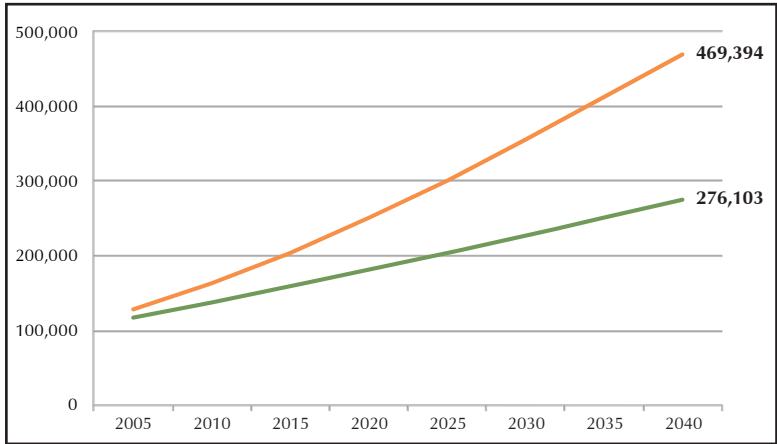


Figure 10: Hays County Population Projections.

	Retail Demand	Office Demand	Industrial Demand	Multi-Family Demand
Year	(square feet)	(square feet)	(square feet)	(dwelling units)
2010	4,872,375	5,265,078	8,837,743	25,531
2015	5,618,525	6,071,367	10,191,145	29,441
2020	6,417,071	6,934,274	11,639,585	33,625
2025	7,224,879	7,807,190	13,104,825	37,858
2030	8,057,647	8,707,077	14,615,339	42,222
2035	8,905,158	9,622,896	16,152,595	46,663
2040	9,761,402	10,548,151	17,705,689	51,150

Figure 11: Hays County Growth Demands.

CONCLUSIONS

- Both the City of Kyle and Hays County face significant increases in population between now and 2040. These population changes come from State growth rates, the impact of the I-35 corridor, and the regional influence of South Austin on northern Hays County. The City must prepare itself for these changes.
- I-35 is a dominant value generator for both the City and the County. Retail trade, warehousing, and distributional firms will continue to gravitate to the corridor.
- San Antonio and Austin-Round Rock are major economic engines to the south and north of the City and County. The clusters of firms located in these two anchor areas represent an opportunity to attract higher wage and skill jobs to the City and the County.
- San Antonio and Austin-Round Rock, however, are enough different in both their traded and local clusters that no single development strategy could be applied to the attraction of firms from these areas to the City or County. Care and thought must be given to this process.
- Kyle is already a bifurcated socioeconomic entity. It is split between those working in retail, distribution, and warehousing trades, which are often lower skill and wage jobs, and those who work primarily in the Austin market in information or business services but live in Kyle.
- Kyle has below average economic diversity. An economic development strategy must ensure that it does not contribute to the continued bifurcation of the City. Simply attracting more of what already exists along the I-35 corridor will make things worse for the City in the long run. Given our estimates of the regional influence from South Austin, there is a real danger Kyle will lose its identity.

TAX GAP ANALYSIS

The tax gap analysis examines the amount of a municipality's general fund required to support the community's desired quality of life and level of service. Using projected house values, tax rates, and patterns of local retail spending, it is possible to determine the portion of the general fund that will be generated by residents of the municipality. The remaining portion is described as the tax gap, and must be generated by retail activity in the municipality. In order to address the anticipated tax gap, Kyle must draw from regional traffic, identify appropriate locations for specialty retail uses, and explore the impacts of non-residential density.

POPULATION AND DEMOGRAPHICS

MESA performed an analysis of municipal general funds and necessary ad valorem tax revenues to understand current and future revenue requirements for the City of Kyle. A city’s general fund provides resources for a wide range of services, including schools, public safety, and cultural events. The general fund relies on several main sources, which are fines, fees, and finances; the residential ad valorem tax base; and the non-residential ad valorem tax base, typically comprised of both local and regional commercial and office uses (Figure 1). The size of the general fund compared to the population of the city reveals the city’s per capita service provision spending, which is often used as an indicator of quality of life.

Using the 2007 estimated population of 23,905 and the fiscal year 2009-2010 budgeted general fund expenditures of \$9,040,930, it can be calculated that the City of Kyle spends \$378 per capita on service provision for its residents. This is a low number compared to other Texas cities, and is disproportionate to the quality of services provided in the past in Kyle. The low per capita cost of governance is likely a result of the City’s recent rapid growth rates, as municipal revenues and spending have not kept pace with service provision to new residents. A more reasonable and sustainable target for per capita spending is established as \$600, which should provide a high level of service in a well-balanced community and is more typical of Texas cities.

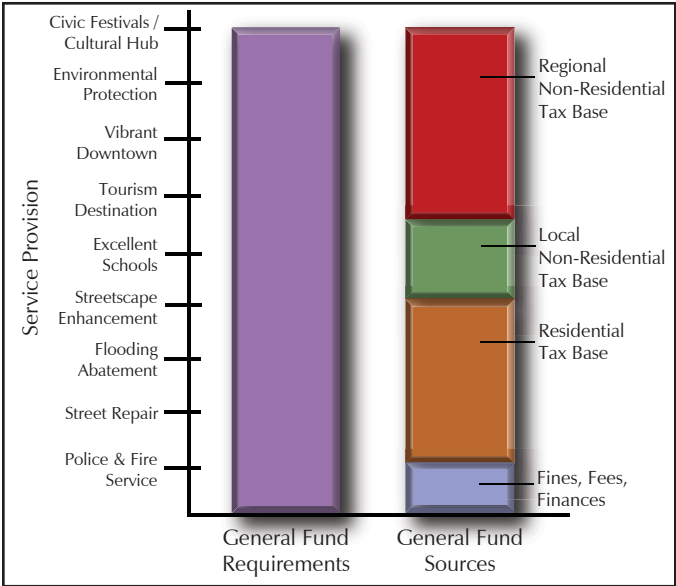


Figure 1: Typical general fund requirements and sources.

According to MESA’s analysis, the population of Kyle in the year 2040 is projected to be 90,363, which represents a weighted growth rate due to Kyle’s location along the I-35 corridor. As shown in Figure 2, with a population of 90,363 and the current cost of governance, the City would require a general fund of over \$34 million. However, with the target cost of governance (\$600), the general fund requirement will approach approximately \$54 million. A city of the size of Kyle can expect approximately 20% of the general fund to be raised through fees, fines, and finances. This leaves 80% to be raised through tax revenues. Figure 3 shows the calculations of general fund revenues from residential ad valorem taxes, based on projected household size, average house value, and the current property tax rate. In the target scenario, approximately \$21.3 million will be raised from residential tax revenue, or 39% of the total general fund requirement. This leaves a tax gap of \$22 million, or 41% of the general fund, that must be raised from non-residential ad valorem tax revenue.

Using a standard value of retail land uses (\$120 of value per square foot of retail space) and a projected floor to area ratio (FAR) consistent with existing development patterns in Kyle, Figure 4 displays calculations of how much non-residential land use would be required to close the tax gap. A total of approximately 6,300 acres of non-residential uses (retail, office, etc.) would be required to generate the \$22 million needed for the general fund. Analysis of job categories and average household expenditures suggests that the spending patterns of the local population of 90,363 would support approximately 407 acres of retail land. This leaves approximately 5,941 acres of non-residential uses required in Kyle to raise ad valorem tax revenue for the general fund that will not be supported by the local population (Figure 5). Figure 6 illustrates the target for the general fund in Kyle in each of the key revenue categories. In order to meet this target and obtain the necessary amount of non-residential activity, the City must attract regional spending, from outside Kyle.

	Trend	Target
Build Out Population (projected)	90,363	90,363
Cost Of Governance Per Capita (target)	\$387	\$600
Total Cost Of Governance(calculated)	\$34,157,214	\$54,217,800
Fees, Fines, and Finances % of Cost of Governance (calculated)	20%	20%
Fees, Fines, and Finances Revenue (calculated)	\$6,831,443	\$10,843,560
Expected General Fund Contribution from Taxes (calculated)	\$27,325,771	\$43,374,240

Figure 2: Cost of governance and necessary revenue from taxes with different scenarios.

	Trend	Target
Average Household Size (projected)	3.23	3.23
Number Of Households (calculated)	27,976	27,976
Average Household Value (projected)	\$132,500	\$180,000
Total Value of Residential Property (calculated)	\$3,706,820,000	\$5,035,680,000
Tax Rate per \$100 (projected)	\$0.424	\$0.424
Actual Residential Tax Contribution (calculated)	\$15,716,917	\$21,351,283
Tax Gap between Expected and Actual Tax Contribution	\$11,608,854	\$22,022,957

Figure 3: Residential tax revenues and resultant tax gap to be covered by non-residential tax revenues.

Total Value of Property Needed to Close Tax Gap (calculated)	\$5,194,093,585
Retail Value per square foot (projected)	\$120
Square Feet Retail Needed (calculated)	43,284,113
Square Feet Retail Needed with Vacancy Rate of 15% (projected)	49,776,730
Average Floor to Area Ratio of Retail Land Uses (projected)	0.18
Acreage of Retail Needed to Close Tax Gap (calculated)	6,348

Figure 4: Non-residential land area necessary to close the tax gap.

Acreage of Retail Needed to Close Tax Gap (calculated)	6,348
Build Out Population (projected)	90,363
Square Feet Retail Supported by Local Demand (projected)	3,194,706
Average Floor to Area Ratio of Retail Land Uses (projected)	0.18
Acreage of Local Retail Supported by Residents (calculated)	407
Square Feet Retail Needed from Regional Demand (calculated)	46,582,024
Average Floor to Area Ratio of Retail Land Uses (projected)	0.18
Acreage of Regional Retail Needed to Close Tax Gap (calculated)	5,941

Figure 5: Amount of non-residential land supported by the local population.

Kyle’s projected population of 90,363 people would occupy approximately 28,000 households (at an average of 3.23 people per household) by 2040. At these residential density levels and for continuation of existing non-residential floor-to-area ratios (FAR), 90,363 people effectively represents the holding capacity of Kyle’s ETJ. This means that, should current development patterns persist, Kyle could near build-out of the ETJ in 30 years.

The total area of Kyle’s ETJ is 26,276 acres, and 12,930 acres must be devoted to non-residential land use in order to close the tax gap resulting from a level of service that is slightly above Texas State averages (\$600.00/capita with the State average being \$580.00/capita). It is important that the level of service Kyle is capable of supporting be at or slightly above State averages in order to attract employment that will enhance wage rates within the City and retail that will enhance the quality of life for Kyle residents.

At present there are approximately 5,139 acres of non-residential development identified by the Kyle zoning map, including some areas currently zoned agricultural that may go to commercial, such as agricultural land fronting I-35 (Figure 7). However, this amount of non-residential acreage (representing about 50% of the present City land area) is insufficient to support the future 2040 population,

even if the current level of service (\$378.00/capita) remains in place. This is especially true if the proposed level of service (\$600.00/capita) is attained. In order to support service needs of the 2040 population, more acreage of non-residential development is needed (assuming current levels of density continue into the future). However, the 5,139 acres currently dedicated to non-residential land use accounts for all frontages along I-35 and FM 1626. This means that other viable areas for non-residential development must be provided for in the future land use plan (approximately twice the current provision). Other ways to reduce the proposed acreage and increase the ad valorem revenue are:

- **Increase non-residential density of key locations:** This should be a goal of the future vision of Kyle. There are few cities of nearly 100,000 people that do not have an urban center. Therefore, a vision of the future that accommodates the projected population should promote the emergence of a true urban center with Floor to Area Ratios (FARs) that exceed the present average of 0.18:1. A reasonable goal for Kyle would be average FARs of 0.25:1 at the emerging hospital and retail node and average FARs of 0.5:1 in the downtown core. Placement of a transit station in Kyle will likely have a significant effect on increasing densities.

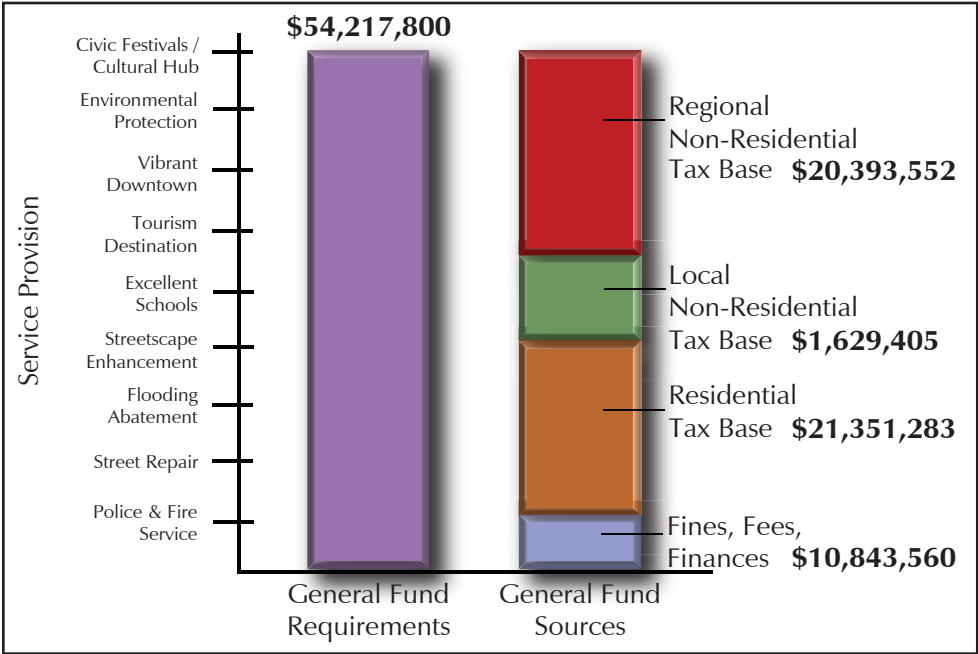


Figure 6: Overview of target general fund sources for Kyle.

- **Increase non-residential land value:** This also should be a goal of the Kyle Comprehensive Plan because low density and low value is what causes so much of the City's land area to be devoted to non-residential land use. Value is related to the levels of specialization that are possible. A vision for the future of Kyle must provide environmental attributes that will promote greater specialization and move the City away from its present dependence on traffic driven retail land uses.
- **Increase residential home value:** This should be a target of the Comprehensive Plan. Promoting greater home value is directly related to promoting more unique residential community environments. The present trend of conventional subdivision forms actually pulls the overall average home value down. Initiatives must be put in place to redirect that trend.

Failure to accomplish one or more of the above described objectives means that the City will have to raise tax rates or continue with the present level of service. The future land use plan for Kyle must identify areas separate from the I-35 and FM 1626 corridors that are appropriate for non-residential aggregation that is greater in density and value. This means that Kyle must break its dependence on the I-35 and FM 1626 corridors and promote a thoroughfare plan as well as land use plan that provide for greater distribution of non-residential uses.

Acres of Commercial Parcels, I-35 Frontage	3,258
Acres of Commercial Parcels, non I-35 Frontage	1,881
Total Commercial Parcels, Acres	5,139
Total Existing Commercial Parcels, Square Feet	223,854,840
Average Floor to Area Ratio of Retail Land Uses (projected)	0.18
Square Feet Retail at Buildout, FAR = 0.18	40,293,871
Retail Value per square foot (projected)	\$120
Retail Taxable Value (calculated)	\$4,835,264,544
Ad Valorem Tax Value from Existing Commercial Parcels	\$20,501,522

Figure 7: Analysis of existing commercial land in Kyle.

DEVELOPMENT TRENDS

As Kyle has experienced rapid growth in recent years, it is critical to understand how development has progressed, how it is likely to proceed in the future, and which factors influence these trends. This section reviews physical growth trends, particularly Kyle's roadway network; patterns of land use, including both residential and non-residential; and patterns of physical form, which are primarily rural and suburban in Kyle. The analysis concludes with a scored and mapped assessment of land parcels, including their location, availability of infrastructure, and surrounding subdivision plans, to determine overall development trends for Kyle's future.

PHYSICAL GROWTH TRENDS

A comparison of Kyle's City limits in 2001 (Figure 1) with the City limits today (Figure 2) reveals the extent to which Kyle has grown in the past 8 years. The City has grown over 250% in area, adding 6,687 acres due to aggressive annexation, and the population has more than quadrupled.

The majority of growth has happened within the Plum Creek basin, generally running northwest to southeast along the creekway and the formerly rural roadways, which are now arterials leading to and from I-35. 2008 annexation plans propose acquiring the large tracts of land in the eastern edge of Kyle's extra-territorial jurisdiction (ETJ) and incorporating them within the current City limit boundary. Kyle has already annexed the large tracts of land north of Kohler's Crossing between FM 2770 and I-35, which is part of the Plum Creek Planned Development. This area is targeted for high growth, as plans include employment centers and residential developments.

Current reliance upon Kyle's agricultural parcel road system as a template for future growth will potentially over-burden the two lane freeway service roads along I-35. More and more people will be forced to use I-35 service roads due to a roadway system that leads many roads to I-35 and that lacks alternative north-south connector roads. Looking to rural roadways as a template for future

arterials destined the future to dissipation and sprawl. Such roadways were intended to evenly distribute market access to all agricultural growers within the system. This design is expressed in new development that takes on the pattern of traditional suburban sprawl. In order to modify this result, the street system must be designed to serve a future form, not carry a past purpose into the future.

LAND USE PATTERNS AND DISTRIBUTION

Kyle exhibits land use patterns and distributions similar to other once rural towns along the I-35 corridor. Development pressures from the nearby metropolitan areas of Austin and San Antonio have led to low-end capture along the freeway, resulting in a stripped out freeway frontage. Exceptions to this pattern in Kyle are found in the historic downtown, along Old Highway 81, and at the retail node at the intersection of FM 1626 and I-35, around the new hospital, as shown on the existing subdivision map (Figure 3). Little to no commercial activity exists beyond the freeway corridor, as the remainder of the City is comprised of a sprawling expanse of single family development that is formed from the conversion of agricultural land to neighborhoods. This land use distribution trend will likely encourage low end development and will hinder Kyle from developing specialized retail, employment, and residential uses.

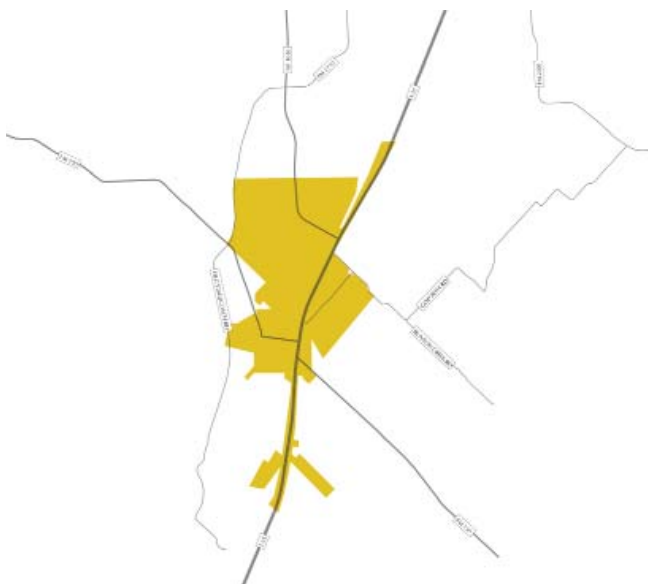


Figure 1: Kyle City Limits, 2001.

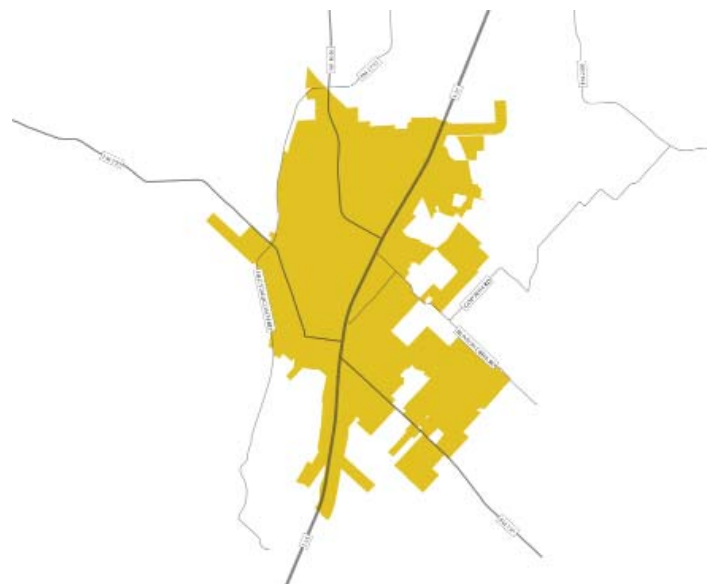


Figure 2: Kyle City Limits, 2009.

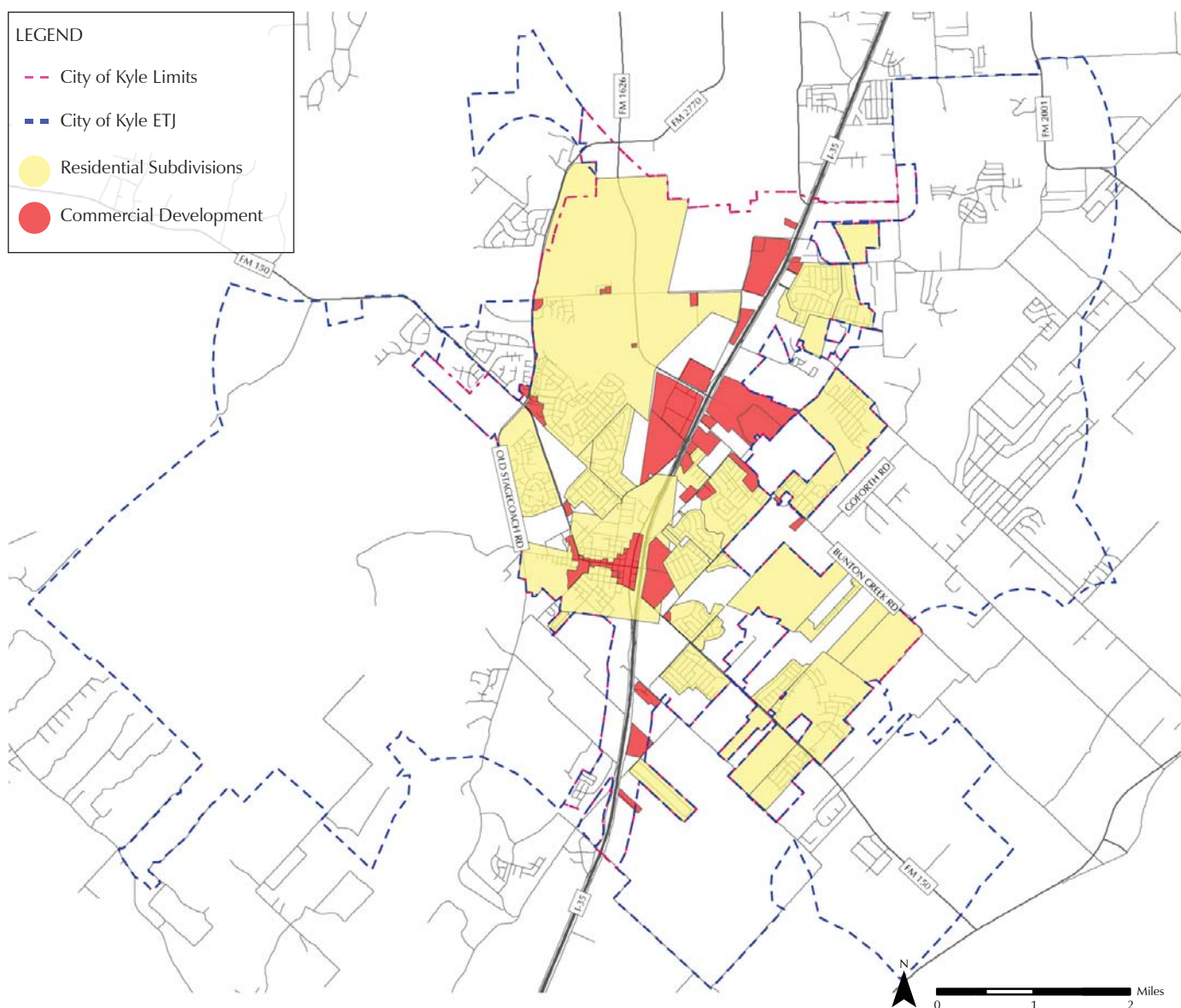


Figure 3: Existing development categorized by residential and commercial use.

Non-residential land uses can be generally classified in two distinct patterns: traffic-oriented and destination-oriented. Traffic-oriented patterns of development result in land uses that face major thoroughfares and create sign clutter as the businesses all struggle to compete for the travelers that pass. In this scenario, building form is ubiquitous and dominated by large and standardized plate configurations. Sales rely on volume, are price sensitive, and inventory is urgent in nature, such as gas stations, convenience stores, and fast food restaurants. The value present in the consumers traveling on the roadway is fully captured by this road-side development, preventing any transfer of value to uses that are farther off the roadway.

Once established, these traffic-driven retail uses will dominate Kyle's economy. The prevailing low floor-to-area ratio (FAR) associated with such uses will contribute to vehicular congestion and physical sprawl. These patterns discourage destination driven commercial land uses, which are typically unique in nature, as the development is centered around a specific feature or use that attracts people. Building plates are smaller and/or more complex, and sales tend to rely on specialized, higher price point, and durable goods shopping. In this pattern of development, value is created by the destination, as it attracts both local and regional populations, and value is also transferred to surrounding uses. This type of destination-driven

development is often more sustainable and beneficial over a longer period of time than traffic-driven uses.

PHYSICAL FORM PATTERNS

Kyle has two dominant physical development form patterns that have emerged: rural and suburban. Rural patterns are present in the older neighborhoods of the City, such as downtown, that never developed a truly urban infrastructure. For example, the tightly gridded urban downtown neighborhood has an agricultural street section with no curb, a concrete strip to contain the asphalt, and, on some streets, small open ditches for drainage. Just a few streets beyond the downtown core, the grid dissipates to a winding network of local streets that provide access to existing agricultural ranch roads. These agricultural roads have a limited relationship to downtown and do not provide efficient access or mobility within the City.

In newer areas of the City, suburban development (and with it suburban development forms and practices) have begun to occupy the land between the old agricultural road network. The physical form of this new development is characterized by either a modified grid or no grid at all, with cul-de-sacs and curvilinear street patterns that make navigation difficult and travel inefficient. Additionally, these developments relate to the rural roadway network in a cellularized fashion, with a single point of access for each development. This makes access from one neighborhood to another impossible and creates significant potential for congestion at access points and along the small agricultural roads.

CURRENT AND FUTURE DEVELOPMENT TRENDS

There are many factors that influence development. The process is becoming increasingly complicated, involving multiple parties, various funding sources, contracts, regulations, and responsibilities. As Kyle grows, the ability of the City to regulate development within its jurisdiction will depend on many factors. This assessment of the current development trends will help the City planners and staff

make informed decisions about annexation, guidelines, infrastructure improvements, and so on.

The map shown in Figure 4 illustrates areas within Kyle's jurisdiction that are most likely to develop, should current factors influencing development remain similar in the coming years. The map evaluates all parcels of land within Kyle's City limits and ETJ based on the following factors:

- Is the parcel within Kyle's City limits?
- Is the parcel within Kyle's ETJ?
- Is the parcel within an established subdivision?
- Is the subdivision near build out?
- Are developments currently approved within the subdivision?
- Is the parcel within Kyle's CCN for water?
- Is the parcel within Kyle's CCN for sewer?

A simple ranking from 1-6 (with 1 being least favorable for development and 6 being most favorable) was assigned to each factor, applied to the parcels, summed, and mapped. The results create a relative comparison of the ease of development for parcels within Kyle's City limits and ETJ, and therefore illustrate the likelihood of development occurring.

There are large areas of Kyle's jurisdiction where no sewer or water service is provided for development and, in some cases, where water and sewer provision are controlled by other agencies or municipalities. These areas are shown in red and orange on Figure 4, where no water or sewer service is provided and no subdivisions have been approved.

The retail areas of Kyle, including downtown and the area around the new hospital and HEB, as well as a few residential subdivisions within the Plum Creek basin, on both the east and west sides of I-35, provide the most cost effective development opportunities for the City, with regards to physical form and infrastructure provision. These areas are shown in dark green in Figure 4 and will most likely see faster growth than areas shown in light green or tan, assuming that factors influencing development continue in the future.

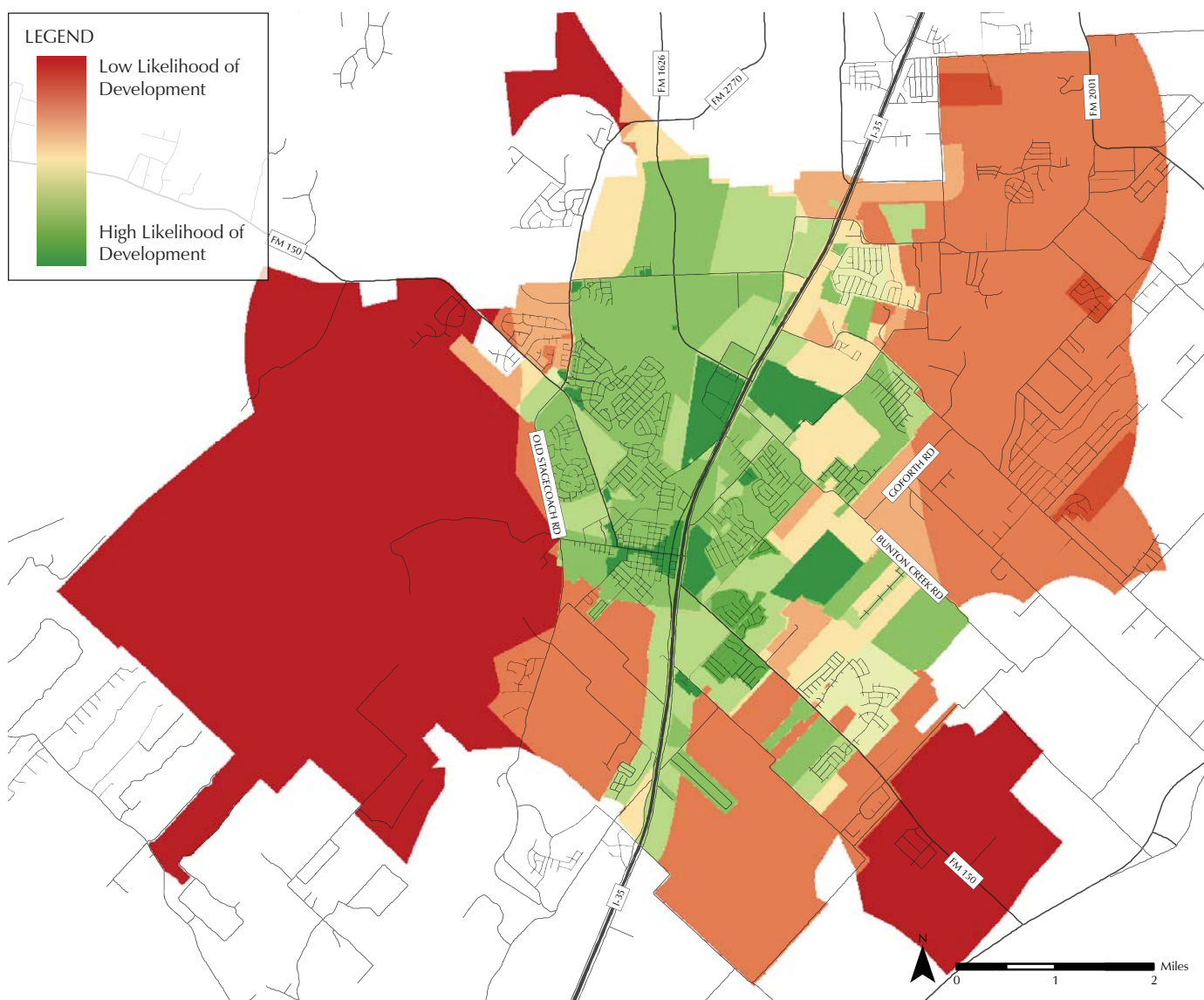


Figure 4: Likelihood of Development in Kyle.

CONCLUSION

Land use patterns, growth trends, physical form patterns, and future development trends all show the existing and continued dominance of the I-35 corridor over the form of Kyle. As a City of approximately 24,000 people, it is not unusual for a freeway corridor to create such an impact on economic and physical form. However, as Kyle nears a population of 100,000 people, as projected for 2040, the dominance of a single corridor will begin to diminish the quality of daily life. Austin suffered from the limitations of I-35 as the main travel corridor until the mid 1970s, when use of the Mopac Expressway began to provide a

relief route. Kyle will realize the same limiting effects of I-35 unless it can seize future opportunities for alternate circulation today. The establishment of new circulation routes and patterns will allow Kyle to direct growth and realize its full development potential.

INFRASTRUCTURE PROFILE

Infrastructure is one of the key elements that will impact future growth in Kyle. Quality of life and economic opportunity are dependent on an efficient and functional infrastructure of roadways and utilities. In order to understand the role of infrastructure in Kyle's comprehensive planning process, a review of the existing water and sewer systems was performed. This review considers water provision, sewer provision, and the City's existing capital improvements program.

EXISTING WATER AND SEWER UTILITIES

The patterns observed within Kyle's current water and sewer system reflect the City's rapid jurisdictional expansion over the last decade. However, approximately 50% of land within the City limits and 95% of land within the extra-territorial jurisdiction (ETJ) still has little or no water or sewer infrastructure in place to service future growth and development (Figure 1). Depending on Kyle's annexation strategy and future growth plans, this could be a major problem. This will impact the City budget, and therefore strategies should be defined for greater provision of services for the future populations.

Since 2001 the City has been able to provide water and sewer service to the new subdivisions built inside the City limits, such as the Hometown Kyle, Amberwood, and Post Oak subdivisions. But as land along the periphery of Kyle develops, the City will begin to face challenges regarding infrastructure provision based on certificate of convenience and necessity (CCN) conflicts and topographic variations. Some subdivisions on the City periphery currently depend on other CCN authorities for services or run on private septic systems, including Avery Park and High Meadows in the southeastern portion of Kyle's ETJ. Data suggests that subdivisions in the eastern ETJ are expected to be

developed in the near future, and service provision to these areas will become an issue should annexation occur. Septic systems typically limit development densities to one dwelling unit per acre, and this level of density will not be sufficient to support Kyle's projected future population growth. Without adequate water and sewer services, development may bypass Kyle for other more prepared municipalities.

In some areas, however, the City has prepared for development by laying the foundation for a proper infrastructure network. These areas include the Kohler's Crossing, FM 1626, and Plum Creek subdivision areas. Roadway and drainage improvements are either completed or are planned for the near future to accommodate expected growth along the FM 1626 corridor to Buda, within Kyle City limits.

Failure to control utilities puts Kyle at a disadvantage because the City is unable to control extension policies that guide growth. Additionally, Kyle cannot generate franchise fees needed to support the future general fund, which puts greater burden on sales tax and the ad valorem tax base. Therefore, Kyle's lack of control over the provision of basic services like water and sewer denies the City the ability to plan for and assure future population growth and sustainability.



Drainage Structure in the Plum Creek Basin.

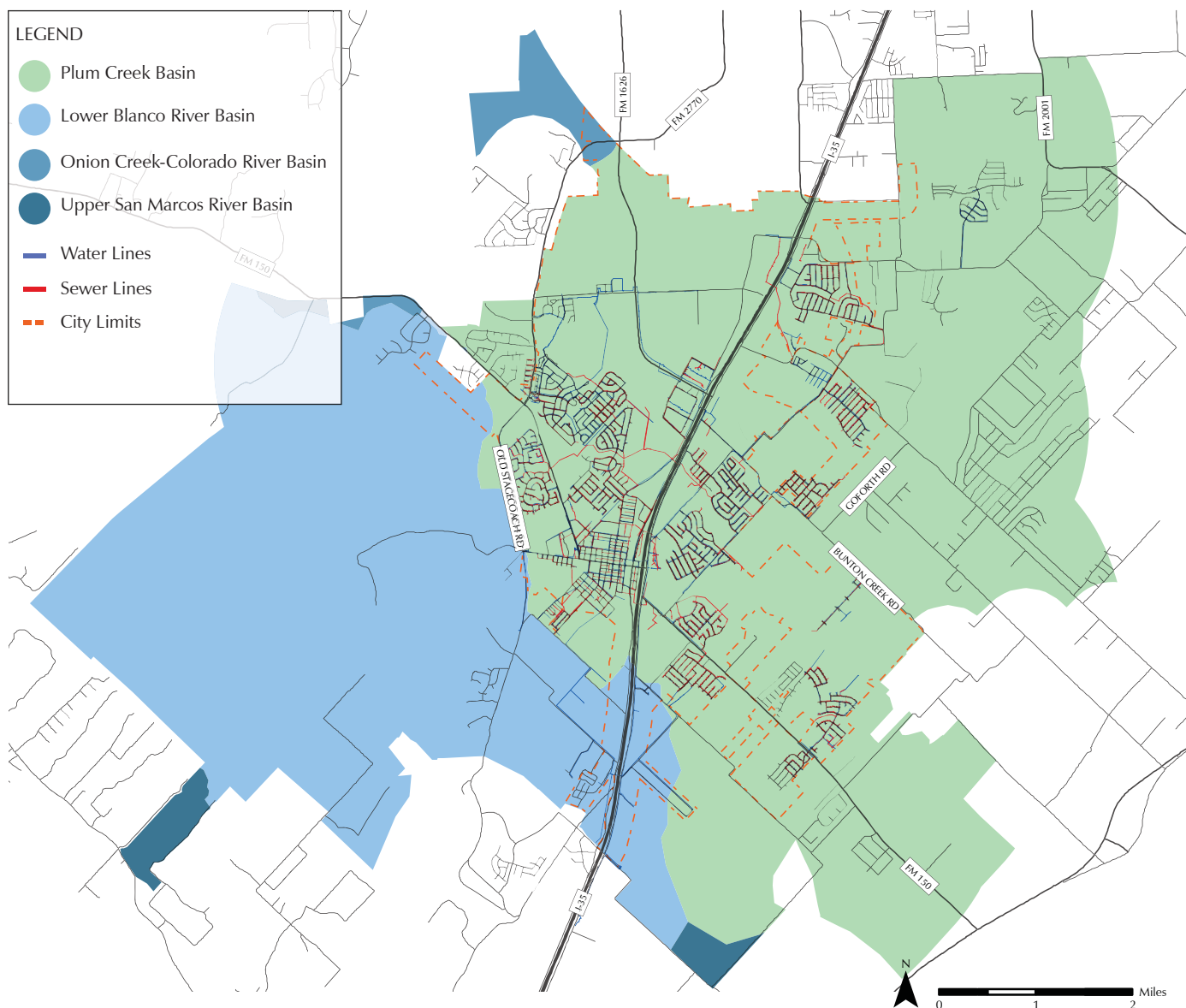


Figure 1: Existing Water and Sewer Utilities and River Basins.

WATER

The water needs of the City will ultimately be supplied through agreements with other water districts and water providers in combination with local rights and sources. Consequently, the issues of storage and distribution are the key issues for Kyle. Kyle is fortunate to contain several high elevations upon which water storage facilities can be located. Therefore, it is important to identify ground level and above ground level sites for such facilities. However, a great number of such facilities can transform the landscape of the community and caution should be exercised to protect the open, rural quality that the residents and landowners of Kyle value.

There is a correlation between street right of way and infrastructure system design. Again, Kyle is fortunate that much of the thoroughfare system is yet to be acquired. This provides opportunity to incorporate water distribution in the roadway right of way design and create a system policy that includes a financial arrangement where oversized pipes are installed to accommodate future City growth. In addition, policies should address mandatory connection to public facilities so that system planning and financing can be coordinated. Most disruptive to coherent extension policy is the impact of Municipal Utility Districts (MUDs) on the configuration and “readiness” of the system. Typically focused on internal consumption, MUDs can (upon being picked up by the municipality) contribute tremendous additional demand, and the system design/plan should look at the potential for such concentrated “load points,” which are usually more dense than the land use projections of the City’s Comprehensive Plan.

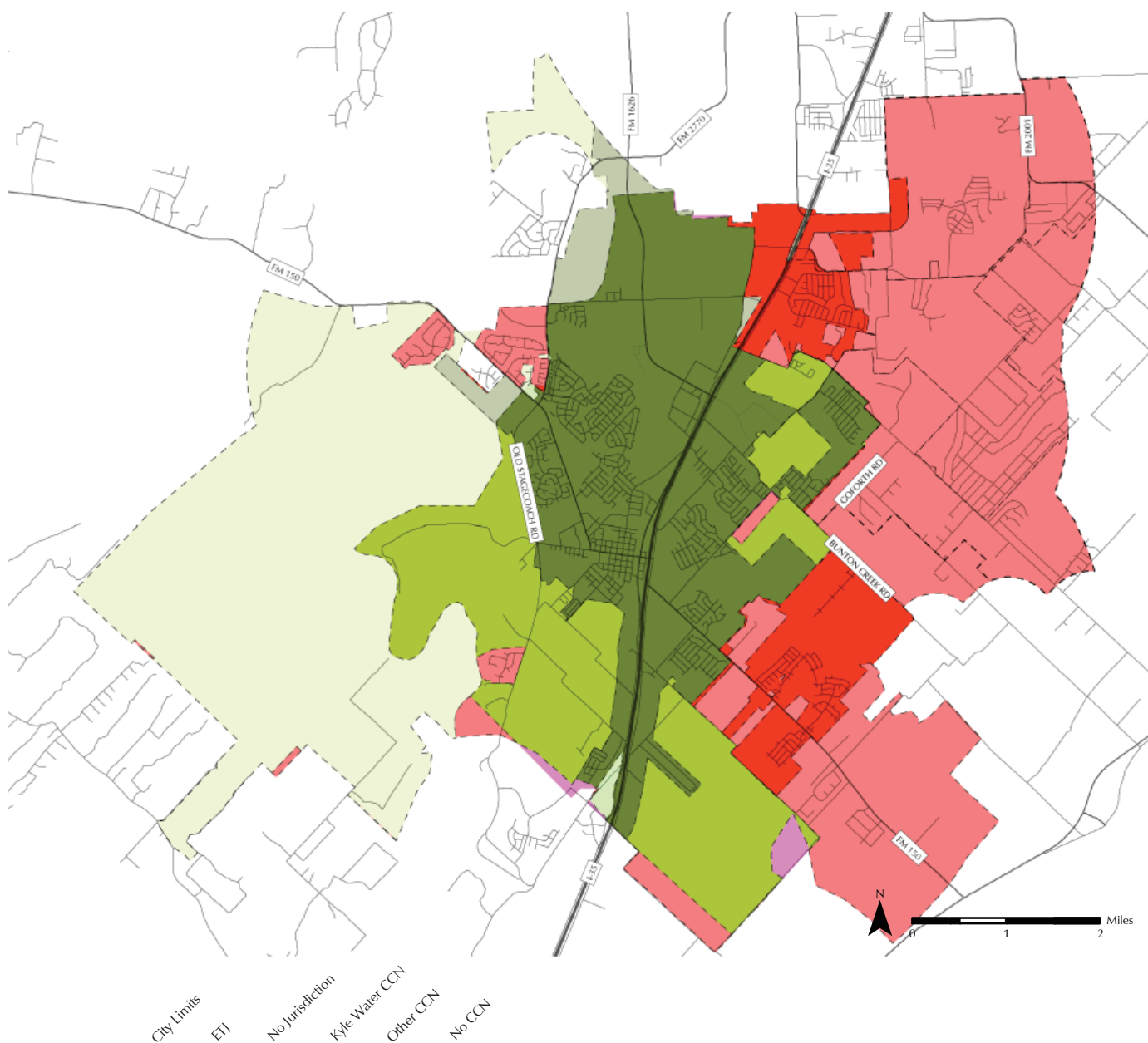
Studies have shown that population is a reliable overall water use indicator. Therefore, the most commonly used method is to multiply the projected population by a per capita water use coefficient. This coefficient typically factors in water consumption by non-residential uses existing in typical proportions to the residential use. In the United States, the average water demand is 180 gallons per capita per day (GPCD). This equates to 65 gallons in residential uses, 25 in commercial uses, 60 in industrial uses, and 30 in public and unaccounted uses. The range of

total use variance can be from 50 GPCD to 250 GPCD and is influenced by climate, per capita income, annual rainfall, and type of industries. For the purposes of this analysis, a usage of 188 GPCD, which is the average use level for suburban areas of Dallas, is assumed for Kyle. For the 2040 projected population of 90,363, the projected water demand for Kyle in 2040 would be 16,988,244 gallons per day.

Water Provision

A CCN is a certificate issued by an agency granting a company authority to operate a public service, including water and sewer service. In this case the Texas Commission of Environmental Quality (TCEQ) has granted authority to municipalities and private companies to deliver services within Kyle’s jurisdictional boundaries in order to ensure proper use of natural resources and protect the public, health, safety and welfare. Unfortunately, as Kyle’s City limits have expanded, the City’s CCN for water has not expanded at the same rate. Kyle currently has a mixed water supply, with ground water from wells and surface water from the Guadalupe-Blanco River Authority. Water resources are limited throughout the Texas Hill Country region and providing water for future populations will be quite costly. For this reason, conservation and sustainable practices will lessen Kyle’s reliance on additional, expensive water resources.

Figure 2 illustrates this condition by overlaying Kyle’s jurisdictional boundaries with the water CCNs of the area. The analysis reveals seven combinations of jurisdiction versus CCN and creates a framework in which to judge areas of potential development for Kyle. The green shades represent areas of development that will be most cost effective, as the City already owns the water CCN. The darkest shade of green calls out those areas that are within the City limits and the lighter green represents those areas within the ETJ. Areas in red call out lands where another entity holds the water CCN, with the darker shades of red indicating areas within Kyle City limits and the lighter red indicating areas within the ETJ. Annexation of these areas in the ETJ would require negotiations with other CCN entities to provide service to the newly annexed areas within legally prescribed times and methods. This condition has potential for high cost implications for the City.



	City Limits	ETJ	No Jurisdiction	Kyle Water CCN	Other CCN	No CCN	
Zone 1							Within City Limits and within Kyle's CCN: Ideal condition for implementation of growth management plan.
Zone 2							Within ETJ and within Kyle's CCN: Upon annexation, the City would be ready to provide water service.
Zone 3							Within City Limits but no CCN agency present: City must acquire CCN to prevent well water system dominance.
Zone 4							Within ETJ but no CCN agency present: Upon annexation, the City must acquire CCN to prevent well water system dominance.
Zone 5							Within City Limits but CCN owned by other agency or municipality: Water service will cause high costs to the City.
Zone 6							Within ETJ but CCN owned by other agency or municipality: Should Kyle annex these areas, providing services will be costly.
Zone 7							Outside Kyle's jurisdiction but within Kyle's CCN: Opportunity to provide service to neighboring communities for a profit.

Figure 2: Water CCN Analysis.

WASTEWATER PROVISION

Wastewater is a very significant and influential system because the cost of a waste water system is most affected by gravity. Therefore, the need to secure right of ways along low elevations is critical to implementation of a gravity system. The City is divided into two primary watersheds that will provide the framework upon which a future waste water system will be planned. These watersheds are:

- The Plum Creek Basin: This basin flows east out of the City limits.
- The Blanco River Basin: This basin flows east, out of the City limits, into San Marcos and drains most of the area south of Downtown Kyle. This system is more complicated than the Plum Creek system and includes isolated drainage ways that may require forced mains to connect them with the Blanco River system.

Kyle is fortunate that it contains two well-defined drainage basin systems that make a coherent waste water system (mostly served by gravity flow) possible.

Current Capability

Currently the City of Kyle has a wastewater treatment facility located east of I-35 and north of FM 150, near the eastern boundary of the City's ETJ. This facility has a capacity of 4.5 million gallons per day, which is adequate for the current population of Kyle. However, as the City continues to grow, demand will exceed this capacity in the near future. The capacity of this plant will have to be increased to accommodate any significant growth within Kyle. Because the existing treatment facility is somewhat isolated from the natural flow of some areas of growth, such expansions would require lift stations and forced mains to overcome barriers imposed by ground elevations.

The largest drawback to creating a system based upon expansion of the existing facility is the inflexibility of that system to accommodate future growth patterns, which are increasingly further north of I-35 and west of the railroad tracks.

Projected Wastewater Demand

The size, configuration, and extent of the future wastewater system is determined by the need to service existing development, access land that is currently being developed (or market ready to be developed), and reach out to areas designated for future development in the land use plan. The wastewater system is more difficult to implement once development occurs because of the limited options regarding its layout. The water system can assume a variety of "lattice patterns" while the wastewater system must follow hierarchical, tree-like patterns that are shaped by natural drainage ways. Therefore, it is essential that the City have a clear view of the capacity that will be required and make appropriate accommodation for its initial or phased installation before development precludes the most cost effective options. Key to designing the wastewater system is the determination of future needs based on the land use plan and the likely population that will be accommodated by that plan. A plan can foresee expansion of the proposed system by provision of wide infrastructure right of ways. Such right of ways would allow a phased solution and later installation of additional lines.

The simplest approach to assessing the magnitude of future wastewater needs (an approach suitable for land use planning) is to base wastewater generation on water use. Typically water use is multiplied by a coefficient of .60 to .80 to obtain a wastewater demand figure. Studies of wastewater demand performed by the City of Houston have found that residential water demand should be multiplied by .80 to obtain wastewater collection and treatment needs, office demand by 1.0, and retail demand by .50. The design horizon in such studies is typically long range, such as 50 years for sewer lines and 20 years for treatment facilities, with allowances for treatment plant expansion in the size of the facility site.

It is also important to coordinate the pattern of future land use with the likely placement of future treatment facilities. Location of such facilities within residential communities is always undesirable and can have a deleterious effect on sustained

value of residential investment. Thereby, a relationship between the natural drainage ways, the patterns of land use, and the recommended placement of wastewater treatment facilities exists.

Minimum densities required to make wastewater feasible are typically higher than that needed to justify a public water system. Densities of 2,500 to 5,000 persons per square mile are normally required. This equates to an average lot size of no more than one half acre. At densities of fewer than 1,000 persons per square mile, public wastewater systems are rarely justified (unless for health reasons). Such population densities represent a lot size of 1 acre and larger.

Growth management is a key consideration of a city's water and wastewater extension policies. Policies should include financial arrangement where new lines cross vacant areas and where oversized pipes are installed to accommodate future City growth. In addition, policies should address mandatory connection to public facilities so that system planning and financing can be coordinated. Most disruptive to a coherent extension policy is the impact of Municipal Utility Districts (MUDs) on the configuration and "readiness" of the system. Typically focused on internal demand, MUDs can (upon being picked up by the municipality) contribute tremendous

additional flow, and the system design/plan should look at these concentrated "generation points," which are usually more dense than the land use projections of the city.

To determine a magnitude of wastewater flow, it is necessary to determine the projected water consumption needs of Kyle. Studies have shown that population is a reliable overall water use indicator. Therefore, the most commonly used method is to multiply the projected population by a per capita water use coefficient. This coefficient typically factors in water used by non-residential uses existing in typical proportions to the residential use.

Using the earlier specified 188 GPCD coefficient, the maximum projected water demand for Kyle in 2040 would be 16,988,244 GPCD. Taking a total water demand of 16,988,244 and applying the afore-mentioned wastewater ration of .80, the maximum projected average wastewater demand for Kyle in 2040 would be 13,590,952 gallons per day. To calculate peak demand from average demand projections, the average demand is typically multiplied by a factor of 3.5. This would result in a projected peak demand for Kyle in 2040 of 47,567,083 gallons, as a design criterion.



Water Treatment Plant at Water Leaf Park in Kyle.

Wastewater Provision

A similar overlay method was used to analyze the sewer CCNs of the area with Kyle's jurisdictional boundaries, but the analysis yields a different result than the water CCN analysis (Figure 3). Kyle's sewer CCN covers roughly the same areas as the water CCN, with some exceptions, but there are no other entities holding sewer CCNs in the majority of Kyle's ETJ. This means that Kyle is not as constrained in sewer service expansion within its ETJ as it is with water service expansion. In Figure 3, the darker shades of green represent various combinations of jurisdictions within Kyle's sewer CCN, while red shades illustrate areas outside of Kyle's CCN. Additionally, Kyle's wastewater treatment plant has room to increase capacity in the future, as necessary.

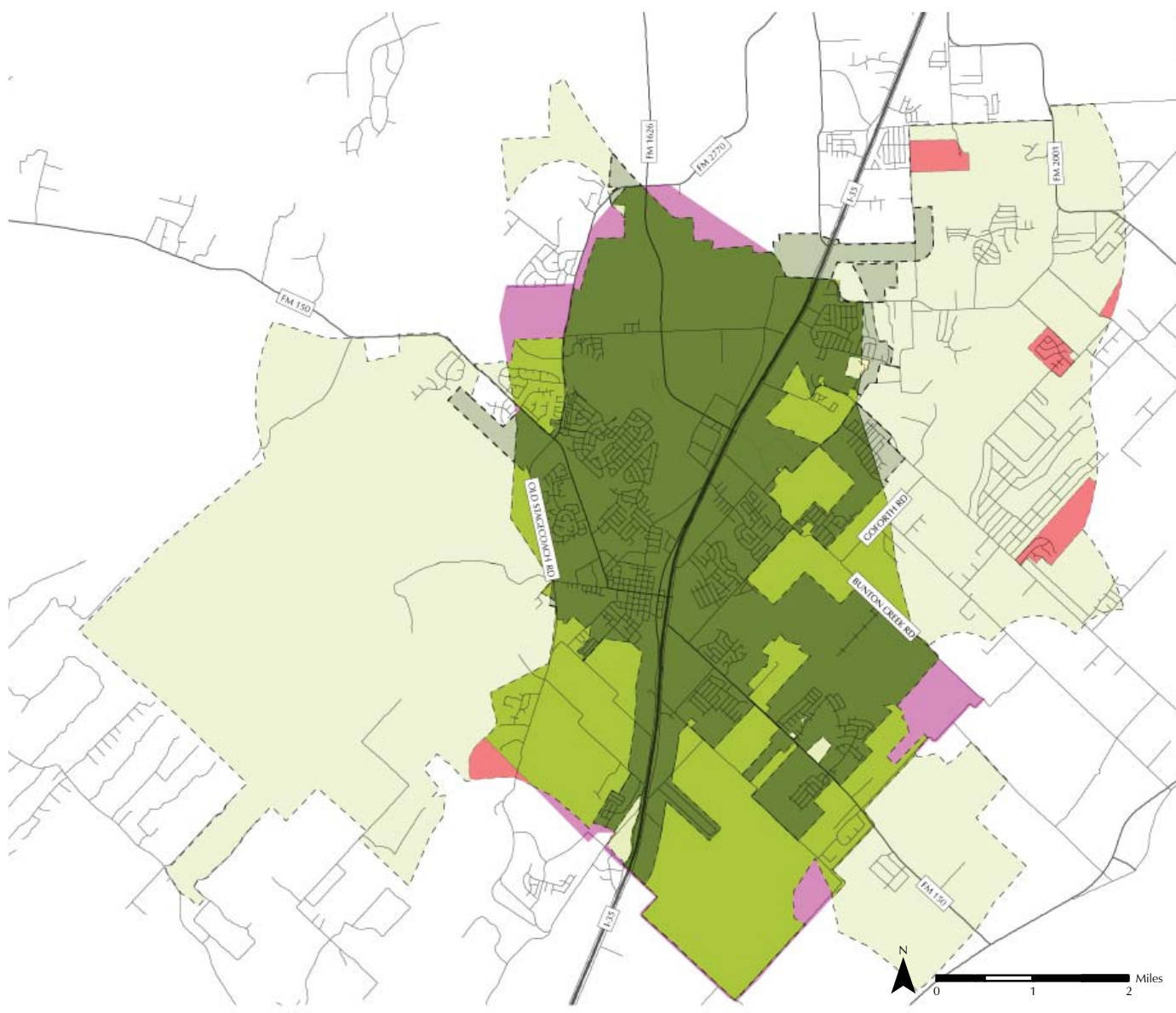
Four river basins are located within Kyle's jurisdiction. The most predominant, the Lower Blanco River Basin and the Plum Creek Basin, roughly cut the City in half. Two secondary basins, the Onion Creek-Colorado River Basin and the Upper San Marcos River Basin, occupy the northern and southern reaches of the ETJ (see the section of this document on Natural Systems for more information). The future population of Kyle will quickly

demand opening up the Lower Blanco River Basin with a sewer plant. However, Kyle does not control much of the CCN for that area, which will lead to one of the following:

- Perpetuation of the dominance of septic in this large and growing area
- Placing the City in the position of either purchasing or leasing sewer service for this area

Given the opportunity for expansion of the sewer utilities throughout most of Kyle's City limits and ETJ, costs of expansion may be reasonably low and may even have the potential to create revenue for the City by providing service to other municipalities. Additionally, the City is investigating the use of a gray water system for public and private irrigation, which will ease the burden on existing water and sewer services. Expansion of sewer CCN and exploration of alternative solutions will help position Kyle to manage and benefit from growth.

The water and sewer CCN analysis will prove beneficial throughout the planning process to inform decisions on land use and transportation planning, as well as growth planning and annexation strategies.



	City Limits	ETJ	No Jurisdiction	Kyle Sewer CCN	Other CCN	No CCN	
Zone 1							Within City Limits and within Kyle's CCN: Ideal condition for implementation of growth management plan.
Zone 2							Within ETJ and within Kyle's CCN: Upon annexation, the City would be ready to provide sewer service.
Zone 3							Within City Limits but no CCN agency present: City must acquire CCN to prevent septic system dominance.
Zone 4							Within ETJ but no CCN agency present: Upon annexation, the City must acquire CCN to prevent septic system dominance.
Zone 5							Within City Limits but CCN owned by other agency or municipality: Sewer service will cause high costs to the City.
Zone 6							Within ETJ but CCN owned by other agency or municipality: Should Kyle annex these areas, providing services will be costly.
Zone 7							Outside Kyle's jurisdiction but within Kyle's CCN: Opportunity to provide service to neighboring communities for a profit.

Figure 3: Sewer CCN Analysis.

FIVE YEAR CAPITAL IMPROVEMENTS PROGRAM

Kyle's five year Capital Improvements Program (CIP) covers 2008 to 2013 and demonstrates that the City is making commitments to responsible growth and development while addressing the needs of the aging core (Figure 4). In order for a CIP to be most effective, it is important that it have a relationship with the City's Comprehensive Plan. In this way, the City is assured that capital improvements are representative of the community's goals and are phased and executed for maximum benefit to the entire City. Improvement projects are distributed throughout Kyle to address three main issues:

Aging Infrastructure and Existing Functionality

Many of the approved Fiscal Year 2008-2009 capital improvements focus on downtown Kyle and the older neighborhoods surrounding it. By upgrading facilities in these areas, the City is encouraging redevelopment of older neighborhoods and downtown, setting the stage for a possible transition to more specialized uses as the entire City grows. This will allow downtown to take on a more important role as one of the main economic and cultural anchors of the City.

Lack of Infrastructure in Anticipated Growth Areas

Nearly half of the land inside Kyle's City limits has no infrastructure in place. For Kyle to capture a larger share of an ever expanding market along the I-35 corridor, the City must be able to provide services in a timely manner at competitive prices. With the infrastructure in place along the FM 1626 corridor to Buda and in the undeveloped lands on the eastern edge of the City limits, Kyle's investments are responding to market demand. However, this needs to be expanded to include service provision in other areas of Kyle's City limits and ETJ.

Ability to Respond to Unforeseen Needs in the Future

The City of Kyle's CIP includes improvements to existing public works facilities and new facilities, including a public works building, elevated storage tank, and sewer plant expansion. These plans will help to position the City to respond to growth pressures and provide for the needs of Kyle's future population.

Project	Cost	Source	Priority/Phasing
Kohler's Crossing Street and Drainage Improvements	\$6,040,482	Long Term Debt	Approved for FY 2008-2009
Groundwater Well #1 Pumping System	\$400,000	Long Term Debt	Approved for FY 2008-2009
Wastewater Line Rehabilitation Phase 1	\$600,000	Long Term Debt	Approved for FY 2008-2009
Public Works Building	\$1,500,000	Long Term Debt	Approved for FY 2008-2009
Lehman High School Road Improvements	\$393,434	Long Term Debt	Approved for FY 2008-2009
Storm Drainage Improvements	\$300,000	Long Term Debt	Approved for FY 2008-2009
Construction of Rest Rooms at Water Leaf Park	\$65,000	Long Term Debt	Approved for FY 2008-2009
Debt Service for Wastewater Plant Expansion	\$2,194,152	Sewer Impact Fees	On-going (2008-2013)
Upgrade Main Line Interceptor 2	\$700,000	Sewer Impact Fees	Approved for FY 2008-2009
Upgrade Main Line Interceptor at Bunton Creek	\$1,971,000	Sewer Impact Fees	Approved for FY 2008-2009
Debt Service for San Marcos Water Treatment Plant	\$1,733,400	Water Impact Fees	On-going (2008-2013)
500,000 Gallon Elevated Storage Tank Construction	\$700,000	Water Impact Fees	Approved for FY 2008-2009

Figure 5: Funding Sources for Capital Improvement Projects.

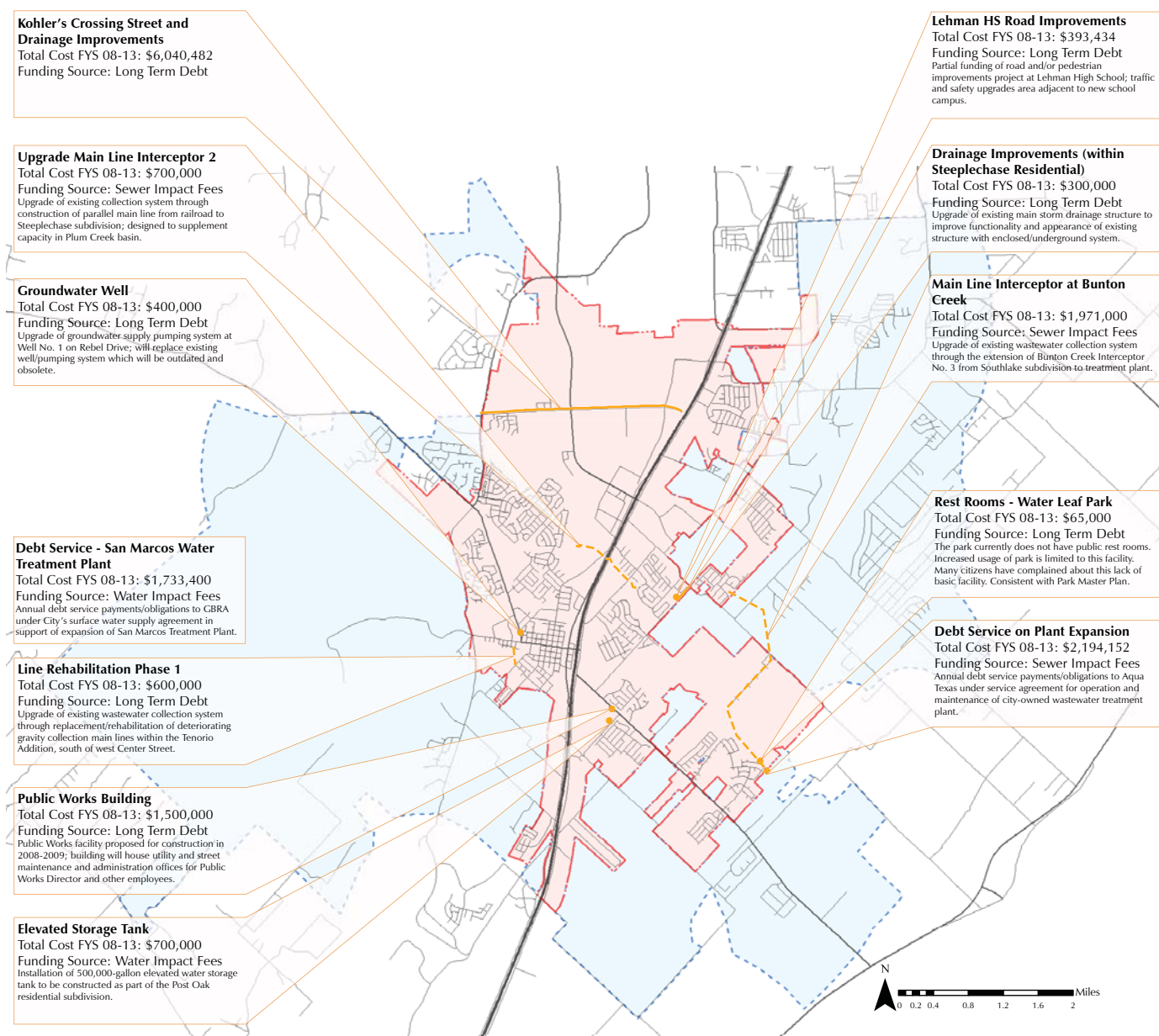


Figure 4: Geographical representation of Capital Improvement Projects.

The capital improvements projects shown geographically in Figure 4 are organized according to funding source in Figure 5, with the three key sources of funding being long-term debt, sewer impact fees, and water impact fees. All of these projects, with the exception of two on-going debt services, are approved for fiscal year 2008-2009. The debt services are for the Kyle wastewater treatment plant and the San Marcos water treatment plant, showing that the City is pursuing both

internal and external methods for water and sewer service provision. However, the majority of the five year CIP does not extend beyond fiscal year 2009-2010, although it is likely that there will be capital projects needed in the later years of this plan. In the future, if the CIP is coordinated with the City's Comprehensive Plan, a more complete picture of necessary projects and funding responsibilities will be realized.

CONCLUSION

Lack of control of water and sewer provision will limit Kyle's ability to direct future development. The City should seek to acquire additional water and sewer CCN territories, where they are available, and should coordinate with other municipalities and entities to ensure adequate water and sewer provision for Kyle's future. Sustainable development practices and responsible water management will also be important to control costly water service provision. These efforts should be coordinated with the City's capital improvements projects and Comprehensive Plan so that annexation, service provision, and development plans are complementary.

CIRCULATION ANALYSIS

The Circulation Analysis consists of a description of assessment methodology, a summary of findings, and conclusions. Analysis notes have been prepared to document the observed conditions, traffic congestion definitions, and persons contacted. The summary of findings explores the history of the existing circulation pattern in Kyle, identifies causes of congestion, and provides observations related to “Hot Spot” intersections. The conclusions provide key points that should be addressed when constructing the Transportation Plan Update.

ASSESSMENT METHODOLOGY

URS conducted a field review on Wednesday September 2, 2009, to observe traffic circulation at intersections and on roadway segments within the City and its ETJ, as well as along the Interstate Highway 35 (I-35) corridor. The field review started at 6:30 AM and ended at 6:00 PM, and focused on the morning, mid-day, and afternoon peak travel periods at various locations. The findings of the field review have been documented in the format of field notes and photographs.

Since URS has not been scoped to conduct detailed traffic modeling, URS has qualitatively defined traffic congestion to provide a relative scale of congestion. Please note that the congestion levels are based on field observations only. Heavy congestion is defined as an intersection or roadway segment that operates well below posted speed limits and is subject to stop-and-go conditions. Medium congestion is defined as an intersection or roadway segment that operates below posted speed limits, with limited ability for vehicles to pass or change lanes. Minor congestion is defined as an intersection or roadway segment where vehicles move freely or encounter minimal delays. The AM peak period is defined from 6:00 to 8:00 AM, while the PM peak period is defined from 3:30 to 6:00 PM.

URS contacted the following persons/agencies to evaluate concerns with existing traffic circulation and to discuss potential future developments:

- James Earp, Assistant City Manager /City of Kyle
- Bob Hearn, Director /Hays County Independent School District Transportation
- Herb Dyer, VP, COO /Hays County Seton Medical Center
- John Dean, Sergeant /Kyle Police Department
- Lyle Nelson, Transit Planner /Capital Area Rural Transportation System (CARTS)

SUMMARY OF FINDINGS

History of the Pattern

The City of Kyle was established on a 200-acre townsite in 1880 as a stop on the International and Great Northern Railroad between Austin and San Antonio. I-35 has embellished the same north/south linear development of Kyle as a city. Over the last two decades, robust population and business growth has been experienced in the immediate Austin vicinity due to its high quality of life, strong economy, and moderate housing prices. This growth has now spread to the nearby rural communities, such as the City of Kyle, for a variety of reasons. As a result, Kyle is currently undergoing a transformation from a primarily rural to an urbanized area. Lower cost residential developments are attracting people from the Austin area, which in turn creates a need for additional commercial development to meet their needs. These newer developments are, for the most part, still using the transportation infrastructure of the historic, rural Kyle, which was not designed to accommodate both the local and current commuter traffic trends that are prevalent throughout the City today. The effect of these developments is a change in circulation patterns due to traffic volume increases on roadways and intersections within and around the City, and is further complicated by the interregional use of I-35.

Current traffic patterns in Kyle are a result of a historically two-lane rural roadway network experiencing a large traffic increase. Streets that were once considered local or rural roads have become de-facto arterials and collector streets, all leading to I-35. Given the recent influx of people to the City, many of its residents likely commute to larger surrounding Central Texas cities for employment (i.e., Austin, San Marcos, San Antonio) via I-35. The average travel time for work for a Kyle resident is 32 minutes, and nearly 80 percent of workers travel alone by automobile (U.S. Census, 2000).

Causes of Congestion

Kyle's four intersections with I-35 at peak travel times best portray the conflict of this facility serving both local and commuter traffic. As a consequence of this conflict, three of the four I-35 interchanges were heavily congested with traffic,



Figure 1: Existing Traffic Circulation Assessment of Kyle

as observed by URS Staff. The only City interchange with I-35 that does not experience heavy or medium congestion is Yarrington Road. This is the southern-most interchange in the City and has yet to experience the residential or commercial development seen at the other three I-35 interchanges. This intersection still operates with the intent that it was built, as a rural arterial roadway intersecting with a major interstate highway. The City of San Marcos plans to improve this intersection as a part of their northern loop. The City of Kyle expressed interest in working together to improve this intersection and make Yarrington Road a part of their southern loop.

Variables that seemingly contribute to congestion are emerging residential developments, schools, a new medical center, and retail development patterns along I-35. Currently, most of the heavy congestion in Kyle is within the Town Center District, the Regional Center District, or at the I-35/Kyle Crossing (County Road 131) interchange. The AM and PM peak travel periods best reflect the local versus commuter conflict and the resulting locations of congestion, and peak data suggest that either updated infrastructure (more lanes, lights, and/or roundabouts) or additional means of transportation (new roadways and/or alternative modes of transportation) are needed. See Figure 1, the Existing Traffic Circulation Assessment of Kyle.

District Designations

Form Districts have been defined in an effort to divide the City of Kyle into distinct areas, each having a different feel or characteristic. Most of the urbanized areas of Kyle, and corresponding traffic congestion, fall into two of these districts, Town Center District and the Regional Center District, which are described in further detail in the Form District Analysis of this document. The two remaining traffic “hot spots” are located at the I-35/Kyle Crossing (County Road 131) interchange and along Kohler’s Crossing Road. Each is discussed below.

Town Center District: This district includes the historic City center. Like typical town centers, it has a grid street pattern and offers the most pedestrian friendly areas in Kyle. Many streets have useful sidewalks that provide and promote healthy transport for those school children and adults who live in this district. The typical rights-of-way (ROW) in the Town Center District are generally 50-feet. This ROW would not provide enough space for additional lanes, yet this should be viewed as a positive preservation constraint to keep this town center at a pedestrian scale versus making it adapt to the automobile, which can dilute the area’s “sense of place”.

There are five traffic signals in this district and two schools (Kyle Elementary and Wallace Middle School). The main arterial is West Center Street (2-lane with on-street parking), which forms one of the four major intersections with I-35 in Kyle. This street acts as a thoroughfare west of FM 150, and acts as a collector street east of FM 150 connecting to I-35. The network of streets in this district promotes West Center Street as a collector street that exhibits heavy commuter congestion during AM and PM peak travel times as it approaches I-35. Peak congestion periods were observed to stretch from 6:00 to 8:00 AM and 3:00 PM to 6:00 PM. Traffic on West Center Street operates under stop-and-go conditions during these times. Burleson Street (two-lane) bisects the Town Center District and also acts as a collector street. Medium to heavy traffic during AM and PM peak hours was observed on this street as well. The heavy congestion on both of these streets through the historic downtown area is mostly due to commuter use, yet downtown destination trips contribute.

Regional Center District: The Regional Center District is an emerging retail development that is quite different than the historic downtown area. Perhaps the most differentiating aspect is the type and scale of retail in this district, as well as the improved Kyle Parkway (4-lanes). This district also has two schools (Susie Fuentes Elementary and Science Hall Elementary) as well as the soon to be open Villages at Kyle Shopping Center and the Seton Medical Center Hays. Even with increased transportation infrastructure, this district still has medium congestion during AM and PM peak hours, which leads to heavy congestion around the southbound I-35 Frontage Road as commuters funnel on and off the connector ramps. The development of this district was likely a response to new residential subdivisions north of the downtown area that lacked the corresponding commercial development. So far, the Regional Center District has been developed with the automobile as the primary mode of transportation, including vast parking lots separating the buildings from the streets, and little developed at the pedestrian scale. Kyle Parkway on both sides of I-35 was observed to have medium to heavy traffic congestion that will likely increase when the shopping and medical centers open later this year.

I-35/Kyle Crossing (County Road 131) Interchange: Just north of the Regional Center District is perhaps the most congested Kyle intersection with I-35, the I-35/Kyle Crossing (County Road 131) Interchange. Traffic is heavily backed up before 7:00 AM, and the PM peak starts at 3:30 PM and continues until after 6:00 PM. This congestion is a combination of early school traffic and later commuter traffic. The two-lane bridge over I-35 limits the ingress/egress volumes of I-35 and the all-way STOP control further limits the flow of traffic.

Kohler’s Crossing Road: To the west of I-35, there are two medium congestion-rated intersections, with the first at FM 1626 and the second at FM 2770 along Kohler’s Crossing Road. Congestion at the FM 2770 intersection is mostly attributed to schools (Jack C. Hays High School and R.C. Barton Middle School). Traffic is heavily congested on northbound FM 2770 at approximately 7:30 AM. The reverse is true in the afternoons starting at 3:30 PM.

HOT SPOT INTERSECTIONS

The following intersections currently exhibit heavy congestion during the AM and/or PM peak periods:

I-35 Frontage Road and CR 131 (Kyle Crossing)

- This intersection had the most observed congestion during the field review. Traffic is heavily backed up before 7:00 during the AM peak period and the intersection starts to become congested around 3:30 during the PM peak period. The eastbound and northbound traffic is heavy with a significant amount of school traffic during the PM peak period. The southbound I-35 Frontage Road was at times backed up almost to South Loop 4 during the PM peak period. This backup and congestion was not completely cleared up at 6:00 PM on the day of the field review.
- The bridge for CR 131 over I-35 is a narrow two-lane bridge, and is extremely congested during the AM and PM peak periods. The diamond intersection at this location is currently controlled by all-way STOP signs, which exacerbate the problem.

I-35 Frontage Road between FM 1626 (Kyle Parkway) and CR 130 (Goforth Road)

- Northbound left turns from the Southbound Frontage Road west of I-35 to the bridge over I-35 experience heavy congestion starting before 6:30 and lasting until after 8:00 during the AM peak period.

- The westbound volumes from Kyle Parkway east of I-35 were observed to be moderate at 7:30 AM. The Villages at Kyle Shopping Center and the Seton Medical Center Hays are not completely constructed and open, so the majority of the traffic is assumed to originate from the residential neighborhood further east. It is expected that traffic will significantly increase when these developments are open.
- During PM peak hours, the Northbound I-35 Frontage Road is heavily congested and traffic is backed up beyond Goforth Road. Southbound traffic on the Frontage Road south of Kyle Parkway is also heavily congested. Left-turning vehicles from these roadways further increase the congestion because this left-turn movement does not have a dedicated left turn storage lane.
- A temporary traffic signal at the intersection of I-35 Frontage Road and Kyle Parkway is currently in use.

I-35 Frontage Road and Center Street

- Long queues were observed on westbound Center Street and the Northbound Frontage Road east of I-35 during both the AM and PM peak periods. However, the queues on the Northbound Frontage Road dispersed after 8:00 AM, while queues on the Northbound Frontage Road were observed past 5:00 PM.



Traffic congestion on Kyle Crossing Bridge on I-35 traveling eastbound, with school traffic during the PM peak period.



Traffic congestion on Center Street westbound at I-35 towards Old Highway 81 during the PM peak period.

- The future extension and realignment of FM 150 east of I-35 is currently under design. When FM 150 is extended and aligned with Center Street at I-35, it has the potential to facilitate easier access to undeveloped and/or emerging areas of the City.

Center Street between Burleson Road and Old Highway 81

- Center Street is heavily congested traveling eastbound after 7:00 AM and after 3:00 PM. Traffic through the downtown area operates under stop-and-go conditions during the AM and PM peak periods.
- The intersection of Center Street and Old Highway 81 is currently controlled with all-way STOP signs. This contributes significantly to the congestion on Center Street.
- The intersections at Center Street/Burleson Road and at West FM 150/Burleson Road are both congested during both the AM and PM peak hour.
- There is on-street parking along Center Street, which does not seem to affect traffic circulation during either the AM peak or PM peak period.

The following locations were observed to have minor to medium congestion during the AM and/or PM peak

periods, but would be expected to operate at decreased levels of service in the next five years given anticipated development rates in Kyle:

Kyle Parkway between I-35 and Dacy Lane

- Kyle Parkway on both sides of I-35 was observed to have moderate traffic volumes. However, the Villages at Kyle Shopping Center and the Seton Medical Center Hays, which will be opening soon, are expected to add significant traffic volumes on Kyle Parkway. Based on site observations and our talk with Mr. Herb Dyer from Seton Medical Center, the residential neighborhoods east of Dacy Lane are increasingly using Kyle Parkway as an alternative route to Goforth Road for access to I-35.
- There are currently 3 all-way STOP controlled intersections along Kyle Parkway between I-35 and Dacy Lane. These stop controls will slow emergency vehicles when the Seton Medical Center opens.
- The access roads to the medical center and the shopping center are not completed at this time. However, vehicle detection and signal pole foundations are installed at all three intersections. One or two of them are planned as candidate locations for future traffic signals, based on the Seton Medical Center site plan.



Traffic congestion on Kyle Parkway eastbound at I-35 during the PM peak period. The Villages at Kyle Shopping Center and the Seton Medical Center Hays are seen in the distance.



Traffic congestion on southbound FM 2770 at Kohler's Crossing, with school traffic from Jack C. Hays High School during the PM peak period.

Burleson Street and I-35 Southbound Frontage Road

- Queues were observed as early as 6:30 AM on Burleson Street for left-turning vehicles onto the southbound I-35 Frontage Road, but there were fewer vehicles observed waiting in the queue closer to 8:00 AM.
- Vehicles wanting to continue north on the I-35 Southbound Frontage Road also form queues with the YIELD sign during the entire AM peak period.
- During the PM peak period, the Southbound I-35 Frontage Road had a high number of vehicles making right turns onto Burleson Street.
- The close distance between Burleson Street and the I-35 southbound entrance ramp also creates traffic operation problems because of the two-way frontage road and the need to yield just after turning onto the frontage road.

I-35 Northbound Frontage Road, where a few intersections were observed to operate with medium to heavy volumes on the cross streets. Those cross streets are:

- Beebe Road
- Kyle Parkway
- CR 130
- CR 157
- FM 150 east

Kohler's Crossing (CR 171) and FM 2770

- Traffic is backed up on northbound FM 2770 around 7:30 AM, which was attributed to the school traffic from the Jack C. Hays High School.
- School traffic on southbound FM 2770 is heavy during the PM peak period.

Goforth Road and Lehman Road intersection

- The fence at the southwest corner presents a sight distance problem for the northbound vehicles.

FM 150 east at Rosalio Tobias International School

- It was mentioned during our discussion with the City Assistant Manager that pedestrian crossing on FM 150 is a safety concern for the residential subdivision across the street since grades create sight distance restrictions and there is not a signalized intersection nearby.

Creek Crossings

- There were a few locations observed during the field review with low water/creek crossings that may cause safety problems. Burleson Street approaching the I-35 Frontage Road is one example of this problem.



Picture taken from southeast corner of Lehman and Goforth. The Lehman High School is located further east on Goforth. The picture shows the fence blocking the view for northbound traffic on Lehman Road.



Picture taken on FM 150 looking east, with Rosalio Tobias International School on the right. The picture shows a lack of sidewalks and pedestrian crossing between residential development and the school.

CONCLUSIONS

The field review on September 2, 2009, revealed many findings, which are summarized below.

- Overall traffic congestion is not the primary concern for the existing population. However, there are several “hot spot” intersections that constrain the functionality of the entire transportation system.
- Most locations in Kyle seem to have short peak congestion periods that either start early or end late, particularly at access points on the I-35 Frontage Roads. Most locations have traffic dispersed within one hour, with the exception of the I-35 Frontage Road/Center Street intersection, where peak periods were observed to stretch from 6:00 to 8:00 during AM peak period and start as early as 3:00 and extend to 6:00 during the PM peak period.
- Peak periods vary significantly at different locations throughout the City and along the I-35 corridor. The AM peak period starts as early as 6:00 and lasts until 8:00, while the PM peak periods start as early as 3:00 and last until 6:00. No distinct mid-day peak was observed. The intersections associated with the I-35 Frontage Road seem to have earlier peaks in the AM peak period and longer peaks during the PM peak period. Traffic on Center Street west of Old Highway 81 starts to build after 7:00 AM and is gradually dispersed after 8:00 AM.
- Many county and local roads are sub-standard because of their rural configuration and are now functioning as urban roads. With the new and planned residential and commercial developments along Kyle Parkway and in other areas of the City, it is expected that some roadways will experience more congestion.
- Traffic in Kyle depends heavily on I-35 to access the surrounding areas because it is the only major north/south route. Currently, there are four major access points along the I-35 Frontage Road (listed from north to south): CR 131 (Kyle Crossing), FM 1626 (Kyle Parkway), Center Street, and Yarrington Road. These first three intersections are heavily congested during the AM and PM peak periods.
- Traffic along the I-35 Frontage Road exhibits medium to heavy congestion. It is also a road with high vehicle crash rates, based on data provided by the City Police Department. The two-way frontage road configuration and the close distance between the cross streets and the I-35 entrance/exit ramps are main contributors to the traffic operations and safety issues.
- Current levels of congestion indicated that the transportation system in Kyle is already nearing a capacity of service to the existing population. A more fluid system of circulation is therefore needed to support future population growth.
- Growth in adjacent communities (such as Buda and South Austin) will add additional pressures to Kyle’s system of circulation. The Kyle Transportation Plan should therefore anticipate these external pressures.
- The capacity issues associated with Plum Creek must be addressed in the Transportation Plan.
- Alternate pathways are needed to alleviate the pressures put upon key intersections in Kyle.
- System discontinuities east to west across I-35 place increasing pressure on the frontage roads. Additional overpasses would enhance cross-town movement and alleviate this burden.
- As growth continues to the Northwest in Kyle, the capacity of FM 1626 must be sufficient to service anticipated trips.

NATURAL SYSTEMS PROFILE

Quality of life is directly affected by quality of environment. Therefore, Kyle's natural features must be preserved to ensure a high quality of life in the future of the City. Examination of Kyle's natural systems yields critical information that helps to explain previous and current development patterns and suitability for future growth. By studying topography, hydrology, soil, and vegetation, this assessment seeks to understand the relationship between development and the natural landscape. The natural systems of Kyle historically made the area conducive to farming and ranching activities. They also contribute to much of the development that is currently taking place in the City. However, the impact of development on natural systems can result in negative conditions, including erosion, water pollution, foundation disturbance, air pollution, and habitat loss. For these reasons, the natural systems of Kyle will inform development choices and provide a basis for subsequent plan elements in this document.

TOPOGRAPHY

Kyle is located along the line where the Blackland Prairie ecosystem meets the Edwards Plateau, which is reflected by higher elevations and steeper slopes in the western regions of Kyle's ETJ and by lower elevations and areas of flat lands in the eastern regions (Figure 1). The highest elevation in the ETJ is 960 feet above sea level and the lowest elevation is 570 feet. The steepest slopes are generally found along the banks of the Blanco River and along its tributaries, forming steep valleys through which these streams flow. Some areas of steep slopes are also found along the banks of Plum Creek and its tributaries, especially to the east of I-35. The area of Kyle east of I-35 and north of Bunton Creek Road also has some significant topography changes, along minor waterways, which form a series of rolling hills. The flattest land in Kyle is found east of I-35 and south of Bunton Creek Road, excluding areas around Plum Creek, where farming activities were historically dominant. There are also wide, flat, flood-prone lands along the southern half of the Blanco River's course within Kyle.

Areas with steep slopes are less conducive for standard development, as the siting of roads and building footprints must be more specialized to respond to the significant grade changes. This is typically more costly, leading to either no development or development of a higher price point product. Development on steep lands can also have negative outcomes, such as erosion and disruption of natural waterways, which is of particular concern in Kyle as many of the steepest lands are found along the Blanco River, Plum Creek and their tributaries. On the other hand, flat areas are appealing for development as standard and uniform road layout and building footprints can be applied with little or no modifications necessary, although this can disrupt surface water flows and increase erosion. This topography analysis suggests that Kyle is likely to see the greatest development pressures in the southeastern portions of the City and ETJ, where slopes are most even. If development occurs in the northeastern or southwestern portions, it will likely take a more specialized form. In both cases, development has the potential to alter the historic land uses of Kyle, from predominately farming activities in the southeastern areas

and ranching in the north and western areas. Regardless of the location in the City, care must be taken to prevent development from significantly altering natural topographical patterns, which would have ramifications on other natural systems, discussed on the following pages.



Grassland with rolling hills in distance in southwest Kyle.



Rolling hills in northeast Kyle.

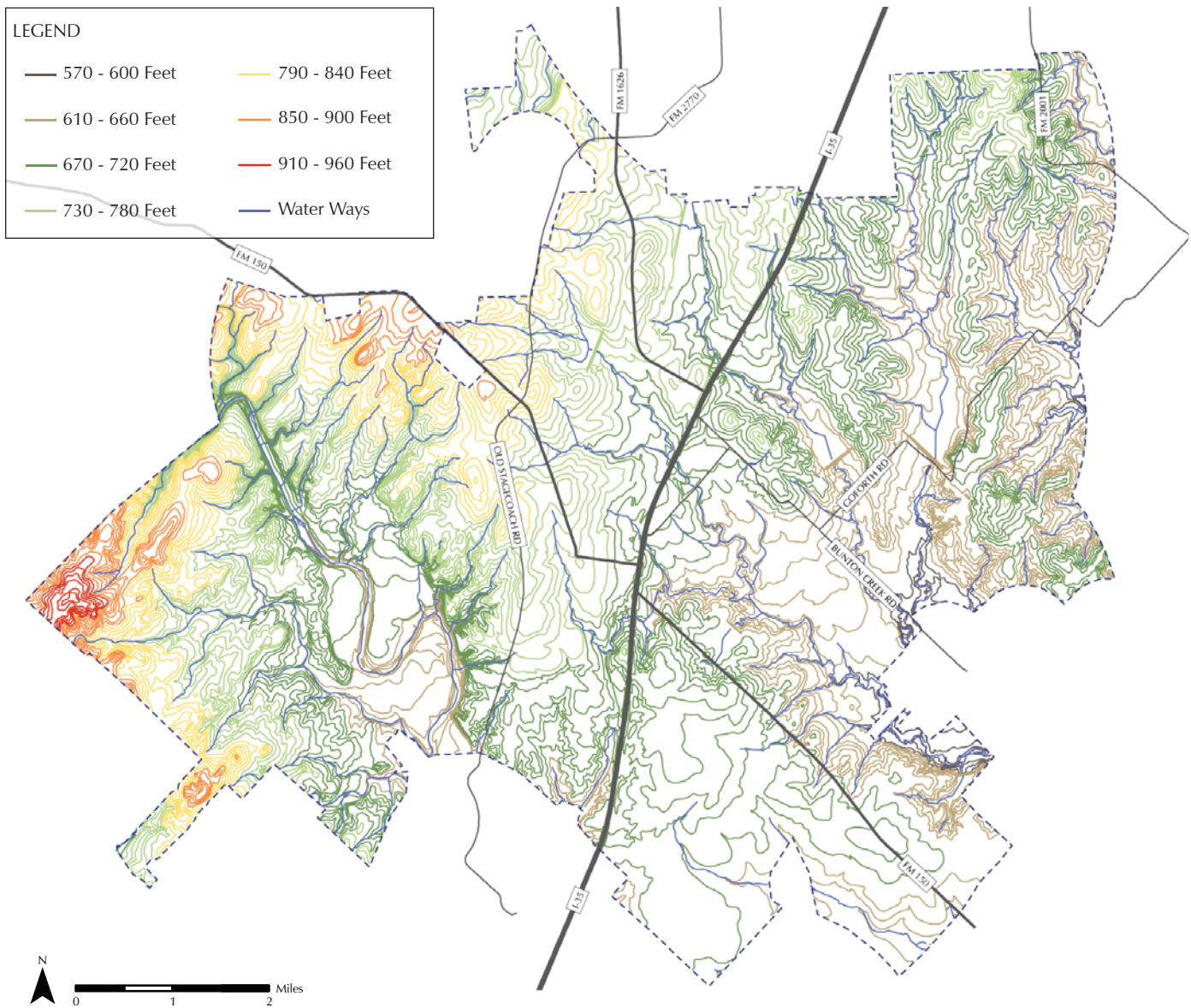


Figure 1: Existing Topography in Kyle.

Topography Conclusions:

- Development in areas of steep slopes must be specialized and responsive to topography and other natural systems
- Development in flat areas must minimize erosion and runoff by acknowledging the underlying topography
- The topography and land forms of an area directly contribute to water, soil, and vegetative cover

HYDROLOGY

The hydrologic system in Kyle is fairly complex, with two significant riparian areas passing through the City and two aquifers underneath the majority of the City and ETJ (Figure 2). The Blanco River rises in northeast Kendall County and flows approximately 87 miles through Blanco and Hays Counties, including through the southwestern portion of Kyle, before joining the San Marcos River south of Kyle. The portion of the Blanco River within Kyle represents both of the River's two main conditions for much of its length. The northern section is characterized by a narrow river bed, surrounded by outcroppings of rocks, bluffs, and steep banks, while the southern section has a wider bed, is shallower, and is surrounded by flat, flood-prone, rich bottomlands.

The other main riparian area is that of Plum Creek, which rises in Hays County just north of Kyle and flows southeast through Caldwell County to join the San Marcos River at the Caldwell-Gonzales County line. Plum Creek bisects Kyle, running from northwest to southeast, and the waterways located in the northeast of Kyle also flow into Plum Creek near Uhland. Much of Plum Creek in Kyle is fairly narrow, with only limited floodplain areas along the main branches. Kyle is very close to Plum Creek's head waters, and therefore the pollution and runoff into the Creek in Kyle has significant impacts on the communities downstream.

Elevated nutrient levels and elevated bacteria concentrations, including *E. coli*, have been measured in Plum Creek in Kyle, resulting in an impaired water source. The Plum Creek Watershed Partnership, in conjunction with the Texas State Soil and Water Conservation Board and the Texas AgriLife Extension Service, is currently developing a Watershed Protection Plan for Plum Creek in an effort to limit additional contaminants and improve the overall water quality of Plum Creek in the future.

Because what happens in Kyle's river and stream corridors is so influential on downstream neighbors, it is critical that Kyle have a comprehensive detention and retention policy that preserves pre-development flow rates. Incremental detention and retention measures that occur on a project by project basis often lead to engineered structures that isolate stream corridors from the fabric of the surrounding city. Therefore, detention and retention should be addressed on a

system basis, rather than on a project basis, and be part of a comprehensive water management plan.

Only small portions of Kyle are within the 100 year floodplain, with the majority of the floodplain located along the southern portion of the Blanco River. There are also floodplains along Plum Creek, which are close to some areas of new residential development. Land within the 100 year floodplain may not be built upon and therefore creates a small buffer around the waterways. However, in the absence of floodplain designation, there are no restrictions on the proximity of development to a waterway. Development close to waterways can disrupt surface water flow patterns, cause erosion, and contribute to both point and non-point source water pollution. Therefore, it may be necessary to limit or restrict development that is outside floodplains but still in close proximity to waterways.

The combined Edwards and Trinity Aquifers recharge zone includes the western half of Kyle, extending to a line that approximately follows I-35, and the Trinity Aquifer recharge zone extends eastward to include the majority of the remaining City and ETJ lands (Figure 3). Aquifer recharge zones refer to lands where surface waters enter the underground aquifers, either from water bodies going underground or from precipitation falling on rock outcroppings and flowing into the aquifer. Together, the Edwards and Trinity Aquifers cover a large portion of central and western Texas and serve as the primary water source for the majority of the Hill Country region. As these aquifers are a significant source of water for Kyle, adequate water flows and the quality of the water filling the Aquifers are significant concerns. Increased growth in Kyle and throughout the Hill Country will increase intensity of water pollution as well as usage of these Aquifers as water supplies.

Effective land use policies are critical in watershed management. Currently, the most intense and complex development areas in Kyle are along the I-35 corridor, including downtown and the new hospital and retail development area. This is an area of hydrologic transition, known as an ecotone, where the rolling hills of the northern and western portions of Kyle meet the flatter lands in the southeastern portion of Kyle and where the Edwards and

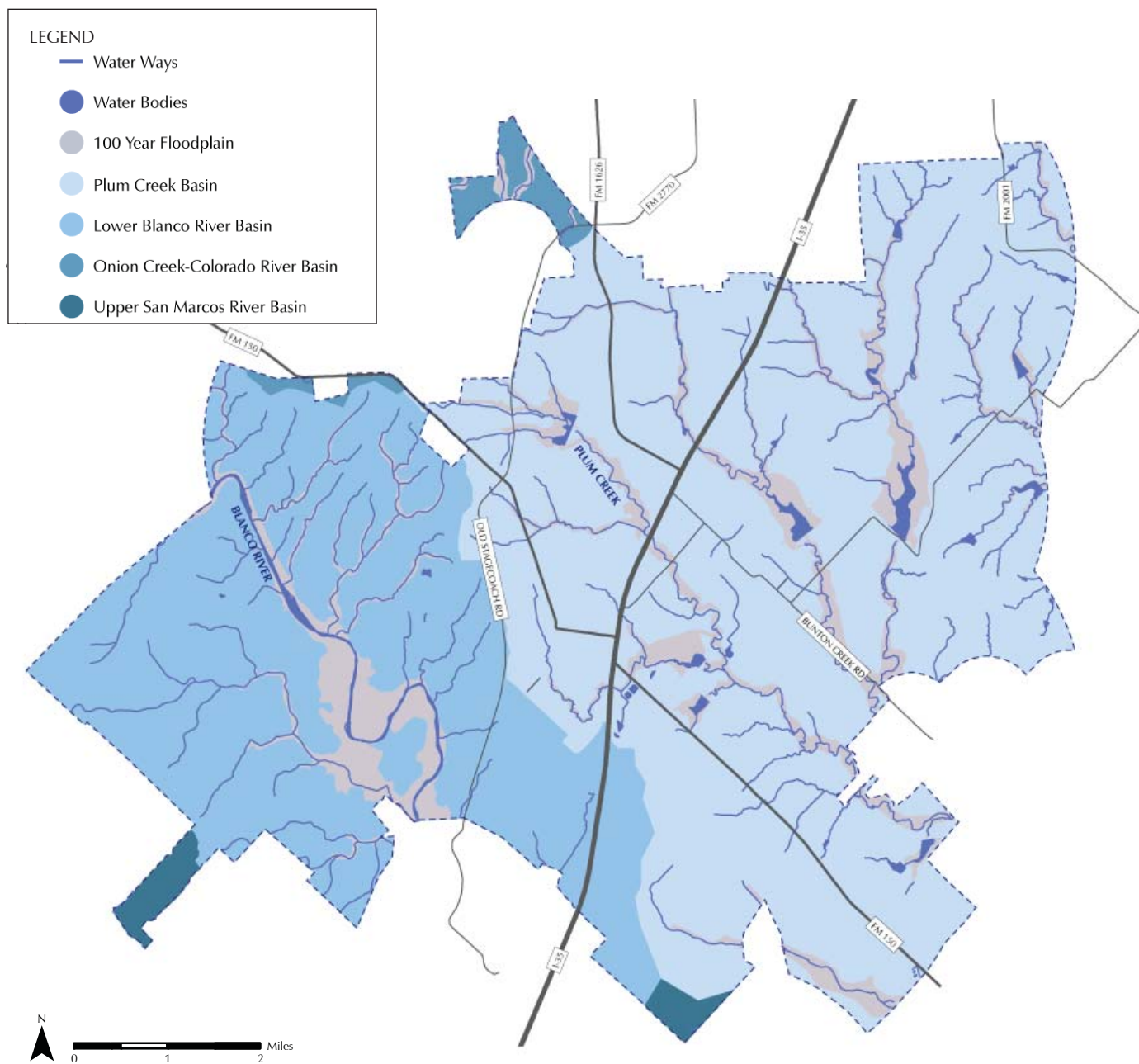


Figure 2: Existing Hydrology in Kyle.



Porter Creek Lake in Kyle.



Plum Creek in Kyle.

Trinity Aquifers intersect. The area along I-35 is therefore environmentally and economically significant, as the site of both historic and new development intensity (Figure 3).

Land use management must address both environmental and economic goals in order to ensure current and future quality of life and sustainability in Kyle.

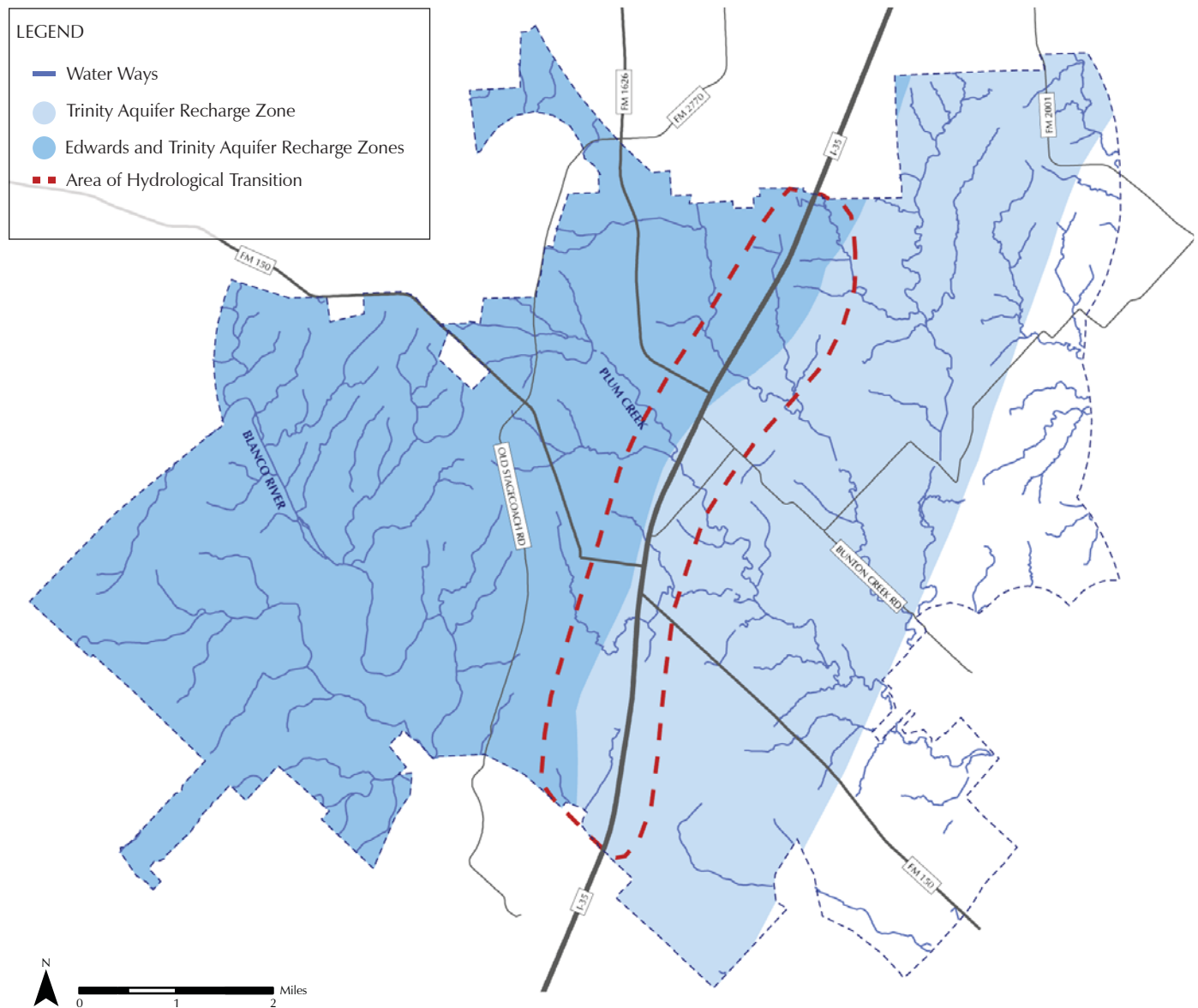


Figure 3: Aquifer Recharge Zones and Ecotone in Kyle.

Hydrology Conclusions:

- A comprehensive detention and retention policy is needed to preserve pre-development water flows
- Land use should be regulated, especially near water ways, to minimize pollution, erosion, and disruption of surface water
- Growth should be managed in the ecotone region, along the I-35 corridor, to preserve the amount and quality of water flows into aquifers

SOILS

The soils present in Kyle and its ETJ can be broadly classified in four categories: Blackland Prairie, Bottomland, Clay Loam, and Shallow Rocky Upland soils (Figure 4).

The Blackland Prairie soils are primarily located to the east of I-35 in Kyle and are generally formed from the weathering of clayey shale or shale and the deposits of clayey alluvium. These soils have low to moderate slopes (generally from 0% to 8%), are well drained to moderately well drained, and are quite deep (greater than 60 inches to a root restrictive layer). This combination of factors makes these soils particularly well suited for both cropland and pasture activities, as well as residential development. However, Blackland Prairie soils also have a very high shrink-swell potential, which means that buildings must be designed to be responsive to potential soil expansion and movement that can affect building foundations and stability. Additionally, development that is designed around land use efficiency, such as standard lot sizes and layouts, and that relies on engineered drainage structures will promote point source flows and increase erosion and surface water disruption. In areas of Blackland Prairie soils where there is a greater concentration of clay, the soil will be less drainable and therefore less suitable for septic systems, although anaerobic systems may be more viable. Provision of sewer service is therefore quite important in these areas to limit reliance on poorly drained septic systems.

The Clay Loam soil category is the second most prevalent in Kyle, after Blackland Prairie soils, and are found primarily west of I-35 and in the southeast portion of Kyle. These soils are weathered from limestone and chalk, as well as formed from clay and loam alluvium. Slopes are primarily low (0% to 5%), soils are well drained, and most of the soils in this category have a depth of greater than 60 inches. Clay Loam soils are not quite as rich as Blackland Prairie soils, somewhat limiting their use for intensive farming activities, but these areas are typically well suited for pasture and rangeland. The potential for soil expansion is moderate to high in these soils, based on the amount of clay in the particular area, so while the low slopes and good drainage of these soils make them well suited for building and development, attention must be paid to potential vertical rise (PVR) when designing building foundations.

The Shallow Rocky Upland soils are found in small areas in the western portion of Kyle, primarily along the slopes of hills and ridgelines. These soils can have slopes of up to 30%, are weathered from limestone, and are quite well drained. As the name implies, these soils are not very deep, averaging from 6 to 20 inches to a root restrictive layer. The high rock content and underlayment of these soils makes them less susceptible to expansion and the shrink-swell potential for these soils is low. Much of Kyle has limestone as the underlying rock, which is porous and given to cracks and fissures. This rock contributes to the soil make-up and the area's designation as a recharge zone for the two Aquifers. Due to the steep slopes, rock outcroppings, and shallow soil depths in these areas, there is limited applicability for farming or for intensive development, although these soils are appropriate for rangeland activities. Additionally, these soils, which are sandy and loamy, are highly erodible, which requires that building and development design be sensitive to surface water flows and movement.

Bottomland soils are found in relatively few locations within Kyle and limited to the beds of the Blanco River, Plum Creek, and other water ways. These soils are formed of fine loams and clays with very low slopes (0% to 3%), great soil depth (greater than 60 inches), and are typically associated with floodplains. Soil expansion varies within Bottomland soils, so that areas formed from loams have low shrink-swell potential while areas formed from clays have very high shrink-swell potential. Bottomland soils in Kyle are located primarily within the 100 year floodplain around the Blanco River, Plum Creek, and their tributaries, and these areas are therefore protected from development. However, much of the most intense development in Kyle is currently occurring in the areas immediately adjacent to Plum Creek and its floodplains, and surface water runoff, pollution, and increased erosion from this development will directly impact the Bottomland soil areas.

Overall, the majority of soils in Kyle are well suited for a variety of rangeland, pasture, cropland, and farming activities, which were historically the predominant land uses in the City. However, many of these soil conditions are also well suited for development, as evidenced by recent arrival of traditional residential subdivision developments in the City.

Currently, Kyle's building permit process does not require foundation design and therefore does not acknowledge the potential vertical rise and expansion of soils so prevalent in Kyle's predominant soil types. This creates a high risk

to overall stability in Kyle's building stock and must be addressed by the City to ensure high quality and long lasting building and design in the future.

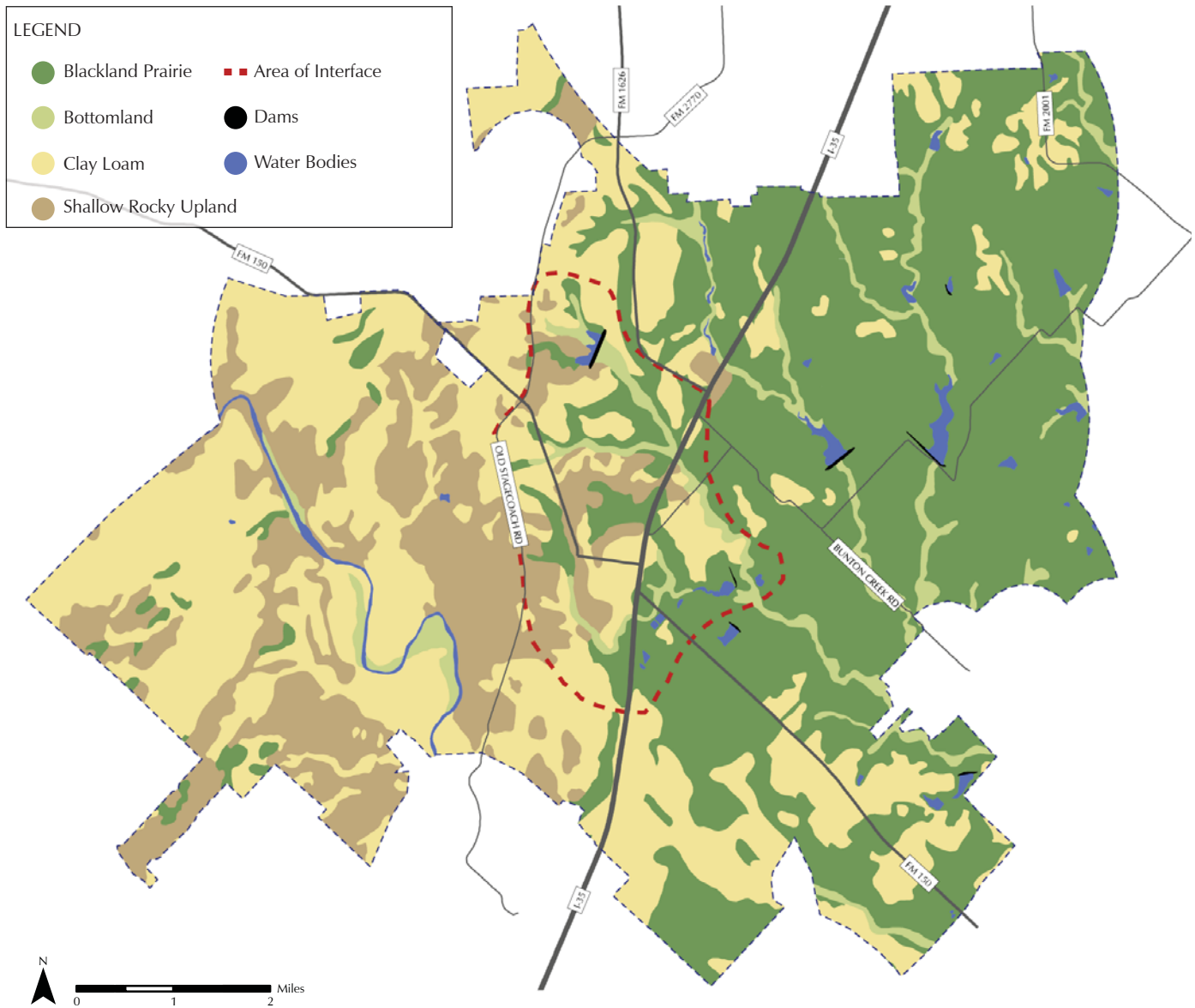


Figure 4: Existing Soils in Kyle.

Soils Conclusions:

- Foundation design should be regulated through the building permit process to control for potential vertical rise from soil expansion
- Sewer service should be provided or development should be limited in areas where the soil is unsuitable for septic systems
- Development should be managed where soils are shallow and susceptible to erosion
- Runoff, pollution, and erosion should be minimized in sensitive soil areas

VEGETATION

Vegetative cover plays a critical role in maintaining quality of life in a community due to its ability to improve air and water quality and provide wildlife habitat. The vegetation of an area also confers a sense of identity and place, contributes to scenic vistas, and enhances areas for outdoor recreation.

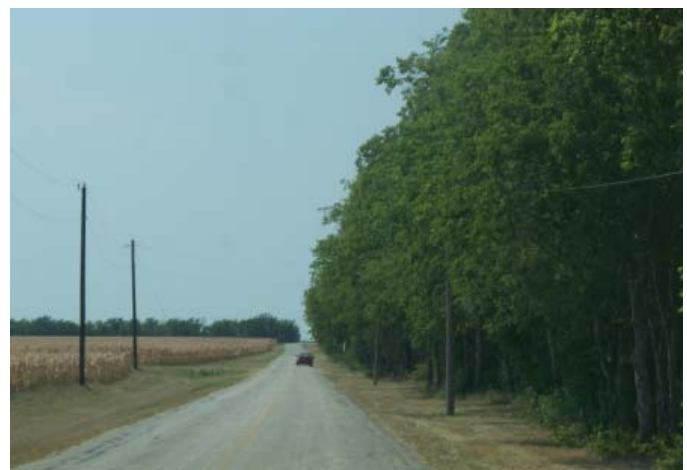
Much of the vegetation in Kyle is characterized by the Blackland Prairie ecosystem (Figure 5). In its natural state, this prairie land would be characterized by a mixture of tall grasses, such as Big and Little Bluestem, Yellow Indiangrass, and Switchgrass. Prairies are important from an environmental quality perspective, as the complex grasses store the majority of their biomass below the ground, retaining both nutrients and water, and preventing erosion and runoff. These areas are very difficult habitats to restore, as they depend upon resident wildlife for maintenance of ground conditions necessary for their perpetuation. Historically, animals such as prairie dogs and bison aided in aeration of the soil, in seed dispersion, and in nutrient deposition.

The conversion of these prairies to agricultural use obviously changes the vegetative profile, which also has ramifications for the underlying soil conditions. The majority of Blackland Prairie in Texas has been converted into farmland, due to the richness of the soils, and their conduciveness to monoculture grass and grain growth. This conversion of the mosaic grass landscape into one of uniform monoculture (i.e.: corn crops) clearly transforms the habitat, as wildlife is forced to relocate, and soils conditions are altered. Nutrient depletion and erosion are two of the most significant alterations that occur. Prior to conversion for agricultural use, these prairie lands would have hosted a broad range of grasses, forbs, and occasional tree groves, providing food and shelter to resident wildlife, maintaining a balanced, symbiotic relationship. Consistent with trends throughout Texas, there is little Prairie habitat left intact in the Kyle area.

Trees occur occasionally in mottes, or clusters, within prairie ecosystems, especially along waterways, and can now be found along the roads and fence lines in much of Kyle. Tree species include oak, elm, cottonwood, mesquite, hackberry, and pecan. There are also larger, nonlinear pockets of dense

tree coverage, especially in the western portions of Kyle. Much of this tree cover is comprised of varieties of oak trees, including blackjack oak, post oak, and bluejack oak, and provides important wildlife habitat. These slow growing oak trees provide many environmental benefits, such as erosion control (especially important as these trees are located in areas of steeper slopes and shallow soil depths) and air quality. Trees take in carbon dioxide from the air (unwanted) and release oxygen (wanted), purifying the air and ultimately restoring carbon stores in the soil. As Kyle has few remaining areas of dense tree cover, it is critical to preserve these environmentally and habitat significant resources.

The riparian zones and creek corridors of Kyle support vegetative communities that are diverse and extremely important to wildlife for shelter and food sources. Vegetation in these areas is a combination of trees and grasses that are amenable to periodic inundation from flood events, including bald cypress, live oak, black willow, little bluestem, and eastern gammagrass. Typically, riparian zones were ignored during agricultural development due to difficulties and inefficiencies in the production of this land. For this reason, many of the riparian zones within Kyle are still intact. However, these areas are quite attractive for residential development as the riparian zones provide scenic vistas and greenbelt buffers. This is problematic as development often replaces native plant communities, contributes to erosion and runoff, and alters the natural flood protection of the corridor. Care must be taken to restore and manage riparian plant communities so that wildlife is preserved and bio-diversity is maintained to benefit air and water quality.



Tree line along roadway in Kyle.

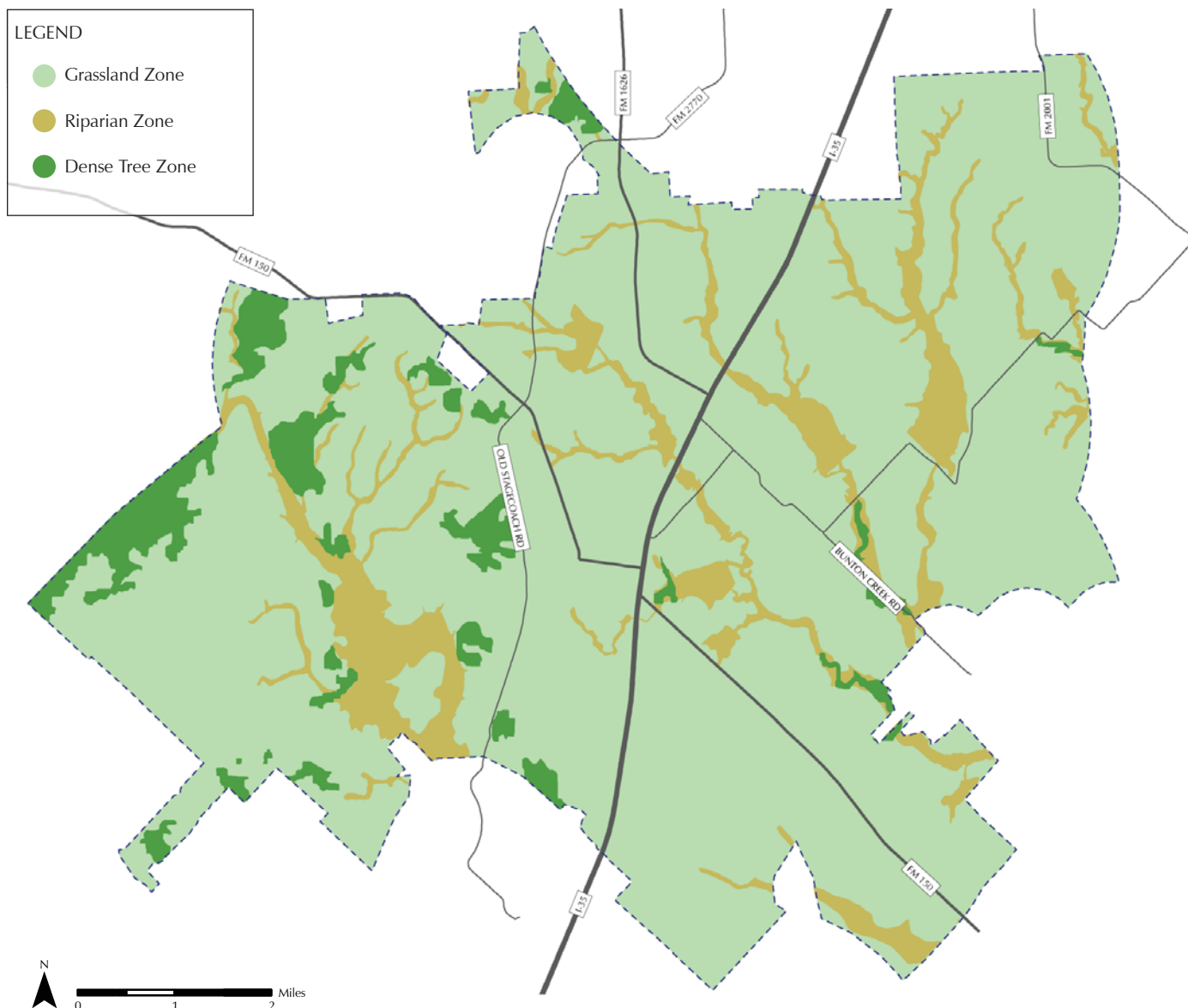


Figure 5: Vegetative Zones in Kyle.

Vegetation Conclusions:

- Dense tree cover zones should be maintained to preserve habitat, prevent erosion, and improve air and water quality
- Riparian zones should be restored and managed to preserve habitat, prevent erosion, and improve air and water quality
- The conversion of prairie grassland to agricultural uses to residential development should be managed to maintain native vegetation and preserve a high quality of life



Yellow Indiangrass.



Post Oak.



Black Willow.

CONCLUSION

Kyle is fortunate to have natural systems that are conducive to a wide range of activities, including ranching, farming, and development. Fairly extensive development is possible in Kyle due to the availability of water, level topography, and well drained soils, and the area confers a high quality of life due to the natural amenities of water ways and vistas. However, activities in Kyle have significant ramifications for other communities, as vegetative changes, soil erosion, and water pollution will impact communities both downstream and throughout the Texas Hill Country who rely on the Edwards and Trinity Aquifers.

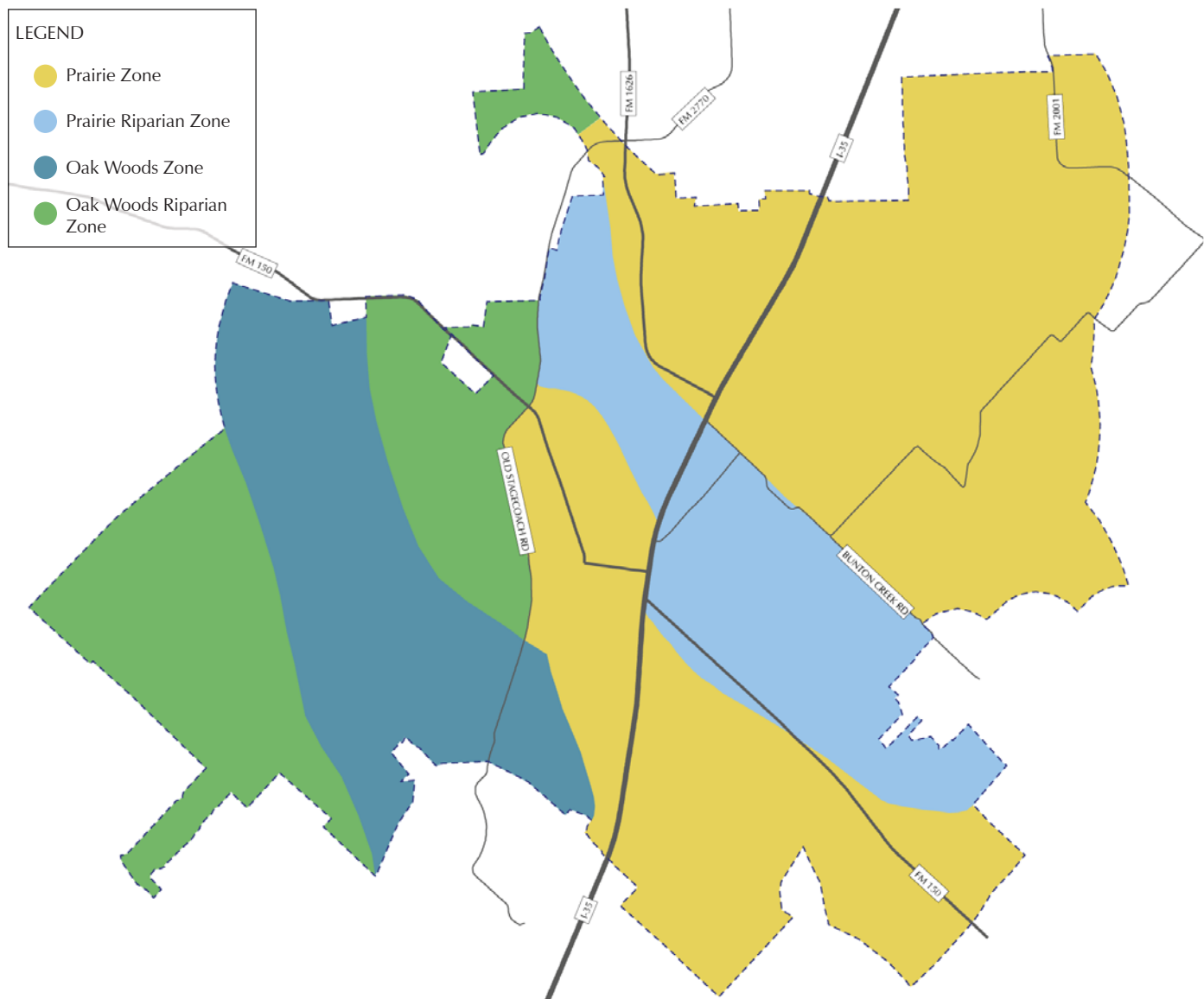


Figure 6: Ecological Zones in Kyle.

FORM ANALYSIS

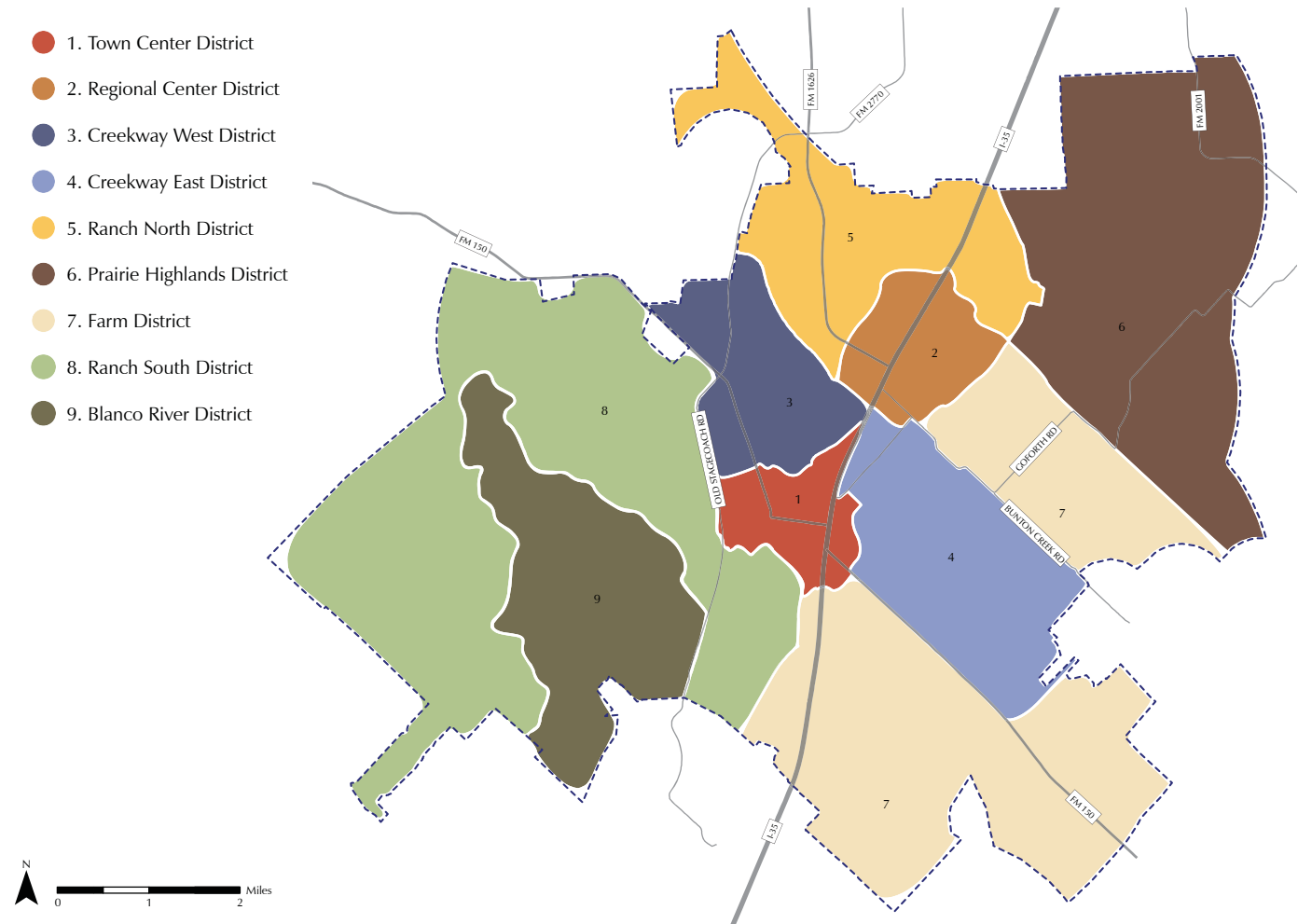
The patterns of settlement, movement, and land use in Kyle today, together with the landscape in which they have occurred, will do much to shape the direction of growth and development tomorrow. These patterns define a constellation of experientially meaningful and cognitively strong districts that comprise the physical form of the City of Kyle. Each district possesses a different set of physical attributes, is challenged by different physical issues, and is experiencing different trends of change. These Form Districts serve as meaningful areas for discussion of planning issues related to the physical form of the City. Each of these districts is unique for the following reasons:

- Each presents its own challenges of enhancement and enrichment
- Each must find its own connection to the historic and future city
- Each possesses its own challenges to future growth
- Each has its own identity and spatial character
- Each has its own economic characteristics
- Each is in a state of transition unique to itself

FORM ANALYSIS

As the summation of the Assessments phase for the Kyle Comprehensive Plan, a Form Analysis is performed. Based on the history, current use, natural features, character, and feel of Kyle, the Form Analysis separates the City into nine distinct districts. Each district is described in the following pages as a way to explain the essence of Kyle and connect to the residents in each area. The nine Form Districts are as follows:

- Farm District: an agricultural and rural landscape that is being altered by residential development
- Creekway East District: flat land surrounding Plum Creek to the east of I-35
- Prairie Highlands District: rolling hills and lakes in the north-eastern portion of Kyle's ETJ
- Regional Center District: area of retail and healthcare services development at I-35 and FM 1626
- Ranch North District: rolling hills in the north of Kyle that is poised for development from the north
- Creekway West District: residential development nestled around Plum Creek to the west of I-35
- Ranch South District: tree-covered, rolling hills in the uplands surrounding the Blanco River in the south-west portion of Kyle's ETJ
- Town Center District: the historic downtown core of Kyle, located around the intersection of Center Street with I-35
- Blanco River District: alluvial bottomlands used for farming surrounding the Blanco River



FARM

The Farm District includes relatively flat and primarily cultivated land, as well as housing subdivisions on formerly cultivated land, in the southern and eastern portions of Kyle. The District is served by Yarrington Road, CR 158, FM 150, Bunton Road, Cotton Gin Road, Bebee Road, and Goforth Road.

OBSERVATIONS

Historically, land uses in the Farm District were primarily agricultural and industrial. Newer residential land uses have quickly begun filling in this rural landscape, creating conflicts in adjacent uses. *Therefore...land use transitions should be clearly defined for future development to mitigate the harsh transitions currently observed.*

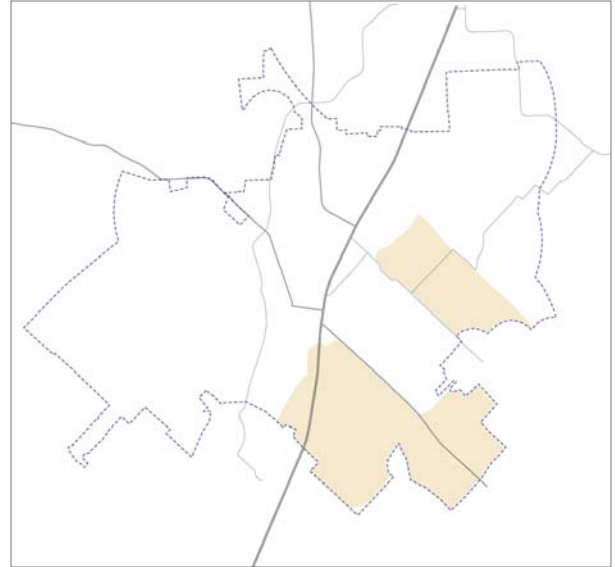
The pattern of this District is derived from the area's historically agricultural roadways and land uses. New housing subdivisions have been developed with single points of access to the main roadways and in distinct clusters. Additionally, the flat land in the District makes development relatively easy and low cost, which results in a less complex built form. This simple and cellularized pattern of development results in traffic burdens on the few narrow roadways, limits connectivity and flow between neighborhoods, and decreases a sense of legibility or place. *Therefore...establish a thoroughfare system that accommodates the agricultural pattern while increasing connectivity and enhancing circulation.*

The land within the Farm District has no central defining feature or form around which to organize development or circulation patterns. In the absence of a central defining feature, elements of the landscape, such as the agricultural roadways and orthogonal vegetation along the fence rows, become more prominent. In this District, the differentiation features are horizontal, rather than vertical, due to the flat land, long views, and straight roadways. This gives primacy to the ground plane, but the lack of main roadway intersections and the defensive relationship of residential development to roadways (through walls and the presence of only one access point) diminishes the value



of roadways as a defining or organizing feature. *Therefore...create elements of distinction and differentiation in the Farm District to enable points of value to develop.*

The majority of housing stock in the Farm District is of a similar age, due to high velocity residential growth over the past 10 to 15 years. This similarity in building age reinforces the ubiquitous character of the District. Enhanced treatment of public spaces, especially of street spaces and other right of



of a cluttered and opaque landscape, where it is not possible to see or move easily through the spaces. This is a defensive pattern of development and has social implications, including fewer neighbor interactions and less community building. *Therefore...utilize design controls to mitigate the tendency toward opaque and defensive development patterns and forms.*

ways, would allow for greater community definition. *Therefore...utilize streetscape enhancements to provide greater community definition.*

Houses in the new residential developments dominate the landscape in the Farm District, primarily due to the flat land, few trees, and resultant long and broad views. Many of the residential developments also have high walls facing the roadways and surrounding yard space. The resulting effect is

CREEKWAY EAST

The Creekway East District is bound by I-35, Goforth Road, Masonwood Road, and Lehman Road to the west, Goforth and Bunton Creek Road to the northeast, Heidenreich Lane to the southeast, and FM 150 to the southwest. The Creekway East District is similar to the surrounding agricultural lands in thoroughfare orientation and slope; however Plum Creek's influence as a major organizational element sets the District apart.

OBSERVATIONS

The agricultural thoroughfare system is dominated with major east/west routes and very few north/south routes, and those that exist do not extend beyond Bunton Creek Road on the north side or FM 150 on the south side. Without any major intersections of north/south and east/west roadways, retail has not developed in the District, leaving a void of local neighborhood services and shopping that needs to be filled. Additionally, all traffic must flow to I-35 before continuing north or south. *Therefore...a significant north/south route needs to be introduced into the system to provide retail opportunities for local residents, encourage growth, and alleviate traffic congestion en route to I-35.*

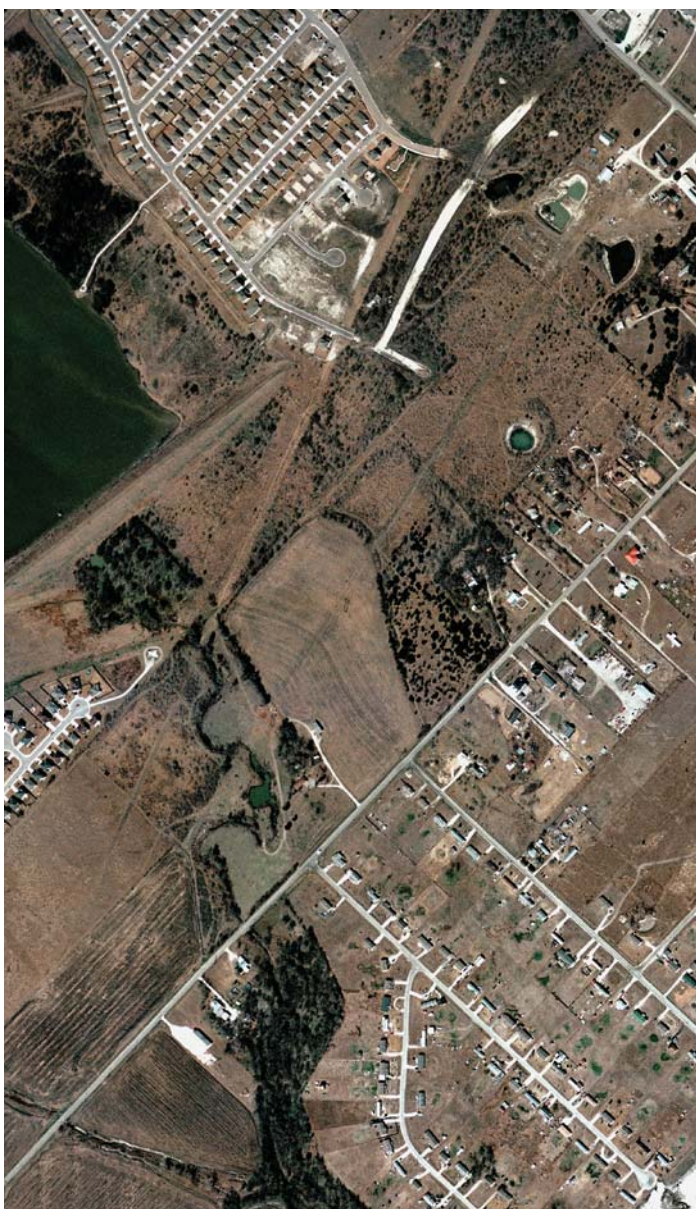
Development near Plum Creek responds to the Creek itself, with curvilinear street patterns and sensitivity to the terrain. However, the agricultural thoroughfare system in place constrains the influence of Plum Creek to those artificial boundaries, lessening the positive influence the Creek brings to the area. *Therefore...future development must give greater prominence to Plum Creek as a form-giver and create a vehicular/pedestrian circulation system to provide access to and across the Creek.*

Plum Creek acts as a division between the neighborhoods because the Creek has been dedicated primarily to surface water management. Access to and across the Creek is limited to pedestrian activity only, creating a closed circulation system on either side, which further isolates neighborhoods from each other and the Creek. *Therefore...in order to promote a sense of community and solidify the Creekway East District as a neighborhood, vehicular/pedestrian connections must be made across the creek and open spaces must bridge developments as opposed to subdividing them.*



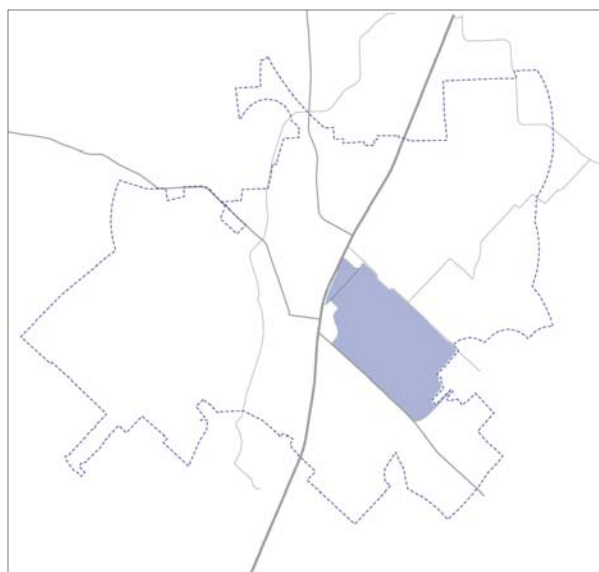
Development projects within the Creekway East District are relatively simple to build given the flat lands and sparse vegetative coverage. As a result, development projects are built faster and sold at a lower price point than in other areas of Kyle, creating a condition of poorly built homes susceptible to rapid deterioration, declining values, and frequent maintenance needs. *Therefore...design controls must be instituted to increase quality of development.*

Land use conflicts on the western edge of the Creekway East District (near I-35) discourage specialized retail development that capitalizes on proximity to Plum Creek as an amenity for both Kyle residents and visitors to the area. *Therefore...promote specialized development activity and patterns that serve I-35 travelers and local Creekway East residents by creating incentives for desirable uses and limiting undesirable uses.*



Elements of surface water management, including drainage patterns and detention and retention facilities, are form-giving elements in the Creekway East District. However, these features as they are currently designed and experienced have the tendency to segment the built form of the community instead of tying the built elements together. *Therefore...design surface drainage features to connect the built elements of the Creekway East District.*

Plum Creek east of I-35 has a simpler channel and resides in a rolling landscape, rather than a hilly landscape. This results in a creek landscape with flatter topography than the Plum Creek area on the western side of I-35. Trees are more suggestive of



the prairie, including hackberry, ash, and cottonwood, which indicates a more alkaline soil type. A dense tree community follows the creekway, providing the kind of riparian community essential for habitat and the biodiversity beneficial to air quality. However, the flatter land permits greater encroachment on this important corridor and presents a greater potential for loss of the natural system. Presently, development has pushed close to the Plum Creek corridor, encroaching upon what was once part of the riparian zone. Required detention facilities, which are located at the lower edge of development, have pushed the Creek corridor further back, placing what remains behind engineered drainage structures. In many places, such as the location of the sewer plant, one can walk to the edge of the Creek channel on managed prairie grass. This reflects the extent of riparian loss.

The increasing emergence of fence walls along the FM and county roads detaches the arterial street experience from any Creek influence, further promoting a physical fragmentation of the community fabric. This fragmentation, amplified by a defensive relationship to the street system (as a result of privacy walls edging neighborhood developments), is a growing problem that will prevent the coalescence of a unified City fabric in Kyle. *Therefore...preserve the Creek channel and associated plant communities of the Creekway East District.*

PRAIRIE HIGHLANDS

The Prairie Highlands District is culturally and physically isolated from the City of Kyle. Located in the ETJ and not served by any major thoroughfares that lead to the city center, the District has developed apart from the influence of Kyle; development is piecemeal and lacks a comprehensible form. Geographically, the District sits on a rolling prairie just north of the Plum Creek basin, and is riddled with small stock ponds. The ETJ defines the northern and eastern edges, Dacy Lane the western boundary, and Bebee/High Road the boundary to the southwest.

OBSERVATIONS

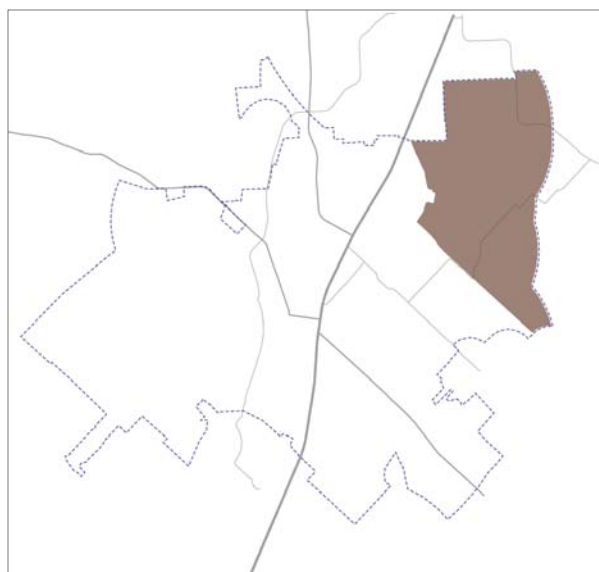
Several residential subdivisions are planned for the District, as evidenced by City maps, but have not yet been built. Much of the existing housing stock is rural in character and form. Manufactured homes and trailers are prevalent, and as the area develops, possible land use conflicts with newer housing stock could arise. *Therefore...the City must create transitional sub-districts within the Prairie Highlands District to appropriately integrate new development with existing uses, offering solutions to enhance existing housing stock.*

The majority of land uses within the Prairie Highlands District are residential; commercial development and retail activity is limited throughout the District. This lack of services separates local residents from needed services, and increases the daily vehicular trips that contribute to the congestion at hot spot intersections along I-35. *Therefore...a mixture of land uses should be encouraged within the Prairie Highlands District, so that equitable provision of necessary goods and services are provided to local residents.*

One of the key aspects of this District is the existence of locally associated commercial establishments. These establishments reflect the unique identity of the Prairie Highlands District and are an essential part of community life here. However, the location of such establishments within major growth corridors makes them vulnerable to redevelopment because growth east of I-35 and in the vicinity of the Hospital will move along the arterials. *Therefore...growth should be managed without displacing the local commercial presence.*



At present, the primary housing type in the Prairie Highlands District is mobile homes. Such structures typically lack garages and significant amounts of storage. As a result, lot storage and auxiliary structures for storage become important parts of the landscape. Such structures also provide space for various forms of home-based work. It is clear that the ability to use the land in a variety of ways is essential to the way of life in this District. Application of building policy to this area must provide more creative means of accommodating the essential nature of



However, much of Kyle's future growth will be in this vicinity. Residential growth will seek proximity to the hospital, as well as the rich natural environment of the Prairie Highland District. Future growth in any form will come into direct conflict with the District's existing physical pattern and community character.

It is apparent from observed patterns of growth that familial relationships obscure traditional parcel definition. Placement of structures on the land does not always respect legal lot lines. This implies a collective structure (typically familial) and to some extent a collective use of land. The relationships that underlie ownership influence a pattern distinctly different than the rest of Kyle, where use of land is strictly ordered by legal lot lines (expressed by elements such as fences and entries). This creates a system of social encumbrance that will have to be part of any land assembly and could make this area grow or redevelop at a much slower pace. It will also tend to give permanence to the present condition, which means that future growth in the vicinity must address this condition in a way that results in a complete community. *Therefore...the elements of the Comprehensive Plan should direct future growth in a manner that acknowledges and incorporates the existing character of the Prairie Highlands District.*

land use that serves this community, while simultaneously setting standards to preserve and enhance District character. *Therefore...the land use plan should accommodate home-based work and auxiliary structures as appropriate.*

There is also evidence that this District has a history that is different than other parts of Kyle. The Prairie Highlands District is a community with no real structural connection to the historic Kyle downtown. It hosts a small commercial center of its own that further reinforces its physical separation.

PRAIRIE HIGHLANDS

Rural streets with no real streetscape characterize much of this District. As a result, the yard blends into the public domain (much like what is seen in the old downtown area). This tends to privatize the feeling of the public street and make the street-to-house relationship more vulnerable to increased traffic resulting from City growth. A prevalence of chain link fencing suggests that the function of the fence is containment rather than privacy. This creates a shared space visually, where private and public spaces enjoy a relationship that is not defensive. *Therefore...preserve the rural street character that is found throughout the Prairie Highland District.*

A random physical pattern resulting from locational determinates that are not always tied to lot lines but are often more responsive to a rolling/hilly landscape create a distinct community fabric in the Prairie Highlands District. The random pattern is also amplified by incremental placement of objects within the landscape.

Often, the use of the land dictates placement of buildings. The space between buildings is extremely important for its function. This function could be related to animals, storage, fabrication, etc. The pragmatic internalization of land function creates an underlying structure of organization for this community that is very different from the rest of the City, where use of the land is subservient to the structure function (usually ornamental or leisure activities such as gardens and/or a swimming pool). If the Prairie Highlands District is to survive as a cultural as well as physical part of Kyle's future, then a means of recognizing this importance of land function as an organizer of community space must be translated into future development forms within this area.

This presents an opportunity to enrich the future City with development forms that remember agricultural and cultural history. Items like community gardens or creation of other community uses (e.g. equestrian) become a means by which inherent patterns can be translated to the future City. The Prairie Highlands District is truly unique because some of the land function nestled within the fabric of

residences is related to livelihood. This is another aspect of a living environment that the future City should recognize and accommodate. The problem is that present residential project forms, which sell an individual house on a small individual lot with street frontage, cannot spatially accommodate the kind of land functions seen here without an objectionable appearance. The order of the design does not tolerate the nature of the use. As a result, community design must be more creatively addressed with clusters replacing rows. *Therefore...creative residential project design is needed in this District.*

A street hierarchy does not exist within the Prairie Highlands District. Additionally, in some areas, the infrastructure is not maintained according to basic engineering standards. This is evidenced by a lack of paved roads, curbs, and drainage structures. *Therefore...capital improvements should be identified in this District to create a functioning transportation network (and thus prepare for new development).*

Physical interventions needed to accommodate anticipated future trip demands would have a significant impact on the physical fabric of the Prairie Highlands District. North/south connections between east/west arterials will become ever more important alternate routes to avoid future points of congestion. This will increase overall vehicular trips in this area. The proximity to the growing Regional Center and Hospital will also increase trips in the Prairie Highlands District. Care must be taken to design a transportation plan that does not burden the roadways of this District with excessive traffic volumes. *Therefore...manage traffic volumes while avoiding excessive widening of rural roads.*

Porter Creek Lake is one of the major lake features in Kyle and will be an important attraction to future development. However, land ownership patterns around the lake are complex and hinder the assembly of sufficient land to develop a conventional residential project. As a result, development around the lake may be forced to fit small land assemblies and care must be taken to avoid a patchwork of smaller independent projects that do not work together to create a larger community fabric. Throughout the Prairie Highlands District, the patterns of land ownership are complex, unlike other areas east of I-35.

This land pattern in an area of future growth presents a challenge to maximizing the full economic effects of the hospital as a catalyst for development.

The rolling landscape of the Prairie Highlands District has many creek ways, ponds, tanks, and drainage courses within it. Unlike Plum Creek, most of the water ways and water features have been privatized and fall within or abut private property. The combination of complex ownership and complex pattern of water courses/water features makes the Prairie Highlands District a difficult area for new growth to occur. *Therefore...the Parks and Open Space Plan should seek to preserve the natural assets that characterize the Prairie Highlands District.*

As Kyle continues to grow, annexation of existing development in the Kyle ETJ will be a subject of much discussion. As much of the area in the Prairie Highlands District lies outside of the existing City limits, it will be helpful to formulate policies regarding annexed residences and subdivisions, especially in areas where property lines are blurred and development patterns are inconsistent with those areas within the jurisdiction of the City today. *Therefore...policies should be defined to guide decisions regarding uses and standards in annexed areas in the future.*



REGIONAL CENTER

The Regional Center District is located at a high point along I-35, at the intersection with FM 1626/Kyle Parkway. It includes the new medical complex and the emerging area of retail aggregation on the eastern and western sides of I-35. Views of the landmark tower on the new Seton Hospital can be seen from many points throughout the City. This District is a major point of entry to Kyle and provides an opportunity to define the City.

OBSERVATIONS

The Regional Center District is positioned to be a significant economic driver for Kyle, as I-35 and FM 1626 are primary corridors for development moving out from Austin to the north. Although providing a significant benefit to Kyle, this development is not at the same scale as neighboring land uses, as projects in the commercial corridors tend to be larger than local residential projects. As development continues in and around the Regional Center District, this contrast will be reinforced, creating conflict in uses and confusion in form. Additionally, such emphasis of retail and commercial development at a single point in the City will discourage needed development at other locations to the east and west in Kyle. *Therefore... establish patterns of land use that provide transitions between the Regional Center and surrounding areas.*

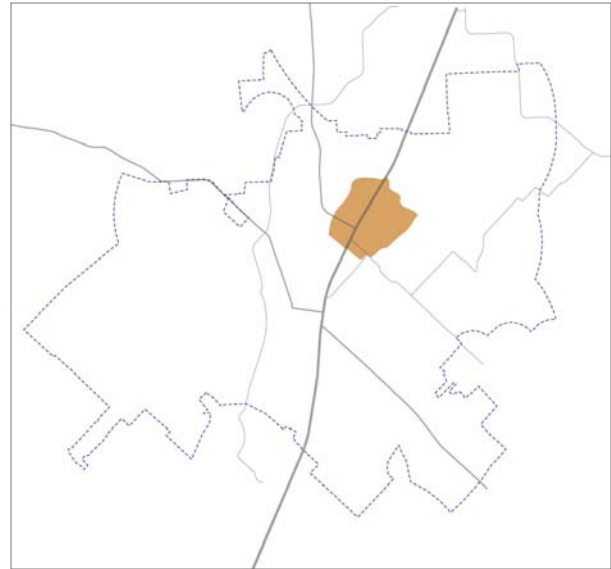
FM 1626 defines a corridor of significant anticipated growth. This growth concludes at the hospital and engages I-35 to create a place of economic value that attracts retail and commercial land uses. FM 1626 and I-35 are primary structural element for Kyle that will create a major entry to the City and dominate its retail/commercial future. The hospital and the economically significant intersection of I-35 and FM 1626 attract retail and commercial uses that seek to capture the value of traffic exposure at this location. For this reason, current plans for development approach 1 million square feet. However, these uses have the characteristics of traffic driven retail. Those characteristics include retailers that utilize larger building plates, which are associated with high-volume sales, price sensitivity, and an inventory servicing daily needs.

As a result of such characteristics, Floor Area Ratios (FARs) are relatively low (0.18:1) and the ad valorem revenue from such FARs is also low (for a location where



node density in excess of 0.5:1 is possible). Future development at the low densities currently present will seriously weaken the potential to create a node at this location, and nodal densities are necessary to provide the future ad valorem tax bases needed to serve the projected population. In many ways, the present low levels of development density do not realize the market capture potential of this regional center at a time when Kyle and the region have seen increased growth.

The Regional Center District is the focus of much of the anticipated non-residential development in Kyle. This will create a great deal of visitorship, and, therefore, traffic. Additionally,



this District will serve as a regional hub, attracting patrons from the greater Austin area. To avoid congestion in this District, it will be important to encourage locally-supporting retail/commercial projects at other designated locations throughout the City, so that this single District is not the sole source of goods and services for residents of the City of Kyle. *Therefore... create a nodal system of retail/commercial uses throughout the City of Kyle to more effectively serve the community.*

The conflict of scale between the commercial areas and surrounding neighborhoods will translate into congestion of the roadway system for Kyle residents, as it would be difficult

to enlarge the roadway system until the residential population is significantly larger. Already there is significant peak hour congestion in the morning and evening peak periods. This congestion at the key crossings over I-35 means that the City's road system (congested by regional use) has little or no capacity for residential growth (needed to support capital improvements to enhance the system). Herein, congestion is one of the greatest planning challenges for Kyle, as congestion of movement hinders future growth. *Therefore...establish circulation patterns that relieve congestion at the Regional Center.*

New roadways have been built in this District, and they are sized for considerable traffic volumes in the future. However, the circulation systems within the District are not designed to extend beyond the District or connect to surrounding areas. The lack of connections will inhibit effective traffic circulation, and reinforce the pressure placed upon FM 1626 and I-35. *Therefore...provide connections to the Regional Center District to enhance circulation in Kyle.*

FM 1626/Kyle Parkway engages I-35 with an overpass. An overpass condition typically does not reinforce aggregation of commercial density. As expected, current development at this intersection is not a true aggregation, but rather is typical of independent, large

REGIONAL CENTER

plate retail. An overpass denies the Regional Center the benefit of a true intersection with I-35. Where an underpass condition exists, such as I-35's major intersections in Austin, a stronger physical framework for node formation exists. Lack of this framework at FM 1626/Kyle Parkway will promote a lineated and strip commercial form. Strip development patterns do not support retail specialization. An underpass at the FM 1626/I-35 intersection would support a different retail development pattern and create a more distinctive and meaningful space.

As Kyle grows, the City will find that the lack of freeway overpasses hinders the ability to move significant commercial development away from the I-35 frontage, enabling cultivation of a broader ad valorem tax base to support the City's financial future. *Therefore...increase and enhance freeway overpasses at places of nodal aggregation.*

The Regional Center grid-like street pattern (comprised of Marketplace Avenue, Kyle Center Drive, Physicians Way, Old Bridge Trail, and City Lights Drive) derives most of its access from the I-35 frontage road. As a result, the local street system serves the regional street system and development becomes an extension of other development along the freeway. Retail patrons of this district must use the I-35 frontage road as a local street, and downtown Kyle, although it is more tied to the fabric of the community, is spatially separated from the Regional Center. The street system serving the Regional Center must be connected to the local system as well as the regional system. In this way commercial development at the Regional Center becomes a hub of local and regional traffic (and a much stronger "place" as a result). Old Highway 81 should make a direct connection from downtown to the Regional Center without converging with I-35. Also, Burleson Street should make a connection with the Regional Center instead of the I-35 frontage road. In this way the local system and the regional system would come together at the Regional Center instead of at various places along the I-35 frontage road (making the freeway service roads local streets). *Therefore...alleviate the use of I-35 service roads as local arterials.*

There is currently no link between downtown Kyle and the Regional Center District, either through physical means, such as roadways or views, or through thematic means, such as similarity in form, design, scale, or materials. Additionally, development in these two areas is happening without regard for each other, as the City is seeking to expand downtown to the east and to expand the Regional Center District to the north and west. Downtown Kyle's primacy as the historic commercial center of the City is threatened by the vast size and scale of commercial development in the Regional Center District. *Therefore...connections must be made between downtown Kyle and the Regional Center District, in a way that preserves distinct identity and avoids competition between the two areas.*



RANCH NORTH

The Ranch North District is located along both sides of FM 1626. It is primarily undeveloped land north of the Plum Creek subdivision and west of the Prairie Highlands District, excluding the area of the Regional Center District. This District is characterized by rolling hills, with groves of trees scattered throughout the landscape and shallow drainage ways running generally south-southeast. A large cement factory can be seen in the distance, in contrast to the rural feel of the surrounding undeveloped prairie.

OBSERVATIONS

FM 1626 is the only major arterial extending south from key growth areas in Buda and south Austin. Property owners in the Ranch North District recognize the likelihood of market-driven growth moving south out of Buda and Austin and have already attained entitlements for various commercial and retail developments (as evidenced by signs for such projects that line FM 1626 within Kyle). This growth is part of the expanding urban sphere of Austin and will endeavor to cling to the roadways and arterials that are part of that expansion. *Therefore...create a land use plan that effectively integrates regional and local scale development.*

As new development extends along FM 1626 and Kohler's Crossing, it will become important to establish a policy for land use transition, to avoid conflict between historic and future uses. Such transitions would encourage complementary, rather than conflicting adjacency conditions, thereby preserving land value and inviting desirable development. *Therefore...the land use plan should define appropriate transitions between the various categories of use in the Ranch North District.*

This District is poised to become a high value/high growth corridor between Kyle and Buda, as it provides connection to the Seton Hospital complex. The extension of FM 1626 has energized development in the area and in anticipation of retail activity moving along the corridor toward Buda, the City has already constructed streets with large rights of way, enhanced intersections, and large lane capacities. *Therefore...the land use plan should avoid "under-development" and protect the taxpayer's infrastructure investment.*



Signs along FM 1626 and Kohler's Crossing reveal the high level of mixed-use employment development planned for this area. This level of commercial development will stimulate residential growth and provide Kyle with greater residential options. This diversity of housing options is essential for Kyle and will help the City expand its residential base beyond the current dominance of price point and unit type. Key among these housing options should be various forms of higher density living, including town houses and high-end rental units. The

RANCH NORTH

presence of higher density forms of housing will enhance the potential for mixed-use development and creation of sub-districts within Kyle that enrich the City's quality of life. Higher density projects in the vicinity of employment centers will also reduce vehicular trips. Trip reduction and closer proximity between home and work is important because of Kyle's constrained internal movement as a result of limited I-35 crossings and limited railroad crossings. *Therefore...encourage higher density housing in proximity to employment.*

FM 1626 as it is currently laid out has little relevance to the operations of Kyle. It is instead a link to the north and a major structural element of the Ranch North District, which could make the District more a part of Buda and South Austin than a part of Kyle. Commercial and retail projects already developed along FM 1626 are regional in their form and visual character (similar to what is seen in other regional corridors of Austin). FM 1626 also flows to the new medical center, making this area more connected to the regional roadways than to the local system. In order for development along regional roadways from the north to benefit Kyle and enhance the economic value of the City fabric, those regional roadways must engage the local road system in ways that energize the City. The economic power of FM 1626 should energize Kyle's historic downtown core, as well as the hospital and the Regional Center District within which it resides. If FM 1626 terminates at the hospital, it will be difficult for Kyle to realize significant economic development in other areas. *Therefore...permit the influence of FM 1626 to extend to other cross-town movement routes to alleviate future traffic pressure.*

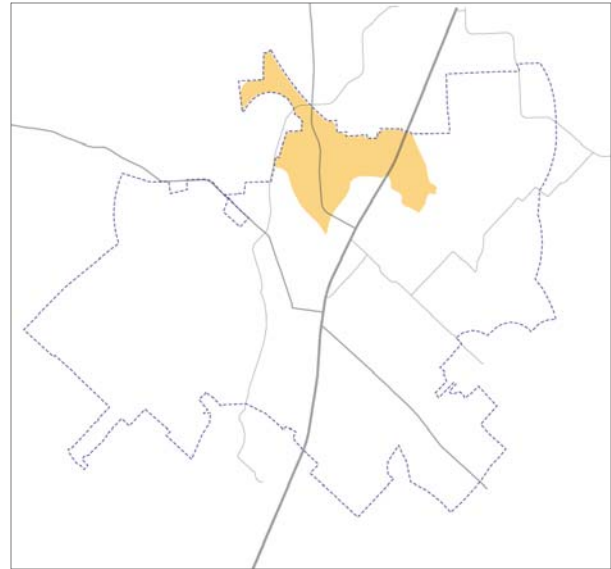
Currently, the hierarchy of street types in Kyle is fairly limited. In areas of the Ranch North District where residential subdivisions are large, greater street differentiation is important. It aids not only with traffic management, but with way-finding and place-making. *Therefore...a hierarchy of street types should be defined for Kyle to aid in traffic management, way-finding, and place-making.*

Future east-to-west movement will be constrained by the presence of the railroad, as a result of the limited number of rail crossings. Future crossings (in addition to the present crossings) will require agreement from the railroad or future commuter rail company. Failure to get a significant number of new crossings will necessitate road overpasses. Both of these options will inhibit and shape east-to-west movement and place greater traffic pressure on Kohler's Crossing and FM 1626 to I-35. All growth within this area will flow to these two streets, possibly creating traffic problems, unless other way to disperse trip volumes can be found. *Therefore...address the effect of limited railroad crossings on east-to-west movement*

The Ranch North District will likely experience larger developments than other areas of Kyle and realize the potential for attracting a higher price point. Such likelihoods are a result of the District's relationship to Austin growth and the rich natural landscape within which this growth will occur. However, the landscape vistas that make this district unique are experienced from the roadways, such as FM 1626 and Kohler's Crossing. As that roadscape fills in with the conventional form of regional development, this presentation of natural fabric could be lost to the ubiquitous appearance of Austin's outward expansion. The demand for larger projects and a higher price point is an opportunity to create a distinctive built product within the Ranch North District.

The rolling topography and drifts of native trees create a pastoral landscape that is truly unique and should be preserved as development moves forward. The design of neighborhoods and projects should express these natural qualities, such as with streets that engage landscape vistas instead of being totally defined by lot or building development.

Also, future development should not forget the ranch landscape that is part of the history of Kyle. Preservation of the ranch landscape includes preservation of artifacts and landscape forms remaining from the earlier ranch use. The challenge to growth will be to preserve the rural aspects of Kyle within the roadscape and development design. *Therefore...encourage growth that expresses qualities that are uniquely Kyle.*



supporting street network that will expand the capacity of the intersection to accommodate development. The present isolation of the performing arts center (off the road in an expanse of parking) in a suburban setting hinders the ability of this facility to contribute to the emergence of specialization. All the corners of the FM 1626 and Kohler's Crossing intersection should be brought into a single vision that includes the performing arts center and levels of specialization (in retail and residential development) that are possible for this location. *Therefore...encourage specialization at FM 1626 and Kohler's Crossing*

The intersection of Kohler's Crossing and FM 1626 will be an important center of development enhanced by the presence of the performing arts center. The unique relationship of this intersection to both rapid growth from the north and to the hospital in the south makes land at this location attractive to a level of retail specialization not available at I-35. However, the intersection alone will not make this specialization happen. The economic potential of roads flowing into the intersection must arrive at a place of distinction. The presence of a public/cultural use affords an opportunity to transform the intersection into a place with a greater expression of a public domain and a

CREEKWAY WEST

The Creekway West District is located to the northwest of downtown Kyle and is bisected by Plum Creek and its tributaries. Much of the land use in this District is composed of residential subdivisions, and the District is served by FM 2770, FM 150, and North Burleson Street. Land forms south of Plum Creek are more complex than other areas of Kyle. Unlike Plum Creek East, which is bounded by streets with a creek in the center, Plum Creek West is a development nestled between two creeks (Plum Creek and Spring Branch, a tributary to Plum Creek).

OBSERVATIONS

The residential pattern of development in the Creekway West District is generally that of large-scale subdivisions. Large expanses of single family residential development place considerable pressure upon the thoroughfares of a community. The continuation of this pattern of development will generate congestion, as such neighborhoods are spatially isolated from the goods and services that are provided in non-residential areas. *Therefore...the land use plan should seek to define Districts that encourage a greater mixture of uses at a scale that is more accessible for residents.*

The street pattern in the Creekway West District is complex and curvilinear as a response to the meandering tributaries of Plum Creek. There are few cul-de-sacs in this District, which helps to maintain flow and connectivity. However, there is a lack of hierarchy in the street system, outside of the main access roads of FM 2770 and FM 150, which makes the system confusing and difficult to navigate. As more development occurs in the future, this lack of coherency will be exacerbated. Traffic patterns through and around the District are also likely to change with future development. Currently, traffic likely flows south through the District to access I-35 from North Burleson Street or Old Highway 81, but this flow may shift to the north, utilizing Kohler's Crossing and FM 1626. These changing traffic patterns will give primacy to the Regional Center District at the expense of downtown Kyle. *Therefore...establish a street hierarchy with local, collector, and arterial streets that are linked by clear intersections to create efficient and legible traffic flow.*

The absence of cul-de-sacs in this District make for a more complex street system that functions like a grid and in that

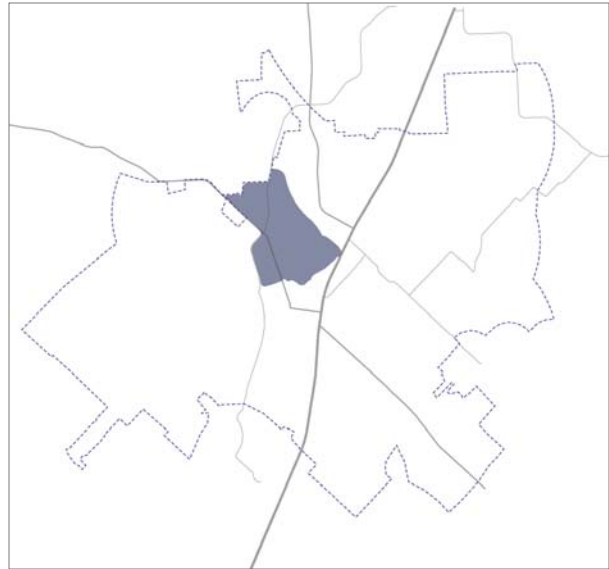


sense is suitable for the areas associated with a more urban residential density. However, the grid has irregular cells and shifts in orientation that reduce its ability to define an urban town-like form. The resulting ambiguity of form is the result of fitting a community model to a natural condition that challenges the form of that model. In addition, a lack of through streets and collectors that connect make for a labyrinth-like form that challenges cognitive definition. Elements of recognition typically include edges, landmarks, portals, sub-districts, transitions, and nodes/focal points. Many of these are absent and the street pattern does not lend itself to their emergence. As the residential portions of Plum Creek get larger, more of a



coherent street system and greater definition of neighborhoods within the residential fabric will be needed.

Highly varied lot orientation within short street distances makes for additional confusion in terms of legibility. Small blocks in combination with varied lot orientation reinforce the sense of labyrinth described above. As this area grows, the need for orientation and legibility also grows. Guidelines and standards must be developed that will evolve a coherent street system over time. Finally, porches and higher density development (in the Plum Creek area) further reinforce an urbanized village form in a pastoral setting. The curvilinear



street alignments provide some recognition of the pastoral setting, but the street definition with small front yards and repetitive porches suggests an urban street condition. *Therefore...give greater definition to residential streets by integrating the neighborhood streets with the natural land forms.*

The Creekway West District is defined by the Plum Creek tributaries, rolling topography, and external views to the surrounding undeveloped prairie and ranch lands. The core of the residential development within the District is located between the Creek tributaries, and these waterways thereby provide much of the structure and organization to the District. However, in most areas the Creek tributaries are surrounded by the Plum Creek Golf Course or the yards of houses, limiting public access to these waterways. Additionally, there are few street crossings of the Creek tributaries. For these reasons, Plum Creek is a highly internalized organizing feature within the District. While the Creek has affected the form of District, it is not part of the general experience of the District. *Therefore...increase opportunities for public access to and visual signs of Plum Creek in the Creekway West District.*

The environs of Plum Creek are distinguished with a native tree canopy and a riparian community associated with significant hydrologic corridors. However,

CREEKWAY WEST

complex residential landscape installations associated with residential development have not preserved this native tree canopy. Higher density and some New Urbanist forms with ornamental yard planting are set in a picturesque landscape where other approaches to landscape design are more appropriate. As a result, small landscaped yard spaces replace the riparian communities necessary to nurture wild life habitat and contribute to overall air quality. *Therefore... preserve the native riparian communities characteristic of Plum Creek.*

Development forms in the Creekway West District are in some ways at odds with the curvilinear street pattern. The streets respond to the waterways and topography of the landscape in a pastoral manner, but the residential development has elements of a more dense and urban setting, including highly organized tree cover, small front yards, an alley system, and lack of common yard space. Since the streets curve in response to the landscape, lot orientation is highly varied within short distances, adding to the confusion in navigating the District. *Therefore... utilize thematic elements, such as banners, lighting, signage, landscaping, and pavement materials, to increase legibility of form within the Creekway West District.*

There is a lack of coherent pattern in the streets of Kyle and the Plum Creek area. Neighborhood/community patterns bear no relationship to arterial patterns. Arterials are straight and follow parcel/tract lines, which is primarily related to their beginning as rural roads. On the other hand, community streets respond to topography and drainage needs. Where the two reference systems meet there are community aspects that try to bridge the differences. However, the residential communities are too small to accommodate internal differences comfortably, and this conflict further weakens neighborhood character. In many instances the relationship between the community and adjacent arterials is a perimeter wall that forces the perimeter homes to align themselves with the dominant arterial pattern. *Therefore...establish a street hierarchy addressing the design and character of the various street types desired for the City of Kyle.*

The topographic complexity of this landscape is responsible for the curvilinear street design that dominates the communities close to Plum Creek. However, the street design influenced by the Creek does not make any physical connection to the Creek. This has several impacts on the street experience. First, the primary form-giving element of this District is isolated from the public domain. All access to the Plum Creek area is parallel to the Creek, not crossing or interfacing with the Creek. Second, the complexity of the horizontal street geometry is lacking legibility and is thereby disorienting. Key to the notion of neighborhood and community is identity and comprehension of the community domain. When form is not understandable, community identity is weakened. *Therefore...strengthen the relationship between subdivision design and the natural landscape.*

The higher densities of Plum Creek neighborhoods, small front yards, and lack of common yard space mean that there is a lack of shared yard space. As a result, the street becomes the shared space between residences. This changes the purpose of the street from its traditional functional purpose to a social purpose, which can benefit community life. However, the street itself is traditional in its design and thought should be given to a design that reinforces the new purpose. *Therefore...create a more socially reinforcing street design in the neighborhoods of Creekway West.*

Development along Plum Creek is unusual because the Creek has not been privatized (meaning that the Creek is not part of any lot). However, the Creek is held away from general public access by the golf course and flood ways contained within opposing lot lines with no street access. The result is further concealment of the generous natural conditions that truly distinguish Kyle and that should be given greater exposure to the everyday experience. The engagement of Plum Creek is particularly powerful here because the Creek is a land use divider with residential uses to the south and commercial uses to the north. Therefore, Plum Creek presents an opportunity to create a truly shared public space in which retail/commercial uses are activated by the public domain and where residents of neighboring communities are brought together in a shop, play, and work environment. *Therefore...create opportunities to more effectively integrate Plum Creek into the City of Kyle.*

RANCH SOUTH

Located generally south of FM 150, west of Old Stagecoach Road, and confined by the outer limits of Kyle's ETJ, the Ranch South District occupies the highlands of the Blanco River Basin. Private ranch land extends through the Ranch South District, intermingled with farmlands. This characteristic Texan landscape is found at the interface of the hilly oak woods and the broad blackland prairie. This interface occurs down the length of I-35 through Kyle, and the distinction between farmland and ranchland can almost be marked by the edge of the freeway system, with little overlap on either side. The Ranch South District is divided into large parcels on the northern and southern sides, and smaller parcels suited for ranchette-style homes on the east. Rural county roadways traverse the northern and eastern perimeter of the District. Tree coverage is fairly dense throughout, with the exception of a few clearings near the southwest corner of the District.

OBSERVATIONS

The existing fabric of this District is primarily rural. However, as development reaches up from San Marcos in the south, and westward from I-35 activity, development controls will become increasingly important, especially as they relate to treatment of the agricultural and natural landscape. New development must also take care to respect existing residential developments along Old Stagecoach Road and FM 150 in this District. *Therefore...the land use plan should allow for and encourage desirable development, while preserving the character and intent of the Ranch South District.*

The complex development setting presented by the Ranch South District will make it very difficult to have a street network that is not solely dependent on FM 150 or Old Stagecoach Road. As a result, traffic from the many independent projects that could be built along the various promontories of this area will flow to one or two streets that also serve development north and west of downtown. This imposes a potential traffic problem and reveals a larger issue of traffic flow within Kyle. Location of retail and employment areas along the I-35 corridor forces the ultimate traffic densities of Kyle to flow to a few streets. With approximately 100,000 people living in approximately 30,000 households (as projected for the 2040 planning horizon), the City could see approximately 292,000 vehicles on Kyle roadways in a given 24-hour period. This means that the reliance upon major arterials to serve any movement from the neighborhood environment



could be inconvenient for future residents. The traffic service of this area must be closely studied, and the future vision of land use must identify additional areas of valuable retail/commercial development. *Therefore...additional routes and pathways should be defined to relieve the traffic pressure that Old Stagecoach Road will carry in the future.*

RANCH SOUTH

Tree cover here is particularly important because of the riparian significance of tree communities and their importance to wildlife habitat and soil protection. The more acidic soils of this District support Oaks communities, as well as other types of trees that are more umbrageous than those typically found in the alkaline soils east of I-35. These trees are found in the sloping conditions between the flat bottom land of the Blanco River and the rolling uplands upon which downtown is built. The intermediate sloping condition is an ecotone that provides meaningful transition, water recharge, habitat, and plant communities that do not grow in this pattern anywhere else in Kyle. The Ranch South District is ecologically significant and care must be taken to respect the fragility of its natural condition. *Therefore...preserve the existing plant communities.*

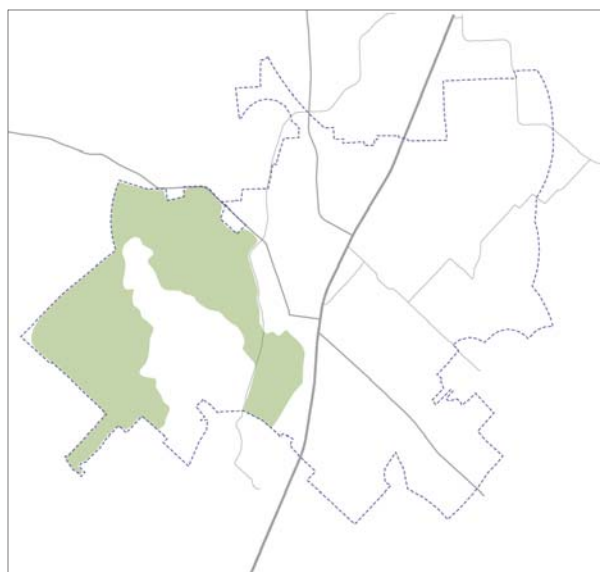
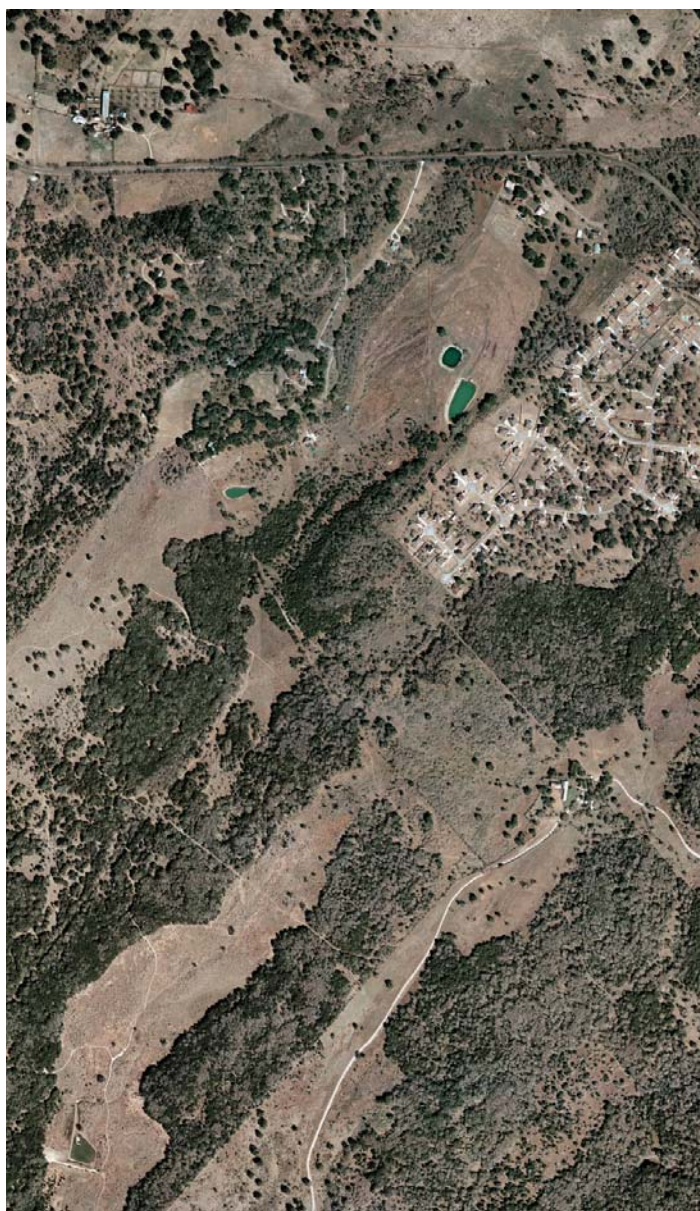
Drainage is a significant issue throughout Kyle and is an especially important issue in this District. Thin soils over rock that is close to the surface means that the soil layer is easily erodible. As a result, more engineered solutions to stormwater management would tend to concentrate flows within this erodible condition. Part of the complexity of this landscape is a result of the pathways defined by water movement. As a result, there is a relationship between land form and water movement that embodies the true spirit of this rich landscape. New development should embrace the natural water courses as an amenity to attract the types of innovative development designs this area will require and accommodate the higher unit cost that will result. The complex landscape of the Ranch South District is particularly sensitive to higher density/small lot projects unless such projects are clustered. Clustered development forms could provide innovative opportunities to protect natural water courses and accommodate the smaller fingers of developable land available here. *Therefore...protect natural water courses.*

One of the most interesting opportunities available in the Ranch South District is its close proximity to Kyle's historic downtown. Old Stagecoach Road and Cypress Road are logical points of entry to this District and both are extensions of West Center Street. As a result,

a meaningful connection to the historic downtown area is possible here in ways that development east of I-35 and north of Plum Creek do not afford. The special nature of this District could be matched with streets designed to make pedestrian access to the downtown core possible. Higher densities within the core could sequence to lower densities in this area and provide the core with significant residential support necessary to facilitate the emergence of retail specialization within this District. *Therefore...connect the Ranch South District to the Town Center District.*

The high value custom home market associated with the Blanco River is expanding in San Marcos and has reached the ETJ of Kyle and the Ranch South District. Pressures from this growing market will eventually influence lands within the ETJ of Kyle. *Therefore...development controls need to be instituted to protect natural features, preserve the viewshed to the Blanco River from the Ranch South District, and sustain high market values associated with custom built homes.*

The Ranch South District is an area where the ground plane is divided into many promontories overlooking the Blanco River. These promontories measure about 2000 feet across on average and serve as natural dividers of possible future residential development. Roads between promontories, and therefore between future residential developments, will be expensive, and it is likely that autonomous projects will access a primary collector and ring the area along the high ground of the promontory. Topography at the sides of the promontories is relatively steep, making the impact of future residential development on the existing natural fabric potentially significant. How this area develops will be a challenge for Kyle because conventional residential community forms will be destructive and potentially too expensive. Some of this expense is attributable to increased construction costs as a result of steep topography (costs for grading, pad creation, and house foundations). In other cities where steep topography is encountered, streets are run parallel to the topographic change and the actual change is accommodated by the house design, such as through walk-out basements. This is an unusual practice for Texas where houses typically have little to no level change, except for extra rooms like guest bedrooms (especially



somewhat flatter land between Rebel Drive and Old Stagecoach Road that would be difficult to place in the Ranch South District. Conventional development features, such as perimeter walls, would be visually devastating if applied in this District. *Therefore...define design controls that are uniquely suited to the landscape of the Ranch South District.*

at higher price points). Given the narrow configuration of the promontories characterizing this District, it is likely that streets will enter each development parallel to the topographic change, with shorter streets possibly moving perpendicular to the topographic change. This will create lots that require side fall or significant lot retaining to make them level. This is the pattern associated with traditional development in this area and would result in a significant loss of the generous tree cover that makes this District unique. Also, it would significantly alter water movement within the landscape, requiring more elaborate engineered solutions. Presently there are developments on

TOWN CENTER

The Town Center District comprises the historic downtown core of Kyle, the surrounding small residential blocks, early highway frontage along Old Highway 81 (south of Plum Creek), and the blocks fronting West Center Street (out to Old Stagecoach Road). The District extends to the north along North Burleson Road to its intersection with I-35. The Town Center District also includes the extension of Center Street east across I-35 to its intersection with FM 150.

OBSERVATIONS

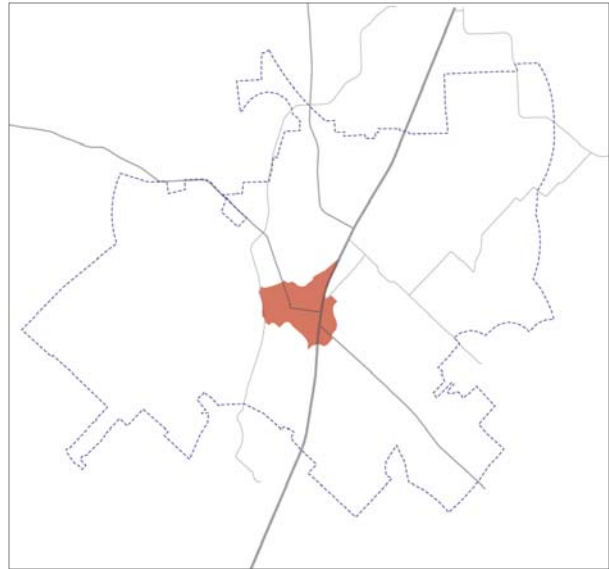
Downtown Kyle is comprised primarily of one story buildings, with the key exception of the new City Hall, and building plates are relatively small by the present day norms of retail construction. As a result, revitalization of downtown Kyle that includes preservation of its current physical fabric will require a high degree of retail specialization (e.g. the Texas Pie Company). A largely one story/small plate downtown fabric makes the economic future of downtown dependent on limited land use diversity. This means that any strategy for revitalization must be careful to put in place those physical features/qualities that retail specialization will find attractive. *Therefore...support retail specialization within the downtown core.*

Among these attractors would be the potential location of a commuter rail station within the Kyle downtown core. Such an asset will be most influential in this location because the forms of historic development are more supportive of an appropriate development response. Other areas of Kyle have not prepared for the station with commercial/mixed use aggregation, but instead have allowed low FAR's and auto-dominated commercial forms to proliferate. As a result, pedestrian use of the station in these areas would be difficult, as the economic benefit of a station is derived from the people that flow to and from the facility through retail/commercial spaces. *Therefore...consider locating a ASA rail station in Downtown Kyle.*

A mixture of land uses is present within the District, including commercial, institutional, civic, residential, and, to some extent, agricultural. These diverse uses are not present in distinctive clusters, but instead are intermingled.



This mixing is visually reinforced by the presence of commercial uses that are established in converted residential buildings. In this way, the distinction between residential and commercial uses is blurred, both by adjacent locations and by similar form. Some vacant lots are present in this District, and evidence of a gradual and continual pattern of development is found in the wide range of building dates, from the late 1800s to the present. *Therefore...as development and redevelopment occur within the Town Center District, attention should be paid to preserving the unique mixture of land uses.*



of I-35 through common thematic elements to increase the economic potential along I-35 and attract visitors to downtown Kyle.

The core of the Town Center District is defined by a generally uniform street grid with Center Street as the main east-west corridor. Moving east along Center Street from Old Stagecoach Road, there are elements of an approach sequence, cues that signal arrival and reinforce the primacy of Kyle's downtown as the center of the City. However, this sense of approach and arrival is not found on the other key roadways leading to the Town Center District, especially North Burleson Street and Old Highway 81. *Therefore... elements to signal arrival in Kyle, such as banners, sidewalks, distinctive paving, lighting, signage, and land uses that engage with the street, should be promoted along North Burleson Street and Old Highway 81.*

The Town Center District's connection to I-35 is hampered by the rail line that runs parallel to I-35 to the west. The rail line inhibits an economically beneficial relationship between downtown and the I-35 corridor. Attempts have been made to expand the Town Center District to the east of I-35 by extending Center Street across the Interstate. However, current land uses and transportation patterns on the eastern end of Center Street are quite different from the character of West Center Street. *Therefore...build communication between West Center Street and the portion of Center Street on either side*

There are two intersections along Center Street in the Town Center District that compete with each other for significance. One is at the intersection of Old Highway 81 and Center Street, which is the historical center of commercial activity in Kyle due to the adjacent railroad track and former station stop around which Kyle grew. The second is the intersection of Main Street and Center Street, which

TOWN CENTER

has recently been given prominence by the location of the new City Hall and Visitor Center. However, Main Street makes no meaningful connections to either the north or south, weakening this location as a point of confluence. Additionally, neither of these intersections are adjacent to Kyle's City Square Park, diminishing the Park's ability to act as a point of significance for the City. *Therefore...establish points of significance within the Town Center District that do not compete with each other and that communicate with traffic patterns, land uses, and historical features in a meaningful way.*

Due to the mixture of land uses throughout the Town Center District, definition of the District is communicated through the street pattern, rather than by clusters of uses. The street pattern in the District is an approximately 200 foot by 200 foot block grid, which is quite urban in size and form. However, the road sections are quite rural in form, with open ditches for drainage and either flat concrete curbs or no curbs. This minimal demarcation at the roadway edges results in the road plane flowing seamlessly into the yard plane of the properties along the roadways. In this rural pattern, yard landscaping plays a large role in defining the street space. As the existing landscaping in the Town Center District is highly diversified and unresponsive to the roadway corridor, the streetscape has a disjointed character that is defined by the adjoining uses. The tension between the urban block pattern and the rural street edges and landscaping is reinforced by the irregularity of the built structures within the uniform blocks. Incremental growth that has occurred on a lot-by-lot basis rather than on a project basis has created a visual tension from the disparate building styles and lot placement imposed on the uniform grid. Overall, this situation reinforces the porosity of downtown Kyle, where the thin demarcation between what is urban and what is rural is an essential aspect of the form of the Town Center District. *Therefore...definition of the Town Center District must respect this historical blurring between urban and rural forms to retain the unique character of Kyle.*

Visibility within the ground plane of the Town Center District is unencumbered by opaque fences or other disruptions, creating a sense of open space and lower density within the development of the District. This open ground plane is a distinctive spatial condition that contributes to the unique character of Kyle. The sense of an open ground plane is contributed to by the significant amount of vacant land that is currently present in the Town Center District and that appears to have been a prevailing condition throughout much of Kyle's history. Growth pressures may soon cause infill development that, as it fills these vacant spaces, could urbanize the more rural character of the District. *Therefore...infill and redevelopment within the Town Center District must be designed to preserve the current and historical appearance, form, and ground plane emblematic of Kyle.*

Lack of a strong defining street wall within the heart of downtown blurs the distinction of residential and commercial, making downtown Main Street a distinctive combination of commercial and residential buildings. The clear mixture of residential and commercial structures prevents the downtown from attaining a clear definition. Definition of the downtown Kyle area is communicated through the street pattern rather than the structures. This pattern is a distinctly urban block grid that stands in stark contrast to the rest of Kyle, which is spread out over rural roadways and curvilinear subdivision streets. This grid is an important attribute of the Town Center District, which must be preserved and used to define a public domain that could be extremely appropriate for pedestrian use.

The urban-ness of the grid is challenged by the voids within the built form it hosts. The amount of vacant land that populates the fabric of Kyle's Town Center District has been a prevailing condition throughout Kyle's history and therefore is a spatial aspect of its image and identity. Town Center growth that fills the voids of this fabric would begin to alter the historically rural appearance. However, growth pressures and increasing value will logically precipitate fabric infill, and care should be taken that this type of infill development is performed with sensitivity. Also, within the downtown block grid is a mixture

of land uses that do not reside in distinctive clusters. *Therefore...preserve the distinct spatial character of downtown Kyle.*

One of the key spatial challenges of the downtown core is the lack of spatial focus. The City Square and the potential railroad station are not at the center of downtown activity. As a result, more common comprehensions of a downtown and how it is structured are not (and will not) be affirmed. This is especially true as downtown reaches across I-35 and north toward the Regional Center. This potential direction of growth means that the present downtown may actually be on the edge of a more commercial core. However, the train station would end up more centrally located. Historically, downtown Kyle grew from the railroad and the City Square never attained the form-giving influence normally associated with such spaces. For this reason, part of the Square frontage is residential.

Movement of the commercial core of downtown also addresses problems associated with downtown's relationship to I-35. The economic potential of this association has been largely nullified by the rail barrier that inhibits any economically meaningful connection to the I-35 corridor. The result has been an isolation of downtown from the new commercial areas emerging within the I-35 corridor. However, while there are economic benefits associated with shifting the commercial center toward the rail and freeway, a challenge for the historic downtown fabric is imposed. The key to overcoming this challenge is the design and significance of West Center Street and its place in the overall thoroughfare plan of the City. If downtown establishes and maintains a significance in the movement patterns of the City then the historic areas of the existing downtown core will not fall into further isolation. *Therefore...keep the historic downtown central to Kyle.*

The City Square Park and former City Hall site has an unusual relationship to downtown, as it is surrounded

by both residential and commercial structures. This mixture of adjacent uses and the informal form of the space itself are more evocative of a park rather than a traditional town square. However, it is an important public space and point of significance for the Town Center District that should be utilized for events and activities that celebrate Kyle. *Therefore...future plans for the City Square Park should seek to activate the space without altering its historic form and relationship to the City's fabric.*

The majority of the buildings within the core of the Town Center District are only one story tall and lot sizes are small and somewhat irregular. These conditions may pose limitations to future economic development in the District. *Therefore...creative land aggregation and redevelopment should be pursued to maximize economic development potential without drastically altering the historic fabric and form of the Town Center District.*



BLANCO RIVER

The Blanco River District is located in the southwestern portion of Kyle and includes the relatively flat lands around the Blanco River within Kyle's ETJ. Few roads cross the River within the District, and there is no public access to the River in Kyle.

OBSERVATIONS

The Blanco River District currently contains very little development and is used primarily for farming and ranching activities. However, the District is located close to downtown Kyle and is adjacent to areas with recent development. As Kyle grows, this District will likely face development pressure due to its proximity to I-35 and downtown and due to the natural beauty of the River and surrounding landscape. Development within the Blanco River District will likely be a specialized form, which is typically more expensive, due to the natural constraints within the District. Development could have significant environmental impacts on the River, namely upon water quality, water flow/runoff, and bank stability. *Therefore... define land use policies that minimize environmental impacts and changes to the character of the District, while encouraging desirable development.*

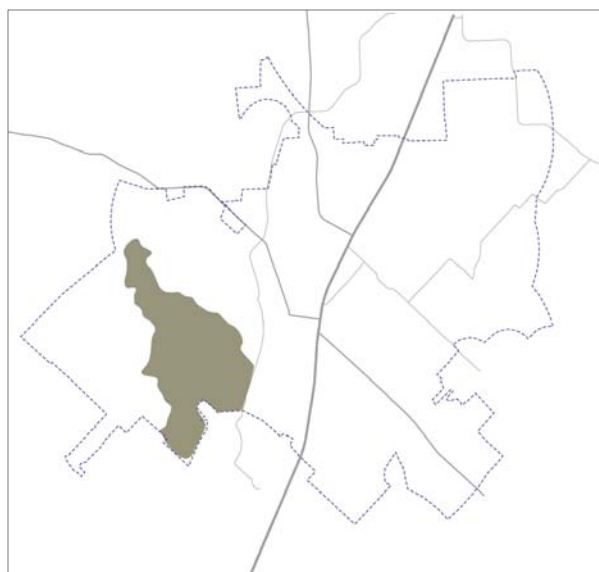
The alluvial bottomland of this District makes it one of the better agriculture areas in the Kyle ETJ. At present, there are two center pivot irrigation machines at work, which suggests the extent of agricultural investment that production in this setting merits.

Continued isolation and limited ability to fund infrastructure will provide a natural protection of agriculture as a land use in certain portions of the Kyle ETJ. Such use is a key attribute in the overall identity of Kyle. In this regard, Kyle is more interesting than many cities, because its complex landscape supports different forms of agricultural enterprise. Such enterprises include ranches (generally in the rolling uplands west of I-35), dryland crops (generally in the flatter alkaline soils east of I-35) and irrigated crops/pasture in the Blanco River bottomlands. Each agricultural enterprise is part of the history and identity of Kyle, and each should provide



some form of reference for development into the future. While upland areas and areas east of I-35 face significant development pressure, the Blanco River bottom most likely will not. This District is therefore a place where agricultural land use can continue. *Therefore...preserve agricultural use within the Blanco River District.*

The Blanco River District in Kyle is an important element in the overall River morphology, as it is the place where transported alluvium is deposited. The Blanco River District in Kyle is really the river outfall from the steeply sloped and convoluted landscape up river near Wimberley. By the time



With few roads crossing the River and limited private access roads, the Blanco River District is spatially isolated from the rest of Kyle. The River has little or no impact as a defining feature or quality of the City, although conservation of the River and its watershed is necessary from a regional perspective. As development occurs, it will be important to connect the new development to the existing fabric of Kyle and allow the River to become an organizing feature of the City. *Therefore...ensure integration of roadways between the Blanco River District and the adjacent City to incorporate new development into the community of Kyle.*

The Blanco River enjoys regional prominence as an important natural system in the Hill Country. Its confluence with the San Marcos River – and ultimately the Guadalupe River – make it one of the more visible river systems in Central Texas. As such, it provides a critical role in the Hill Country ecosystem. It also serves as a natural resource and a source of recreation for Texans. The cypress and pecan trees that characterize the banks provide relief from the adjacent prairie landscape and stabilization in the face of seasonal flooding and erosion. Development pressures that occur as a result of the high velocity growth along the Austin-San Antonio corridor pose a threat to the

the Blanco reaches Kyle, it reaches its first opportunity to encounter flatter land. As a result, the Blanco River District in Kyle has received a significant amount of alluvium deposited at this outfall point, making the picturesque quality of this District possible. As the River continues further southeast, it travels through increasingly flatter land toward San Marcos. Should this District develop in the future, care should be taken to avoid interrupting this important river function. *Therefore...establish policies for use and development that preserve River morphology.*

BLANCO RIVER

riverscape, creating a need for preservation of the natural system at appropriate locations.

The Blanco is relatively isolated from current patterns of growth in the City of Kyle (and its ETJ), and the River course and associated floodplain designations make development in this area relatively difficult. *Therefore... preserves and other passive open spaces should be considered as possible uses in the Blanco River District.*

There is also potential for the River to become a much greater amenity in Kyle, with associated recreation and preservation activities, should the area in the Blanco River District be incorporated in Kyle's plans for future development. Unique qualities of this area make it special enough for recreational development (public or private) and such development could work well with the large amount of floodplain found here. Floodplain will make significant residential development of the Blanco River District difficult without some form of encroachment. It will take a reasonable density of residential units to support the vehicular infrastructure necessary to make access convenient. Also, significant residential units will be required to make other forms of infrastructure economically feasible (e.g. sewer and water). The potential for physical isolation is further reinforced by limits on the magnitude of development and the associated inability to fund road and infrastructure improvements. As a result, it is likely that this District will remain isolated into the future, which contributes to its special attraction. *Therefore... define opportunities for parks and recreation within the Blanco River District.*



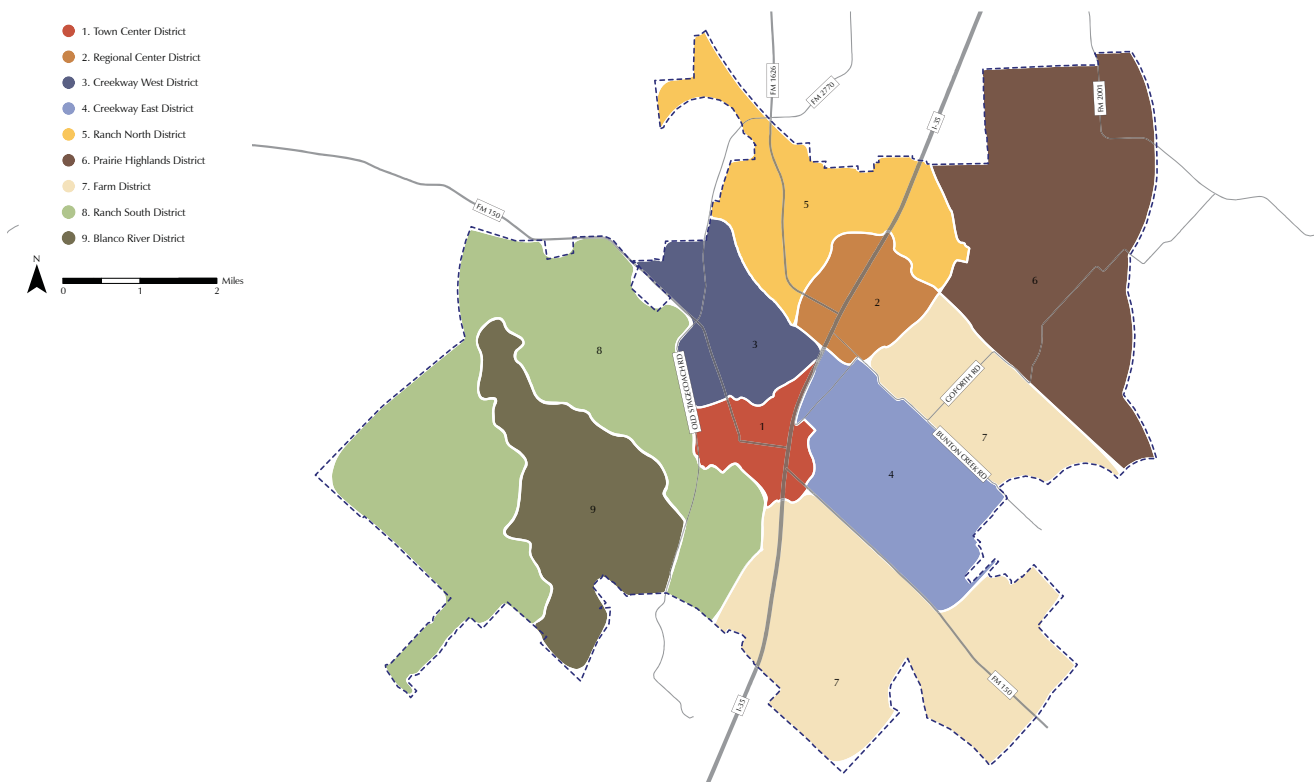
FORM ANALYSIS CONCLUSIONS

There are several main themes that are applicable to many of the above described Districts and that serve as over-arching themes for the City of Kyle as a whole. As the City continues to grow, develop, and change, attention to these themes will help in making Kyle a cohesive and desirable home for residents and a destination for visitors.

1. **Thematic Elements:** Kyle currently has a lack of elements, such as streetscaping, signage, and lighting, that signal the character and identity of the City. Developing a unified program of these types of elements will help both residents and visitors to recognize Kyle as a distinct place.
2. **Physical Connectivity:** The existing roadway system in Kyle is largely based on historic agricultural patterns and is ill-equipped to handle increased traffic volumes. Improvements to the roadways, development of a street hierarchy, and more legible intersections will increase both access to points in the City and mobility of residents through the City.
3. **Land Use Transitions:** Adjacency conflicts are already present in Kyle, with residential land uses located in

close proximity to agricultural and industrial uses. This condition will only increase as more new development takes place in Kyle. Therefore, it is necessary to carefully incorporate new development within the historical and existing fabric of the City and ensure that there are ample transitions between new and old uses.

4. **Legibility of Natural Features:** Kyle is fortunate to have significant natural features, including Plum Creek, the Blanco River, prairie lands, and scenic rolling hills. Access to these features should be planned in a more intentional manner, to provide areas for open space and recreation, as well as to utilize these features as part of the form and identity of the City.
5. **Development and Design Controls:** Many of the above described conditions can be addressed and ameliorated by instituting a range of development and design controls for Kyle. These controls should be put in place to protect natural features, enhance the built fabric, improve public spaces, and ensure that new development is both of high quality and responsive to historical and existing patterns and forms of development.



WORKSHOP 1 SUMMARY

The purpose of Workshop #1 was to communicate findings contained in the Assessments and to gather community inputs related to Goals for the Comprehensive Plan. Workshop #1 was divided into the following three parts:

- Disclosure of the various assessments made by the Consultant Team and the Planning Issues revealed by the assessments.
- Discussion of the Assessments and Planning Issues in smaller breakout groups.
- Summation of the breakout group discussions before the entire assembly of public participants.

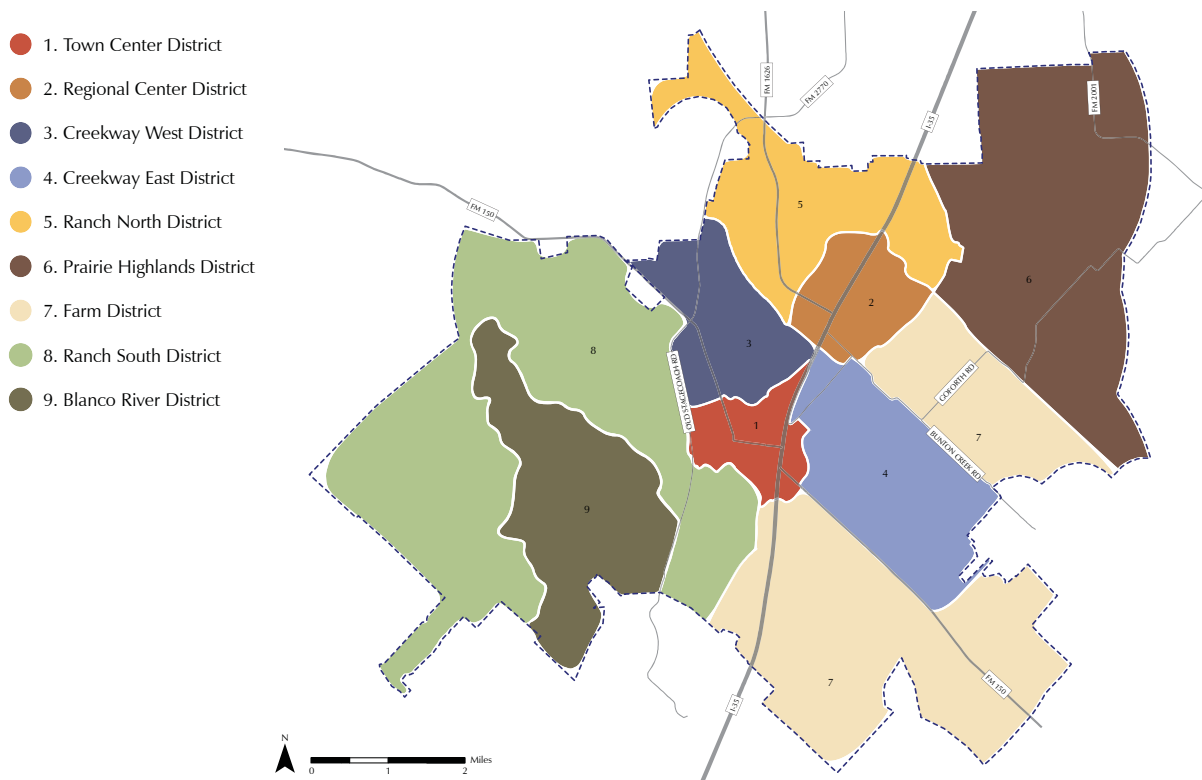
DISCLOSURE

In the first portion of the workshop, the Consultant Team presented the findings of the assessments to a large group of Kyle residents. This established a knowledge base for subsequent discussion of local planning issues arising from the conditions documented in the Assessment Phase. Each assessment element was presented by the Consultant Team. This Team consisted of MESA and URS representatives.

Key issues addressed included projected Kyle population by 2040, a tax gap analysis of the economic performance of existing development patterns, congestion “hot spots” within the existing transportation system, and other issues that should be addressed by the subsequent Comprehensive Plan elements. The final component of the Consultant Team presentation was a discussion of the Kyle Form Analysis. Following this, participants were encouraged to assign themselves to a particular Form District, based on residence, business location, or property ownership, as these Districts would define the breakout groups of the second portion of the workshop.

DISCUSSION

The second portion of the workshop session (called Discussion) started with the convening of breakout groups, organized around the Form Districts described above. Within the context of these small discussion groups, participants were given opportunities to confirm, debate, and/or augment observations made and comment upon their significance to the developing community. One member of each group was selected by consensus to facilitate the discussion, taking notes and reporting back to the large group in the final portion of the workshop. These individuals took detailed notes on “flip charts” so that all parties in the discussion could see the points of concern, interest, and direction. In this way, Kyle residents were able to respond to the Assessment data and brainstorm planning issues to guide the comprehensive planning process. Few participants at the workshop lived in the Blanco River District, and in order to ensure productive discussion, the Blanco River and Ranch South districts were combined. This resulted in a total of eight Form District small group discussions.



SUMMATION

The third portion of the workshop session (called Summation) started with the re-assembly of all workshop participants as a single body. In this session, the facilitator from each breakout group presented the information previously documented on flip charts and added further description to the dialogue accompanying each point. In this presentation, members of the larger participating body were given opportunity to ask questions, challenge points made, and otherwise add to the discussion of a particular zone. Upon conclusion of the Summation portion of Workshop #1, a comprehensive list of discussion points was established for each of the form districts in Kyle. This list contained questions, concerns, and planning issues confronting each district in specific detail. The statements generated by Workshop #1 provided the basis for planning goals, which will be discussed in greater detail in the Visioning section of this Comprehensive Plan Document.

One of the key factors that ensures successful implementation of a comprehensive plan is community support. To maximize public involvement and community ownership, the Facilitator Group was formed to work with the Consultant Team in review and presentation of plan elements during the public process. The individuals chosen by consensus from each of the Form District breakout groups were asked to remain involved through the remainder of the planning process as Facilitators. The Facilitator Group served as community leadership of the planning process, facilitating all breakout groups at public workshops, and fostering public interest and awareness of the planning process between workshops. The hope of the Consultant Team is that the Facilitator Group will ultimately serve as the Long Range Planning Committee, advocating Kyle's Comprehensive Plan into the future.





VISIONING

VISIONING: A FRAMEWORK FOR THE PLAN

A Planning Framework is a graphical representation of the community goals for the Comprehensive Plan. It takes into account both community inputs and consultant observations, growing out of the Assessments and the feedback gathered in Workshop #1. The Framework depicts the physical aspects of a Plan and the strategies that will directly translate into a geographic or spatial manifestation in Kyle. The physical elements defined in a successful Planning Framework facilitate the achievement of the programmatic elements of the final Comprehensive Plan, including policies, organizations, structural bodies, programs, tax strategies, and actions.

The Planning Framework is therefore a conceptual image that provides structure based on the assessments and includes the input and vision of the community. The most important role of the Framework is that it informs subsequent Plan elements, enabling the community to see the full scope of the Plan without getting overwhelmed by details. The Planning Framework is therefore a guiding vision that provides order and direction for the actions and strategies to be developed in the Comprehensive Plan.

INTRODUCTION

During Workshop #1, residents of Kyle divided into small discussion groups based on the Form Districts identified during the Assessment phase. Each group documented comments and inputs on flip charts, in response to the Assessment data that was presented at the start of the Workshop. These inputs, as well as verbal comments and notes, were translated into Action Statements by the Consultant Team. These Action Statements are the foundation of the Planning Framework for the Kyle Comprehensive Plan.

In order to analyze the Action Statements, a method of objective identification called the TRIO method was employed. The term TRIO stands for:

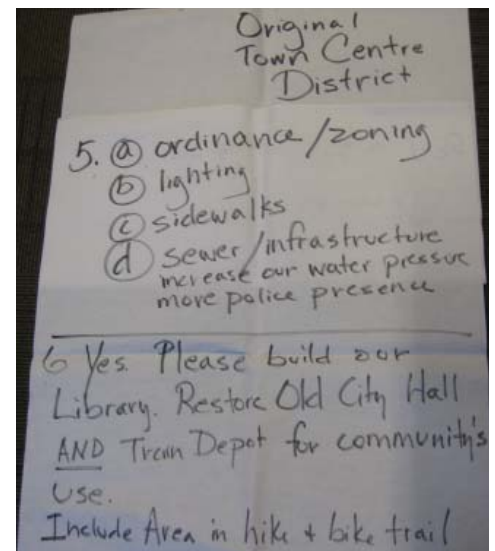
- **Themes:** statements that are repeated throughout the Form District groups and therefore are considered shared concerns of the citizens of Kyle.
- **Repeats:** statements that are made more than once within a discussion group and/or among a number of groups. Repeats indicate shared concerns or concerns that are pervasive throughout a group's dialogue.
- **Input Indicators:** statements about input conditions used to describe a greater and more significant outcome.

For example, statements about pedestrian convenience, connection, and safety are part of a larger concern for a pedestrian system composed of trails and improved sidewalks.

- **Output Indicators:** generally broad statements about a result that stems from a shared desire for actions or conditions leading to that result. For example, statements about beautiful streets are the results of other statements about streetscape enhancement programs, improved signage, repair of curbs and sidewalks, etc.



Kyle residents participating at Workshop #1.



Inputs on flip charts from Workshop #1.

The TRIO method allows the Action Statements to be made clearer and more directly related to the planning process. A uniform Level of Generality is maintained in the Action Statements (keeping statements comparable), and the extent to which statements were Mutually Exclusive (did not constitute redundant overlaps). A total of 85 Action Statements remained after the TRIO process, and they are listed below:

1. Adapt commercial streets to have wider sidewalks.
2. Connect downtown and areas east of I-35.
3. Connect Downtown Kyle to surrounding neighborhoods.
4. Create a stronger relationship to the Creek to give a greater sense of identity.
5. Create a Downtown Plan to regulate what, when, and how capital improvements will work and what form Downtown will have.
6. Create green spaces to control stormwater runoff and promote infiltration.
7. Create a tree ordinance to protect existing native tree stands and plant new native communities.
8. Create integrated and inter-connected mixed use districts.
9. Create roads inside the city limits that all have sidewalks and gutters.
10. Create spaces for people to gather and enjoy the outdoors and recreational activities.
11. Designate park/open space requirements for new developments.
12. Create turn lanes in Downtown.
13. Develop a trail system within the creekway that focuses on walking, biking, and nature.
14. Encourage a consistent maintenance program for roads.
15. Encourage new development through the provision of water service.
16. Discourage residential development along I-35 to preserve those parcels for regionally oriented development.
17. Encourage hike and bike trails in the rural areas.
18. Encourage new development to contain some civic facilities such as libraries and schools.
19. Encourage outdoor activities and environmental education.
20. Encourage regional centers that include public facilities.
21. Encourage smaller scale commercial uses be located on the eastern side of I-35.
22. Encourage smooth flow of traffic over I-35.
23. Encourage trail system connections to the Downtown and other commercial centers.
24. Encourage the agricultural heritage of the area.
25. Encourage socially gathering businesses, such as coffee shops and corner stores.
26. Enforce the Downtown sign ordinance.
27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
28. Enhance wayfinding to the Downtown from I-35.
29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
30. Enhance traffic flow by building bridges over key railroad crossings.
31. Enhance frontage roads to prepare for future commercial development.
32. Enhance East to West circulation to make traversing the city easier and less congested in the future.



- 33.Ensure creeks and streams can handle peak storm events.
- 34.Enhance subdivision connectivity and integration.
- 35.Ensure physical and natural buffer zones around light industrial uses to filter and clean runoff and possible debris.
- 36.Ensure developments have the right amount of parking.
- 37.Ensure regional nodes have large regional attractions such as movie theaters.
- 38.Ensure the inclusion of attractive/practical affordable housing.
- 39.Ensure that transportation plans anticipate future traffic demand in currently undeveloped areas.
- 40.Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.
- 41.Ensure there is adequate parking to accommodate regional visitors.
- 42.Establish design controls that call for construction details and materials that will endure over time.
- 43.Establish a recycling program throughout the Town.
- 44.Establish a regional trail system that connects to Austin and San Marcos.
- 45.Improve accessibility for residents to local goods and services.
- 46.Establish commercial centers that provide transition between commercial and residential use.
- 47.Establish land use transitions to enhance the separation of residential and industrial uses.
- 48.Include residential components in areas of higher density mixed use.
- 49.Incorporate hike and bike trails into plans for new developments.
- 50.Incorporate elements of rural heritage into new developments.
- 51.Improve crosswalks to make them recognizable for vehicles and pedestrians.
- 52.Incorporate a civic presence in the Downtown.
- 53.Improve infrastructure Downtown.
- 54.Limit the amount of retail close to schools.
- 55.Limit new development on prime farmland.
- 56.Increase naturalization in rural areas to enhance identity.
- 57.Limit curvilinear and picturesque qualities typical of neighborhood streets within the larger street system.
- 58.Preserve the uses and character of Downtown Kyle.
- 59.Preserve oak motts and heritage oaks.
- 60.Preserve organic farming options in the undeveloped areas.
- 61.Preserve the Blackland Prairie ecosystem.
- 62.Preserve tree canopies and large specimen species.
- 63.Promote consistency of bridges and signage around I-35 in Kyle to create identity.
- 64.Promote conservation districts for water quality in creeks and ponds.
- 65.Promote FM 1626 as the centerpiece of Kyle when it connects to the planned SH-45.
- 66.Promote creative residential development design that supports neighborhood identity and social interaction.
- 67.Promote pedestrian activity through ordinances for sidewalks, lighting, and buildings.
- 68.Protect the Downtown's historical resources.
- 69.Protect natural waterways as future development happens.
- 70.Promote specialized retail away from I-35.
- 71.Promote larger plate size commercial land uses to be grouped on the west side of I-35.
- 72.Provide linkages between Downtown and new commercial centers.



- 73.Reach agreements with Hays County for Kyle to control the utility service.
- 74.Reduce current traffic congestion and promote a street identity that remembers Kyle's rural heritage.
- 75.Reduce congestion at Exit 217 off I-35.
- 76.Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.
- 77.Reduce the effect I-35 has on dividing the Town.
- 78.Reduce rain water runoff through collection and infiltration in new developments.
- 79.Set directives for growth that preserve farmland where appropriate.
- 80.Update and implement a city wide street tree ordinance.
- 81.Streets leading to downtown should have some special character that identifies them as approachways.
- 82.Strategically add new infrastructure to direct new growth.
- 83.Utilize sidewalks to connect residential areas to commercial areas and other destinations.
- 84.Utilize traffic signals at key intersections on major arterials.
- 85.Utilize trails to connect neighborhoods to natural areas.



MATRIX ANALYSIS OF COMMUNITY ACTION STATEMENTS AND CONSULTANT OBSERVATIONS

In the course of the Assessments, a number of Consultant Recommendations were produced. Consultant Recommendations are presented in the Assessment section of this document as action statements addressing conflicts, opportunities, liabilities, constraints, assets, emerging patterns, and other such conditions. These recommendations were augmented in the course of discussion during Workshop #1, and a final list of Consultant Observations was then verified. Together, the Consultant Observations compiled by the Consultant Team and the inputs provided by the Kyle community in the form of Action Statements provide a matrix for articulation of Community Goal Statements.

To make a connection between Consultant Recommendations and Community Action Statements, an analytical device is used to permit the systematic evaluation of the relationship between them. This analytical process is called the Matrix Analysis. It establishes one of three relationships between the recommendation and action statements. The three relationships are:

Complementary (+1). The relationship is mutually reinforcing. Complementary means that execution of a

particular Consultant Recommendation would advance implementation of a particular Community Action Statement. It also means that implementation of a Community Action Statement will advance accomplishing the actions prescribed by a particular Consultant Recommendation.

Compatible (0). The relationship is neutral. Compatible means that execution of a particular Consultant Recommendation has no influence on a particular Community Action Statement. It also means that implementation of a Community Action Statement has no influence on accomplishing an action prescribed by a Consultant Recommendation.

Conflicting (-1). The relationship is incompatible. Conflicting means that execution of a particular Consultant Recommendation would hinder/prevent implementation of a Community Action Statement. It also means that implementation of a Community Action Statement would hinder/prevent accomplishing a Consultant Recommendation.

The relationships between Community Action Statements and Consultant Recommendations are presented in Figure 1, an excerpt of the Matrix Analysis. Here, complementary relationships are given a positive one (+1), compatible relationships are given a zero (0), and conflicting relationships are given a negative one (-1). After completing this analysis, the top scoring Community Action Statements are identified as the Strategic Goals for the planning process of the Comprehensive Plan. These Strategic Goals are in turn used in the creation of the Planning Framework.

#	Community Goals	Consultant Observations									
		LAND USE	Land use transitions should be clearly defined for future development to mitigate the harsh transitions currently observed.	A mixture of land uses should be encouraged, so that equitable provision of necessary goods and services are provided to local residents.	Establish patterns of land use that provide transitions between the Regional Center and surrounding areas.	The land use plan should seek to define Districts that encourage a greater mixture of uses at a scale that is more accessible for City or Kyle to more effectively serve the community.	The land use plan should define appropriate transitions between the various categories of use.	The land use plan should avoid "under-development" and encourage higher density housing in "developing" areas.	The land use plan should encourage a mix of uses throughout the community.	The land use plan should encourage a mix of uses throughout the community.	The land use plan should encourage a mix of uses throughout the community.
1	Adapt commercial streets to have wider sidewalks.		1	0	1	0	1	1	0	0	1
2	Connect downtown and areas east of I-35.		0	0	0	0	1	0	0	0	0
3	Connect Downtown Kyle to surrounding neighborhoods.		0	1	0	1	1	0	0	0	0
4	Create a stronger relationship to the Creek to give a greater sense of identity.		0	0	0	0	0	0	0	0	0
5	Create a Downtown Plan to regulate what, when, and how capital improvements will work and what form Downtown will have.		1	0	1	0	0	1	0	0	1
6	Create green spaces to control stormwater runoff and promote infiltration.		1	1	1	1	0	1	0	0	1
7	Create a tree ordinance to protect existing native tree stands and plant new native communities.		0	0	0	0	0	0	0	0	0
8	Create integrated and inter-connected mixed use districts.		1	1	1	1	1	1	1	1	1
9	Create roads inside the city limits that all have sidewalks and gutters.		1	0	1	0	0	1	0	0	1
10	Create spaces for people to gather and enjoy the outdoors.		0	0	0	1	0	0	0	0	1
11	Designate park/open space requirements for new developments.		1	1	1	1	0	1	0	0	1
12	Create turn lanes in Downtown.		0	0	0	0	1	0	0	0	0
13	Develop a trail system within the creekway that focuses on walking, biking, and nature.		0	0	0	0	0	0	0	0	0
14	Encourage a consistent maintenance program for roads.		0	0	0	0	0	0	0	0	0
15	Encourage new development through the provision of water service.		0	0	0	0	1	0	1	0	0
16	Discourage residential development along I-35 to preserve those parcels for regionally oriented development.		1	1	1	1	1	1	1	0	1
17	Encourage hike and bike trails in the rural areas.		0	1	0	1	0	0	0	0	0
18	Encourage new development to contain some civic facilities such as libraries and schools.		1	1	1	1	1	1	0	0	1
19	Encourage outdoor activities and environmental education.		0	0	0	0	0	0	0	0	0
20	Encourage regional centers that include public facilities.		1	1	1	1	1	1	1	0	1
21	Encourage smaller scale commercial uses be located on the eastern side of I-35.		1	1	1	1	0	1	-1	0	1
22	Encourage smooth flow of traffic over I-35.		0	0	0	0	1	0	0	0	0
23	Encourage trail system connections to the Downtown and other commercial centers.		0	1	0	1	1	0	0	0	0
24	Encourage the agricultural heritage of the area.		0	0	0	0	0	0	0	0	0
25	Encourage socially gathering businesses, such as coffee shops and corner stores.		0	1	0	1	1	0	0	0	0
26	Enforce the Downtown sign ordinance.		0	0	0	0	0	0	0	0	0
27	Enhance connections between districts using roads, trails, sidewalks, and open spaces.		0	0	0	0	0	0	0	0	0

Figure 1. Excerpt of the Matrix analysis of Community Action Statements and Consultant Recommendations.

IDENTIFICATION OF STRATEGIC COMMUNITY GOALS

To determine the Strategic Goals for the Comprehensive Plan, all Community Action Statements were scored using the matrix analysis described above. Those Goals with the highest scores were selected as the Strategic Goals for the

Comprehensive Plan. The Strategic Goals for the Kyle Comprehensive Plan and their respective scores are shown in Figure 2.

#	Strategic Community Goals	Score
8	Create integrated and inter-connected mixed use districts.	49
40	Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.	47
66	Promote creative residential development design that supports neighborhood identity and social interaction.	41
27	Enhance connections between districts using roads, trails, sidewalks, and open spaces.	39
72	Provide linkages between Downtown and new commercial centers.	39
83	Utilize sidewalks to connect residential areas to commercial areas and other destinations.	39
85	Utilize trails to connect neighborhoods to natural areas.	39
79	Set directives for growth that preserve farmland where appropriate.	38
29	Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.	37
11	Designate park/open space requirements for new developments.	34
45	Improve accessibility for residents to local goods and services.	34
49	Incorporate hike and bike trails into plans for new developments.	34
23	Encourage trail system connections to the Downtown and other commercial centers.	33
34	Enhance subdivision connectivity and integration.	32
46	Establish commercial centers that provide transition between commercial and residential use.	32
50	Incorporate elements of rural heritage into new developments.	32
58	Preserve the uses and character of Downtown Kyle.	32
3	Connect Downtown Kyle to surrounding neighborhoods.	31
39	Ensure that transportation plans anticipate future traffic demand in currently undeveloped areas.	31
6	Create green spaces to control stormwater runoff and promote infiltration.	30
74	Reduce current traffic congestion and promote a street identity that remembers Kyle's rural heritage.	29
76	Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.	29
10	Create spaces for people to gather and enjoy the outdoors and recreational activities.	28
48	Include residential components in areas of higher density mixed use.	28
51	Improve crosswalks to make them recognizable for vehicles and pedestrians.	28
44	Establish a regional trail system that connects to Austin and San Marcos.	27
20	Encourage regional centers that include public facilities.	26
47	Establish land use transitions to enhance the separation of residential and industrial uses.	26

Figure 2. Top Strategic Goals and Scores.

CONSTRUCTION OF THE PLANNING FRAMEWORK

The Planning Framework is the centerpiece of Kyle's Comprehensive Plan. It is a physical representation of community inputs gathered through the public participatory process. This process led to the formation of a graphic document that defines a pattern and form for Kyle, giving insight into the individual plan elements of this Comprehensive Plan and into future directions for the City. To begin construction of the Planning Framework, the 28 Strategic Goals identified through the matrix analysis are summarized in nine major themes. These themes, and the Strategic Goals upon which they are based, are listed below.

Theme 1: Strong Center

- Goal 58. Preserve the uses and character of Downtown Kyle.
- Goal 3. Connect Downtown Kyle to surrounding neighborhoods.

Theme 2: Orderly Growth

- Goal 8. Create integrated and inter-connected mixed use districts.
- Goal 40. Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.
- Goal 11. Designate park/open space requirements for new developments.
- Goal 49. Incorporate hike and bike trails into plans for new developments.
- Goal 46. Establish commercial centers that provide transition between commercial and residential use.
- Goal 34. Enhance subdivision connectivity and integration.
- Goal 48. Include residential components in areas of higher density mixed use.
- Goal 51. Improve crosswalks to make them recognizable for vehicles and pedestrians.
- Goal 47. Establish land use transitions to enhance the separation of residential and industrial uses.

Theme 3: Landscape Preservation

- Goal 79. Set directives for growth that preserve farmland where appropriate.

- Goal 50. Incorporate elements of rural heritage into new developments.

- Goal 6. Create green spaces to control stormwater runoff and promote infiltration.

Theme 4: Regional Connections

- Goal 29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
- Goal 39. Ensure that transportation plans anticipate future traffic demand in currently undeveloped areas.

Theme 5: Pedestrian Mobility

- Goal 72. Provide linkages between Downtown and new commercial centers.
- Goal 27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
- Goal 85. Utilize trails to connect neighborhoods to natural areas.
- Goal 83. Utilize sidewalks to connect residential areas to commercial areas and other destinations.
- Goal 45. Improve accessibility for residents to local goods and services.
- Goal 23. Encourage trail system connections to the Downtown and other commercial centers.
- Goal 44. Establish a regional trail system that connects to Austin and San Marcos.

Theme 6: Community Cohesion

- Goal 66. Promote residential development design that supports neighborhood identity and social interaction.
- Goal 27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
- Goal 79. Set directives for growth that preserve farmland where appropriate.
- Goal 45. Improve accessibility for residents to local goods and services.
- Goal 50. Incorporate elements of rural heritage into new developments.
- Goal 10. Create spaces for people to gather and enjoy the outdoors and recreational activities.

Theme 7: Relieve Congestion

- Goal 40. Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.
- Goal 29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
- Goal 76. Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.
- Goal 74. Reduce current traffic congestion and promote a street identity that remembers the rural heritage of Kyle.

Theme 8: Maximize Economic Potential of I-35

- Goal 58. Preserve the uses and character of Downtown Kyle.
- Goal 46. Establish commercial centers that provide transition between commercial and residential use.
- Goal 8. Create integrated and inter-connected mixed use districts.

Theme 9: Balanced Tax Base

- Goal 8. Create integrated and inter-connected mixed use districts.
- Goal 48. Include residential components in areas of higher density mixed use.
- Goal 47. Establish land use transitions to enhance the separation of residential and industrial uses.
- Goal 72. Provide linkages between Downtown and new commercial centers.
- Goal 46. Establish commercial centers that provide transition between commercial and residential use.
- Goal 20. Encourage regional centers that include public facilities.

The Planning Framework was constructed as a series of layers, based on an initial layer of key existing conditions. Each layer corresponds to one or more of the themes, as shown in Figure 3.

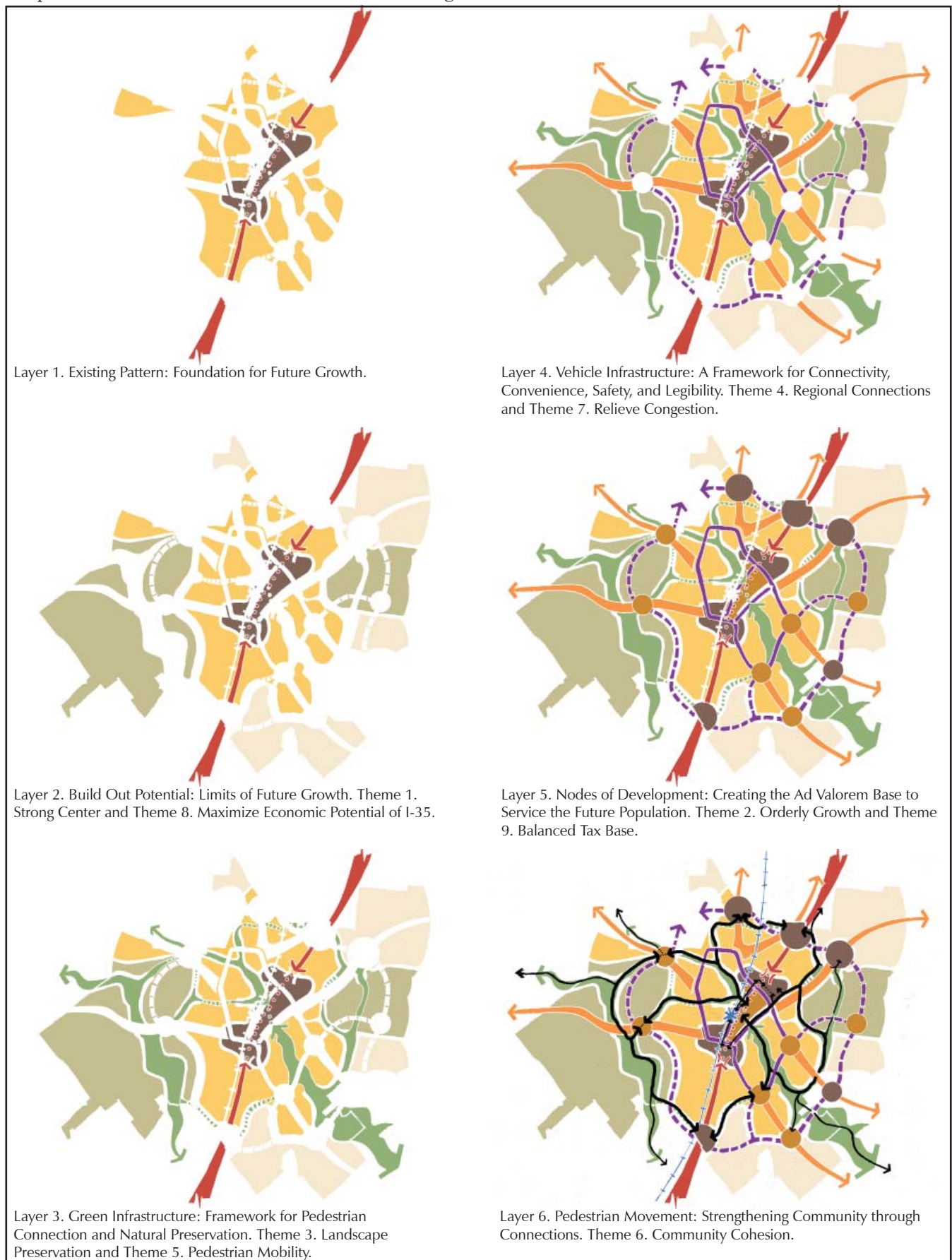


Figure 3. Layers and Themes of the Planning Framework.

The composite Planning Framework graphic is shown in Figure 4. Colors and graphical representation are utilized to illustrate key elements that relate to the nine themes, and these elements are defined below:

- Districts: current and projected future growth areas
- Nodes: key centers of activity where mixed-use growth should occur
- Corridors and Connectors: areas where vehicular, pedestrian, and wildlife movement occur
- Trails and Transit: areas of opportunity for pedestrian and transit travel

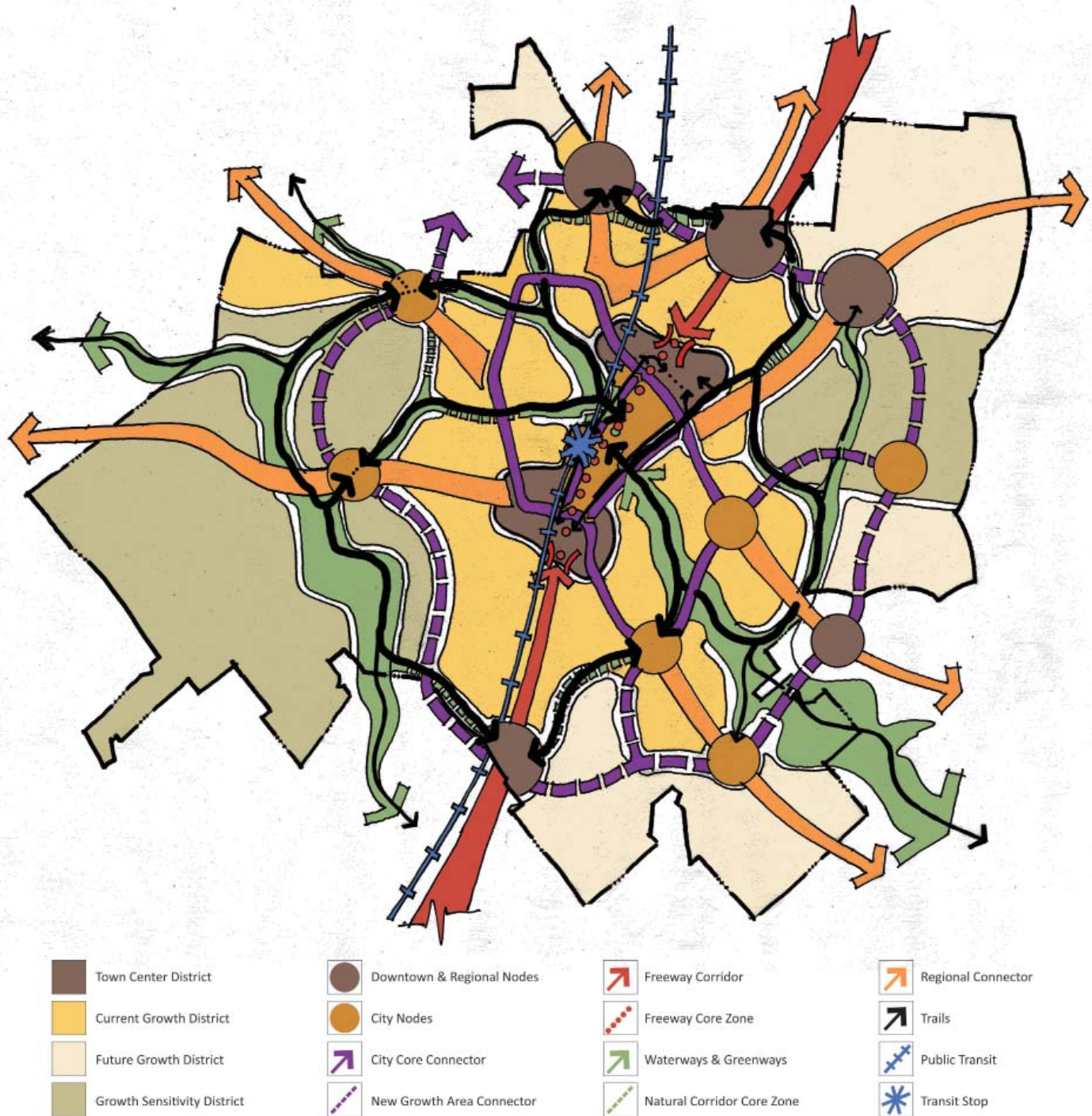


Figure 4. Composite Planning Framework.

REALIZING THE VISION

The reason for the continuing influence of the Planning Framework over the subsequent plan elements is the fact that once goals of the community are given physical expression, they galvanize support and take on a recognizable ‘form’ that the text alone cannot attain. As the plan elements are reconsidered for future possible revision, it will be important to refer back to this Planning Framework document to further test the extent to which any proposed revision moves the future of the City away from the vision imposed by the residents and property owners of Kyle and initially fashioned in their Planning Framework.

The Planning Framework documented in this chapter is the basis for most of what is recommended in the Comprehensive Plan. The Planning Framework stands apart from the plan elements because its test of success is the extent to which it expresses the goals of the community. Once verified by the community, the Planning Framework also becomes a document that tests the success of the policy instruments that flow from it. Therefore, the measure of success for the Comprehensive Plan elements is the extent to which they respectfully and collectively accomplish the intricate functional and legal purposes imposed by growth and existing conditions, while at the same time expressing the spirit and intent of the community’s vision. In addition, the Planning Framework will remain a test of other programs, actions, procedures, policies, and regulations promulgated by the City of Kyle, due to the Plan’s unique ability to give physical expression to the goals set by Kyle residents and landowners.

WORKSHOP #2 SUMMARY

In the three workshop sequence employed in the construction of the Kyle Comprehensive Plan, Workshop #2 focuses on the creation of the planning vision. Like the other workshops in this process, Workshop #2 was a public workshop open to all members of the Kyle community. This workshop centered around:

- **Disclosure** of the Community Goals and Planning Framework
- **Discussion** in breakout groups of materials presented
- **Summation** by Facilitators of comments raised in the breakout groups.

DISCLOSURE

Review of Workshop #2. At the beginning of Workshop #2, a review of the Assessments was presented. This included another presentation of the Tax Gap Analysis, which is an evaluation not only of the economic performance of development patterns, but also of the cost implications of public improvements. As community inputs and consultant comments focus on such improvements, the economic burden of an enhanced quality of life is quantified in terms of cost of governance. Inputs from the Workshop #1 breakout groups were also noted. All of these inputs were used to formulate the Planning Framework, based on the process presented at Workshop #2 and described below.

Matrix Analysis of Community Goals. The community inputs generated by the small group discussions in Workshop #1 were converted to Community Action Statements utilizing the TRIO method:

- **Themes:** the major issues for the City (example: Relieve congestion).
- **Repeats:** repeated statements that are not as pervasive as the themes (example: Define land use transitions).
- **Input indicators:** statement of a problem or identification of an issue (example: It's not safe for children to talk to school).
- **Output indicators:** statement of a general outcome or goal (example: Keep it country).

The Matrix Analysis of the Community Action Statements and Consultant Observations was presented in Workshop #2, along with the highest scoring Community Goal Statements, which were termed "Strategic Community Goals." These 28 goals represent action statements that had the strongest relationship to the Consultant Observations.

28 STRATEGIC GOALS

8. Create integrated and inter-connected mixed use districts.
40. Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.
66. Promote creative residential development design that supports neighborhood identity and social interaction.
27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
72. Provide linkages between Downtown and new commercial centers.
83. Utilize sidewalks to connect residential areas to commercial areas and other destinations.
85. Utilize trails to connect neighborhoods to natural areas.
79. Set directives for growth that preserve farmland where appropriate.
29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
11. Designate park/open space requirements for new developments.
45. Improve accessibility for residents to local goods and services.
49. Incorporate hike and bike trails into plans for new developments.
23. Encourage trail system connections to the Downtown and other commercial centers.
34. Enhance subdivision connectivity and integration.
46. Establish commercial centers that provide transition between commercial and residential use.
50. Incorporate elements of rural heritage into new developments.
58. Preserve the uses and character of Downtown Kyle.
3. Connect Downtown Kyle to surrounding neighborhoods.
39. Ensure that transportation plans anticipate future traffic demand in currently undeveloped areas.
6. Create green spaces to control stormwater runoff and promote infiltration.
76. Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.
74. Reduce current traffic congestion and promote a street identity that remembers Kyle's rural heritage.
10. Create spaces for people to gather and enjoy the outdoors and recreational activities.
51. Improve crosswalks to make them recognizable for vehicles and pedestrians.
48. Include residential components in areas of higher density mixed use.
44. Establish a regional trail system that connects to Austin and San Marcos.
20. Encourage regional centers that include public facilities.
47. Establish land use transitions to enhance the separation of residential and industrial uses.

BUILDING THE PLANNING FRAMEWORK

The development of the nine themes, and their incorporation into the Planning Framework, was presented as a graphic sequence, illustrating the interrelationship of themes and strategic community goals in six distinct layers. These layers build a physical representation of community vision, thus establishing a Framework upon which subsequent plan elements can be built.

The Planning Framework Graphic that was presented in Workshop #2 is the physical manifestation of the Strategic Community Goals. The composite Planning Framework graphic (Figure 1) is a combined representation of six layers, nine themes, and 28 strategic community goals. This diagram was used in the formation of all subsequent Comprehensive Plan elements.

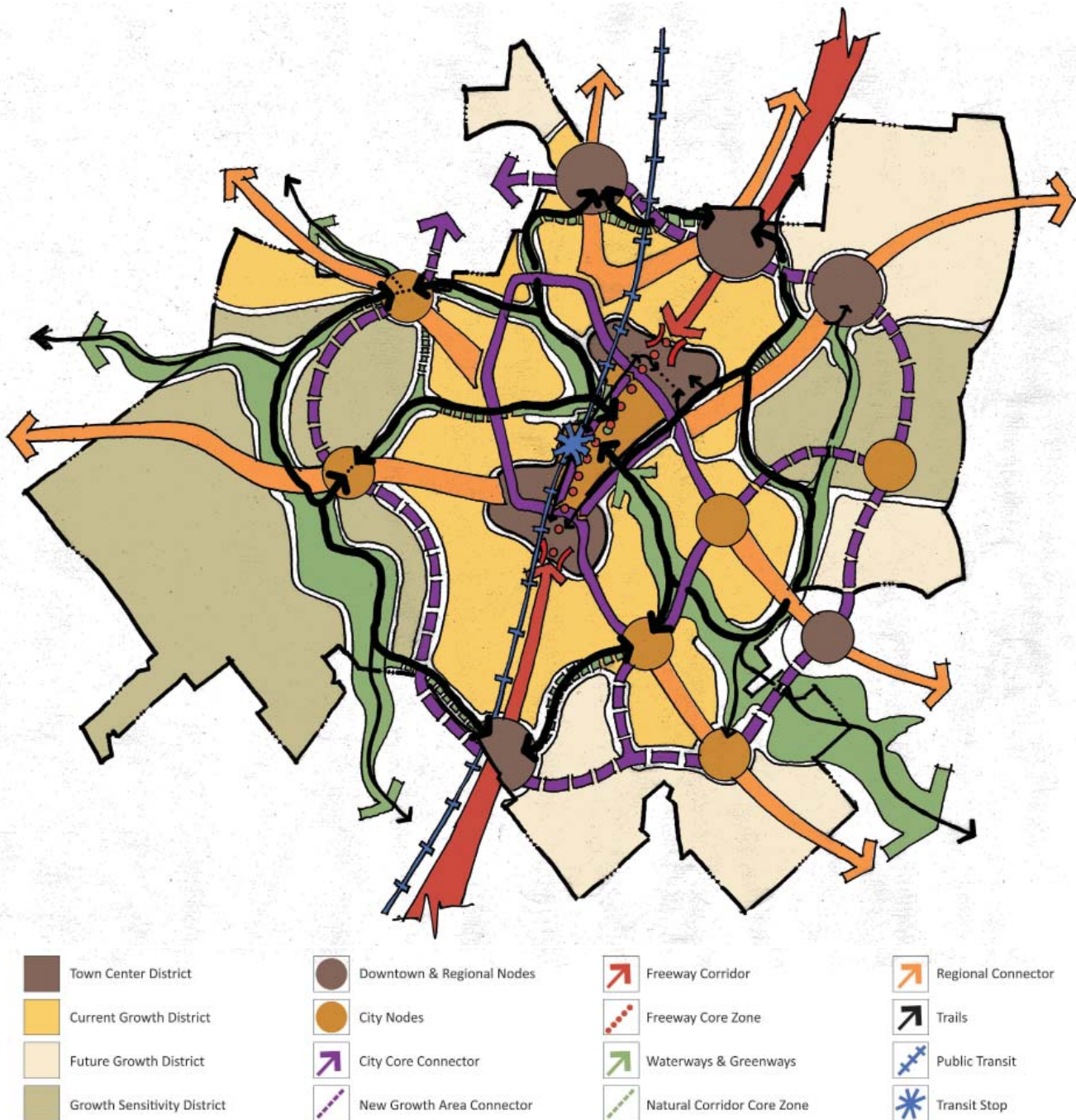


Figure 1. The Planning Framework for the Kyle Comprehensive Plan.

DISCUSSION

Following the presentation of the Planning Framework, the attendees of Workshop #2 gathered into break-out groups, based upon the Form Districts identified in Workshop #1. In their respective break-out groups, attendees were given the opportunity to examine the Strategic Community Goals and the Planning Framework. Facilitators recorded comments and directed conversation in each break-out group. Participants in the break-out groups were specifically asked if the nine themes and strategic goals had been adequately addressed by the Planning Framework and if there were any additions or modifications that should be made to the strategic goals, themes, and Framework graphic.

SUMMATION

After the break-out group discussions, all attendees gathered collectively to report findings of the small groups. The facilitators presented these findings on flip charts. All recorded suggestions and inputs made by the community in Workshop #2 were considered by the Consultant Team.

It is important to note that the Planning Framework is not a policy document. Its validity is measured by the extent to which it creates a faithful depiction of the Strategic Community Goals. The Planning Framework was confirmed by Workshop #2 attendees, and became the foundation of all subsequent components of the Comprehensive Plan. The Planning Framework therefore serves as the consensus document of record for the Kyle Comprehensive Plan.





PLAN ELEMENTS

LAND USE PLAN

A Land Use Plan combines analysis and vision to shape and direct future growth. A good plan will address existing issues and concerns while anticipating the challenges of tomorrow. The Land Use Plan organizes the future of the City with consideration given to the vision, themes, and goals identified during the Public Workshops.

The City of Kyle was historically shaped by agriculture and the presence of creeks and natural waterways. Additionally, a small urban grid was established for the street pattern in Downtown Kyle, which confers order and organization to the built form. This blend between the order of the historic town and the response to environmental systems and agricultural land uses has resulted in an identity unique to Kyle. However, new development patterns and a rapid pace of growth in the City have altered this form and cognitive structure. Therefore, the Future Land Use Plan seeks to protect historic and natural forms, while accommodating new patterns of use and projected growth. The Land Use Plan is based on the vision physically represented in the Planning Framework, and it is intended to provide direction for the City and citizens regarding future land use decisions.

INTRODUCTION

Kyle was initially a rural community, defined by farming and ranching activities and centered by a small downtown. Kyle's original downtown was a grid of streets oriented around the railroad stop and station where agricultural goods were conveyed to market. Containing shops and services catering to the community, downtown was also made lively by the presence of houses and City Hall. New development, primarily in the form of single family residences built on former agricultural land, along with commercial uses clustered around the new hospital at I-35 and FM 1626, have begun to dramatically increase Kyle's population, congest its road network, and burden its infrastructure. The Future Land Use Plan is designed to give structure and direction to the new growth in Kyle and prepare the City to accommodate the projected population growth while preserving the rural aesthetic and characteristics that make Kyle unique.

Land Use versus Zoning

As discussed in the Regulatory Profile of the Assessments portion of this Comprehensive Plan document, a clear distinction must be made between land use planning and zoning. Land use plans are the embodiment of a community's vision for the future, set within the framework of current and projected conditions established by the Comprehensive Plan. A zoning map is the primary tool used to implement the Future Land Use Plan and should be a record of land use decisions made by the City Council based on the Future Land Use Plan. When this relationship is clearly maintained, City staff and officials are better able to perform their ministerial and discretionary functions, respectively, and the development process is more transparent and certain for all parties involved.

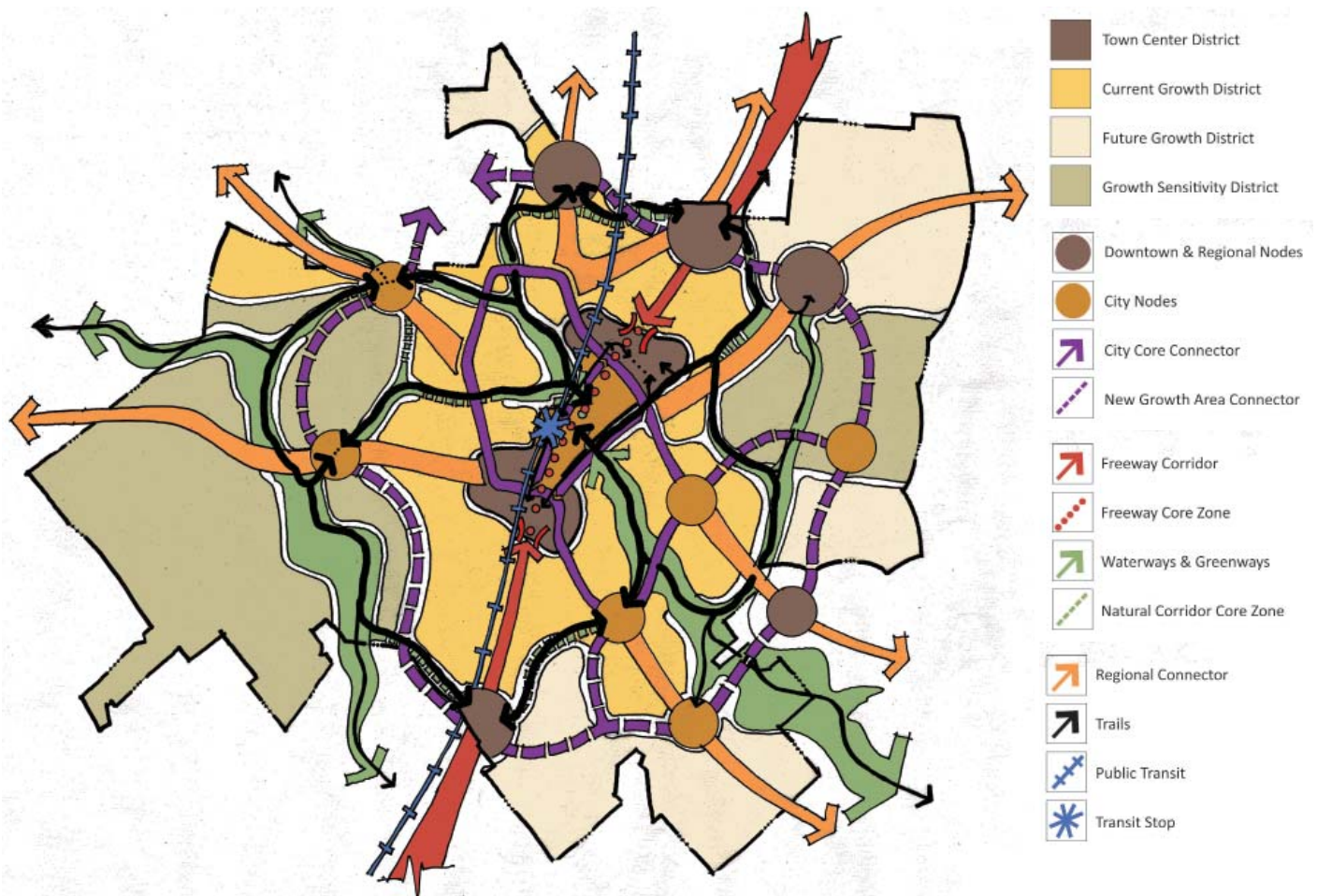


Figure 1: Kyle Planning Framework.

Land Use Implications of the Planning Framework

This Future Land Use Plan is based on the vision physically represented in the Planning Framework (Figure 1) and is intended to provide direction regarding suitable land uses well in to the future. This Plan is designed to address critical issues identified in Public Workshops #1 and #2. These issues are embodied in nine themes, graphically portrayed by the Planning Framework diagram and detailed as follows:

1. The creation of a strong and unifying center in Kyle
2. The accommodation of projected population growth in an orderly and beneficial pattern
3. The preservation of culturally and environmentally significant landscape elements
4. The facilitation of robust connections between Kyle and the surrounding region
5. The creation and enhancement of pedestrian mobility systems and linkages
6. The fostering of a sense of community cohesion, identity, and accessibility to establish Kyle as a destination
7. The reduction of traffic and roadway congestion
8. The development of the economic potential of I-35 in a manner beneficial to Kyle's overall goals
9. The strategic creation of elements necessary for a balanced tax base

The emphasis of the Future Land Use Plan will therefore be on creating better systems for navigating Kyle, both for vehicles and pedestrians, preserving significant landscapes while directing new growth in appropriate areas, and designing a strong core that will confer identity and foster economic growth. The mixture of suitable land uses, the transitions between land uses, and use intensities will be especially critical in Kyle's Future Land Use Plan. Additionally, developing a clear purpose and identity for each different area of the City will make the Plan a more valuable and flexible tool as the future unfolds. For this reason, district designations will be utilized to define the areas of Kyle.

Using Districts in Land Use Planning

The primary function of the Future Land Use Plan is to materialize community vision relating to land use, while providing a policy guide that will inform and direct future zoning actions. Therefore a structure needs to be introduced that is capable of achieving these goals. Kyle is currently in a situation where new development is creating tensions

with existing land uses, resulting in negative conditions such as awkward land use transitions and traffic congestion. For this reason, the Future Land Use Plan must speak to the existing zoning conditions and provide directives for new growth. Recognizing the rights of current property owners while providing direction for future growth and use is most effectively achieved in such cases through the use of Land Use Districts.

Districts allow for a combination of related uses in one designated area, so that a general form is established, but flexibility within that form is created as well. They allow for a range of conditions within the context of development, including community form, level of integration, and distributions of density. District designations are especially helpful when:

- Historic zoning practices have created significant variation in current uses
- Areas designated will not likely be developed in the immediate future
- A convergence of suitable or desirable uses occurs within the area of interest
- The projected tax base needs are inconsistent with existing patterns of use

In Kyle, all of the above conditions occur. Therefore, the Future Land Use Plan for the City of Kyle consists of a series of land use districts. There are 15 designated land use districts, as well as two corridor conditions, specified in the Future Land Use Plan. For each of these districts, the jurisdiction, character, intent, authority, and application of the designation is provided. The following is a description of the elements identified for each district:

Jurisdiction. A description and key map are provided to explain the current conditions within the district and highlight the areas within Kyle and its ETJ that correspond to the land use district designation.

Character. The Districts of the Kyle Future Land Use Plan are designed to embody a specific form and function. Many of the future decisions regarding land use, such as special district designations, zoning amendments, and development activity, are shaped by the policies set forth for each district. In the Character definition, the form of each land use district is established and a sense of the qualitative nature

is provided. Elements of Character include continuity, scale, transitions, and unique landscape features.

Intent. Just as the form of each district is described in the Character definition, the function of each district is described in the Intent definition. To ensure that the integrity of these districts is preserved through future changes, the intent (primary function) of each individual district is provided. Action items and goals statements make up the Intent definition and provide guidance for future decisions regarding land use within each district. Although there may be a primary use for some of the districts, each district in the Future Land Use Plan is intended to function as a mixture of general land use categories.

Authority. Patterns of density for both residential and commercial uses reinforce the character of a community, as they determine not only the intensity of development and occupation but also the intensity of the building fabric within the community landscape. In the Future Land Use Plan, appropriate density ranges are established within each district. Density levels are then correlated to the development approval process so that the most appropriate density patterns can be developed more easily, while a wider range of density patterns are permitted through additional conditions and an enhanced review process.

Application. In addition to the distribution of density, it is important to designate appropriate uses within a district. However, it is the function of the Zoning Code to designate approved uses for a site. The Future Land Use Plan therefore identifies in the Application section which of the City's zoning categories are appropriate for a particular Land Use District. For each district, a chart identifying the Kyle zoning categories and their applicability within each land use district is included. The land uses within each district should reinforce the character of that district, so that as Character and Intent direct form and function, Application directs appropriate future zoning designations.

Exceptions. During land entitlement and development procedures of properties both adjacent to existing city limits and in the extraterritorial jurisdiction in general, occasionally (a) landowner(s) will enter into what's termed a Chapter 212 development agreement, or more commonly a 'Development Agreement'. As described by the Texas Municipal League, 'Subchapter G of Chapter 212 of the Texas Local Government Code, which was enacted in 2003, allows any city (other than the City of Houston) to

to enter into a written contract with an owner of land in the city's extraterritorial jurisdiction to: (1) guarantee the land's immunity from annexation for a period up to 15 years; (2) extend certain aspects of the city's land use and environmental authority over the land; (3) authorize enforcement of land use regulations other than those that apply within the city; (4) provide for infrastructure for the land; and (5) provide for the annexation of the land as a whole or in parts and to provide for the terms of annexation, if annexation is agreed to by the parties. Kyle has entered into multiple 212 agreements with a variety of land owners, some of which exist in the city limits, some outside of it, and some straddle the boundary. These properties are entitled to development processes and procedures that are monumented and preserved outside the bounds of traditional code language, and instead spelled out in these specific civil contracts, administered and enforced by both the land owner(s) and the city, jointly. Because the properties are activated at a separate standard, they are not to be considered for zoning entitlements in the traditional manner as other, non-entitled property. They receive the rights and privileges that the previously agreed upon development agreement affords them. For that reason, the designated property, and not necessarily extending to the entire region at large. The extension of the rights and privileges is allowable, on a case-by-case basis as determined by recommendation of the Planning & Zoning Commission and ratification by the Mayor & City Council.

Application. In addition to the distribution of density, it is important to designate appropriate uses within a district. However, it is the function of the Zoning Code to designate approved uses for a site. The Future Land Use Plan therefore identifies in the Application section which of the City's zoning categories are appropriate for a particular Land Use District. For each district, a chart identifying the Kyle zoning categories and their applicability within each land use district is included. The land uses within each district should reinforce the character of that district, so that as Character and Intent direct form and function, Application directs appropriate future zoning designations.

Corridor Condition. The Land Use Plan identifies areas that directly interface with key roadways as Corridor Conditions. The intent of the Corridor Condition is to link design with use, so that form and function are united. While the land uses within the Corridor Condition are the same as those of the land use district in which it is found, the design of these areas should follow the standards detailed in the Urban Design section of this Comprehensive Plan. This will create vibrant and active spaces along roadways, increasing visibility and identity for Kyle. All private land parcels that interface with the roadways identified by the Corridor Condition should follow the corridor design standards contained in the Urban Design Plan element of this Comprehensive Plan document.

The Districts of the Future Land Use Plan

Each district of the Future Land Use Plan was created to manifest land use in a consistent, yet unique manner, fostering a clearly recognizable sense of place. This sense of place in turn reinforces the meaning, and therefore community, established within the various areas of the City of Kyle.

The land use districts of the Future Land Use Plan are grouped into three general categories. These categories articulate the primary determinant of the nature of each district. This determinant guides and directs decisions made regarding form, function, boundaries, density, and acceptable uses within the given district. The districts of the Future Land Use Plan are categorized as:

- Landscapes preserve and promote environment
- Communities preserve and promote neighborhoods
- Nodes preserve and promote commercial development

Future Land Use Plan Map Graphic

Figure 2 displays the 15 land use districts designed for Kyle, as well as the two corridor conditions. Each one of the Landscapes, Communities, and Nodes will be described in greater detail on the following pages. The Corridor Conditions are conceptually illustrated on the Land Use Plan graphic in Figure 2 as a series of hatched areas, marking land that directly interfaces with key roadways, including existing roadways and those identified by the Thoroughfare Plan element of this Comprehensive Plan document.

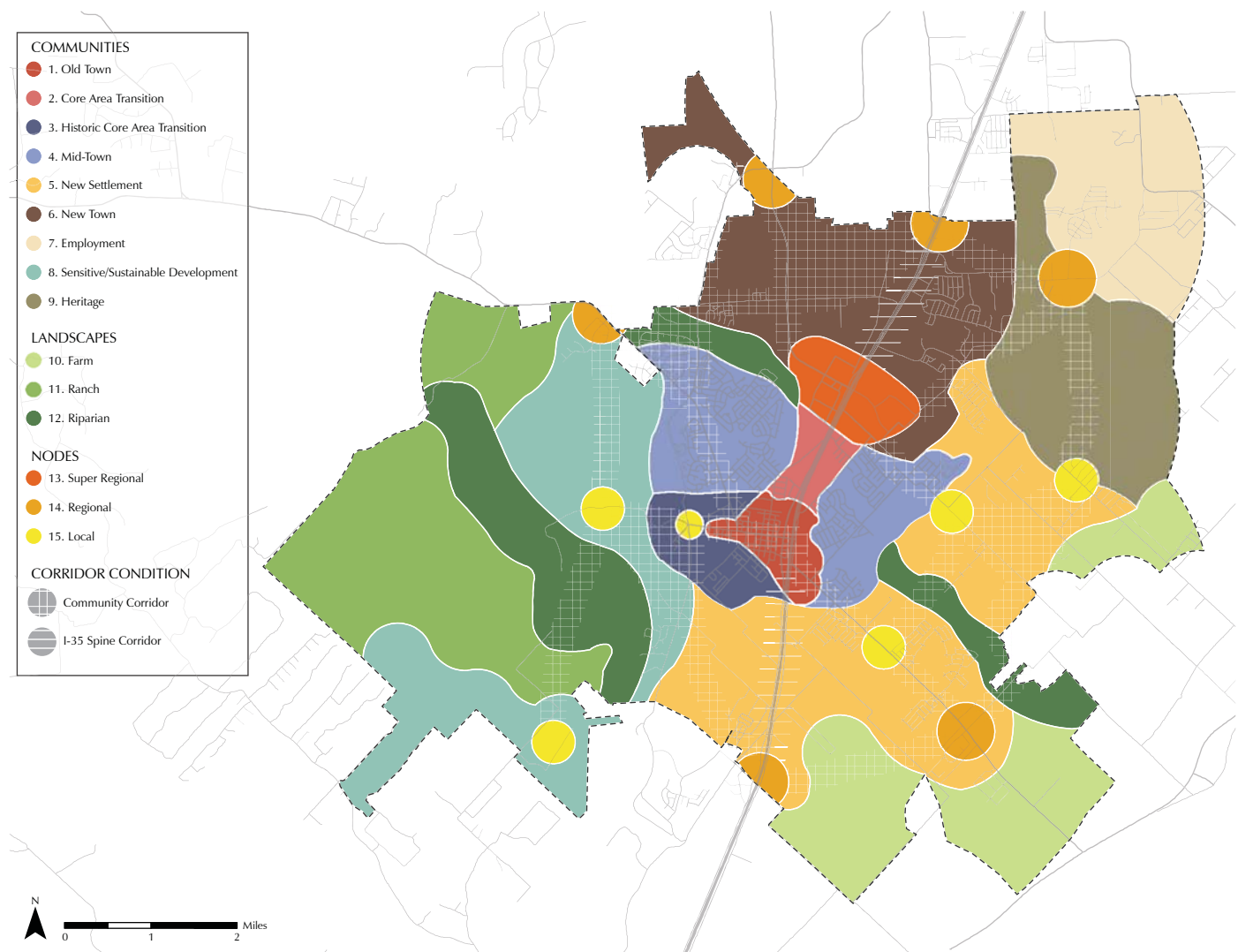


Figure 2: Kyle Future Land Use Plan.

LANDSCAPES

The primary purpose of Landscapes is to enhance the quality of environment and protect natural and agricultural assets. In the Landscapes of Kyle, development and subsequent use should respond to the prevailing landscape context of the district. For this reason, The Landscapes of Kyle are distinguished primarily by treatment of, and respect for, the ground plane, which is the dominant condition within which buildings and activities reside. The primary determinants of visual character in the Landscapes are: native vegetation, historic agricultural practices, stormwater management techniques and site design/intervention, and resolution of the architectural elements with the prevailing ground form.

The Landscapes of Kyle include:

- The Farm District
- The Ranch District
- The Riparian District

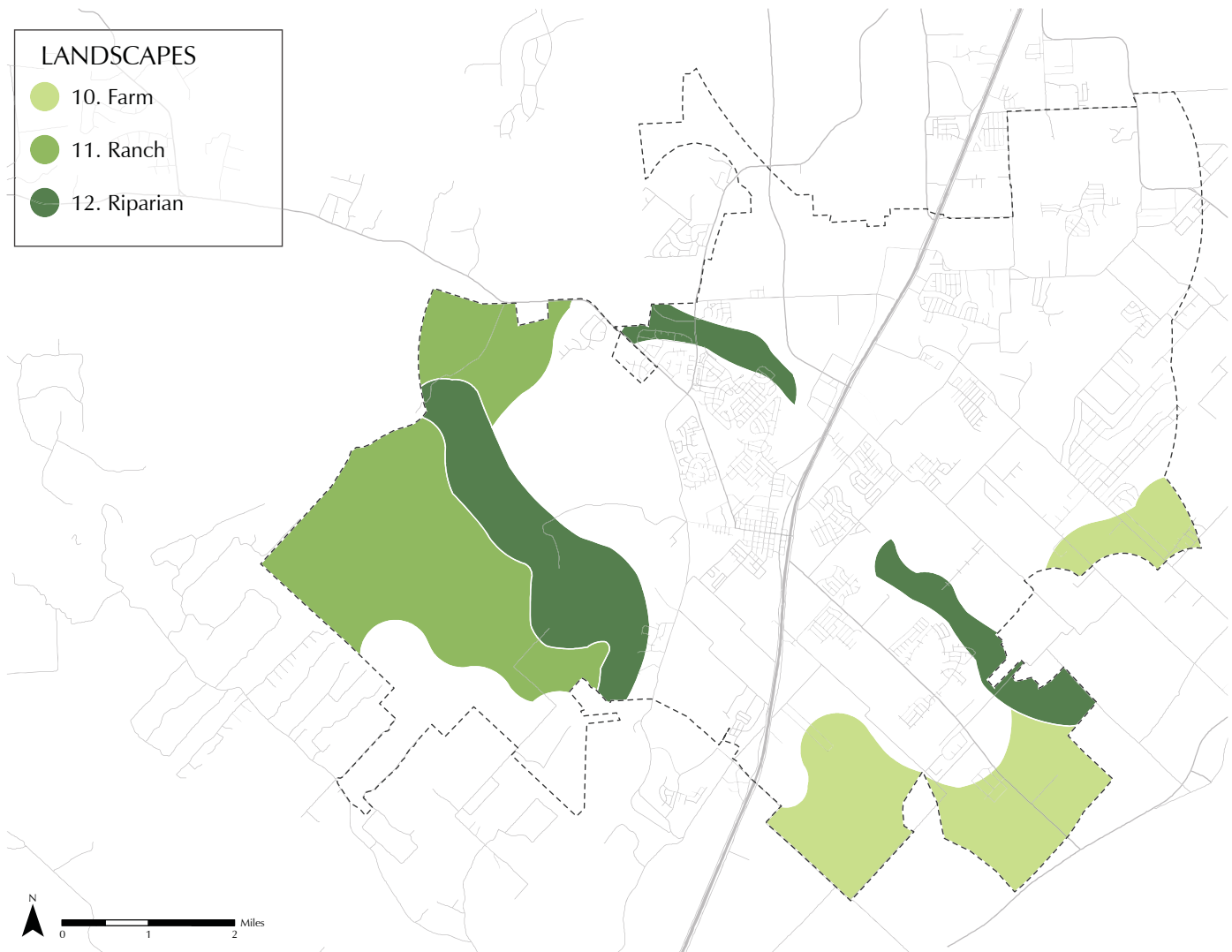


Figure 3: Kyle Landscapes Map.

FARM DISTRICT

CHARACTER

The Farm Districts are currently characterized by crop production and rural roadways 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 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. 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 Districts, the intent of this District 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

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

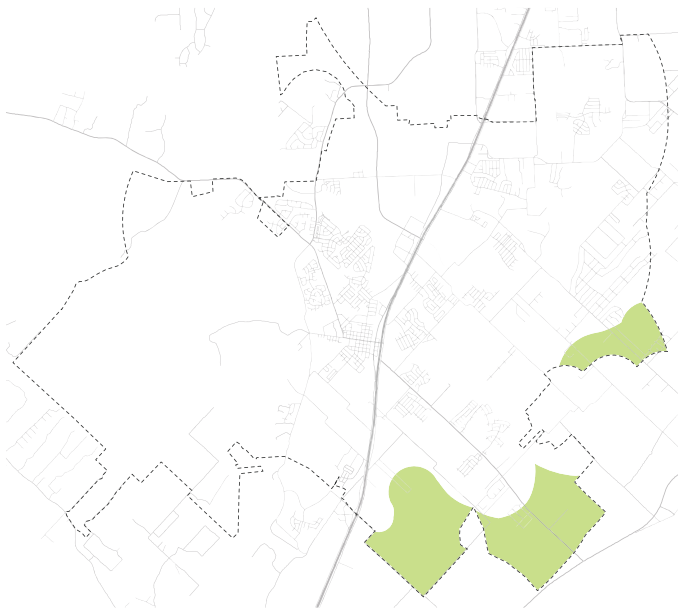


Figure 4: Farm District Key Map.



Illustrative Photograph



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Farm District.
- Not Recommended: Development plan is not appropriate for the Farm District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	< 1	< 0.15
Conditional	1 - 2	0.15 - 0.23
Not Recommended	> 2	> 0.23

APPLICATION

The following chart displays existing zoning categories and their applicability to the Farm District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Recommended	Neighborhood Commercial	Conditional
Central Business District 1	CBD-1	Not Recommended		
Central Business District 2	CBD-2	Not Recommended		
Construction/Manufacturing	C/M	Not Recommended		
Entertainment	E	Not Recommended		
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Conditional		
Single-family Residential 2	R-1-2	Not Recommended		
Single-family Attached	R-1-A	Not Recommended		
Residential Condominium	R-1-C	Not Recommended		
Residential Townhouse	R-1-T	Not Recommended		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Not Recommended		
Multi-family Residential 2	R-3-2	Not Recommended		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Not Recommended		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

RANCH DISTRICT

CHARACTER

The Ranch Districts 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 District will preserve this element of Kyle's heritage and also preserve the environmental integrity of these sensitive areas. The Ranch District is an important recharge zone for underground aquifers that provide clean water to the region. A mix of open spaces and historic oak trees are typical of the Ranch District, and rolling topography in this landscape results in significant vistas. Agricultural uses consist primarily of grazing activities, with some selectively appropriate fields and crop cultivation. Growth in the Ranch District should be managed 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.

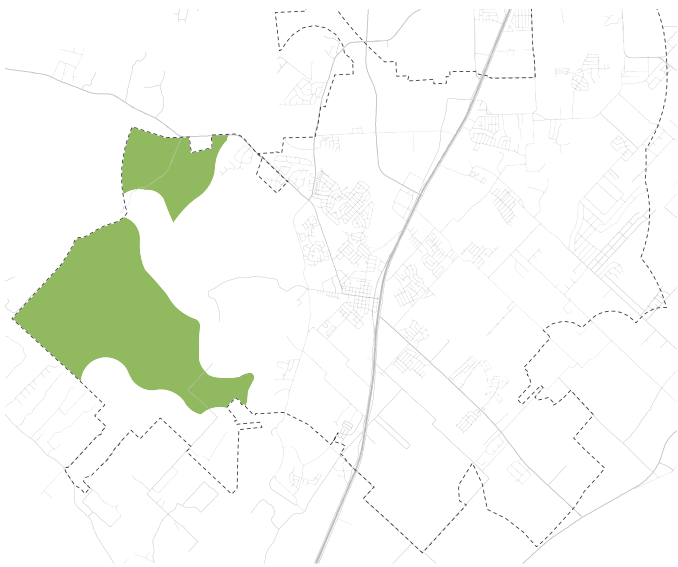


Figure 5: Ranch District Key Map.

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. Ranch land 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 Districts 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 District.



Illustrative Photograph



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Ranch District.
- Not Recommended: Development plan is not appropriate for the Ranch District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	< 1	< 0.15
Conditional	1 - 2	0.15 - 0.23
Not Recommended	> 2	> 0.23

APPLICATION

The following chart displays existing zoning categories and their applicability to the Ranch District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Recommended	Neighborhood Commercial	Conditional
Central Business District 1	CBD-1	Not Recommended	Conditional By Development Agreement	
Central Business District 2	CBD-2	Not Recommended	BRR/Six Creeks:	R-1-1, R-3-3, R/S
Construction/Manufacturing	C/M	Not Recommended	Nance/Bradshaw:	R-1-2, R-3-3, R/S
Entertainment	E	Not Recommended	McCoy:	R-1-2, R-3-3, R/S
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Conditional		
Single-family Residential 2	R-1-2	Not Recommended		
Single-family Attached	R-1-A	Not Recommended		
Residential Condominium	R-1-C	Not Recommended		
Residential Townhouse	R-1-T	Not Recommended		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Not Recommended		
Multi-family Residential 2	R-3-2	Not Recommended		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Not Recommended		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

RIPARIAN DISTRICT

CHARACTER

The Riparian Districts 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 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 resources increase.

INTENT

The intent of the Riparian District designation is to prevent the loss of sensitive riparian habitat that impacts regional environmental quality. Ecologically appropriate development policies and design standards should be defined in these areas. 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 Districts should be a priority for preservation and should connect the various development forms to promote community cohesion.

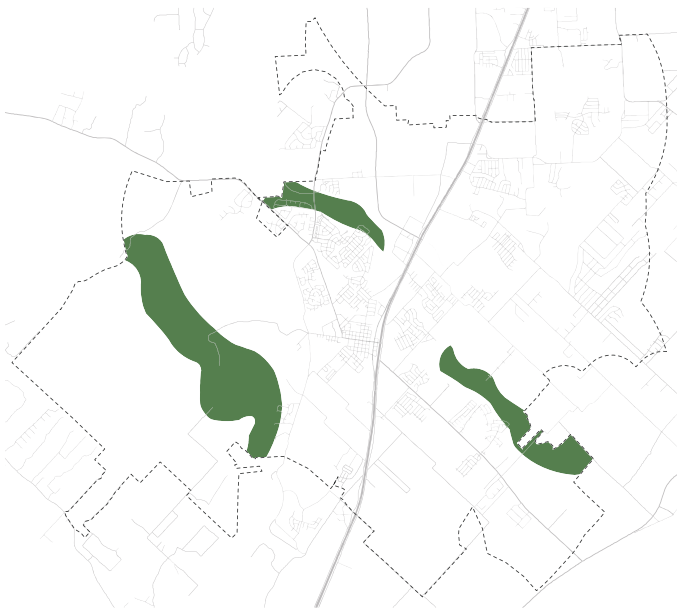


Figure 6: Riparian District Key Map.

JURISDICTION

The Riparian District occurs along the major waterways within Kyle and its ETJ: the Blanco River and Plum Creek. The Riparian Districts 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.



Illustrative Photograph



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Riparian District.
- Not Recommended: Development plan is not appropriate for the Riparian District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	< 1	< 0.15
Conditional	1 - 2	0.15 - 0.23
Not Recommended	> 2	> 0.23

APPLICATION

The following chart displays existing zoning categories and their applicability to the Riparian District.

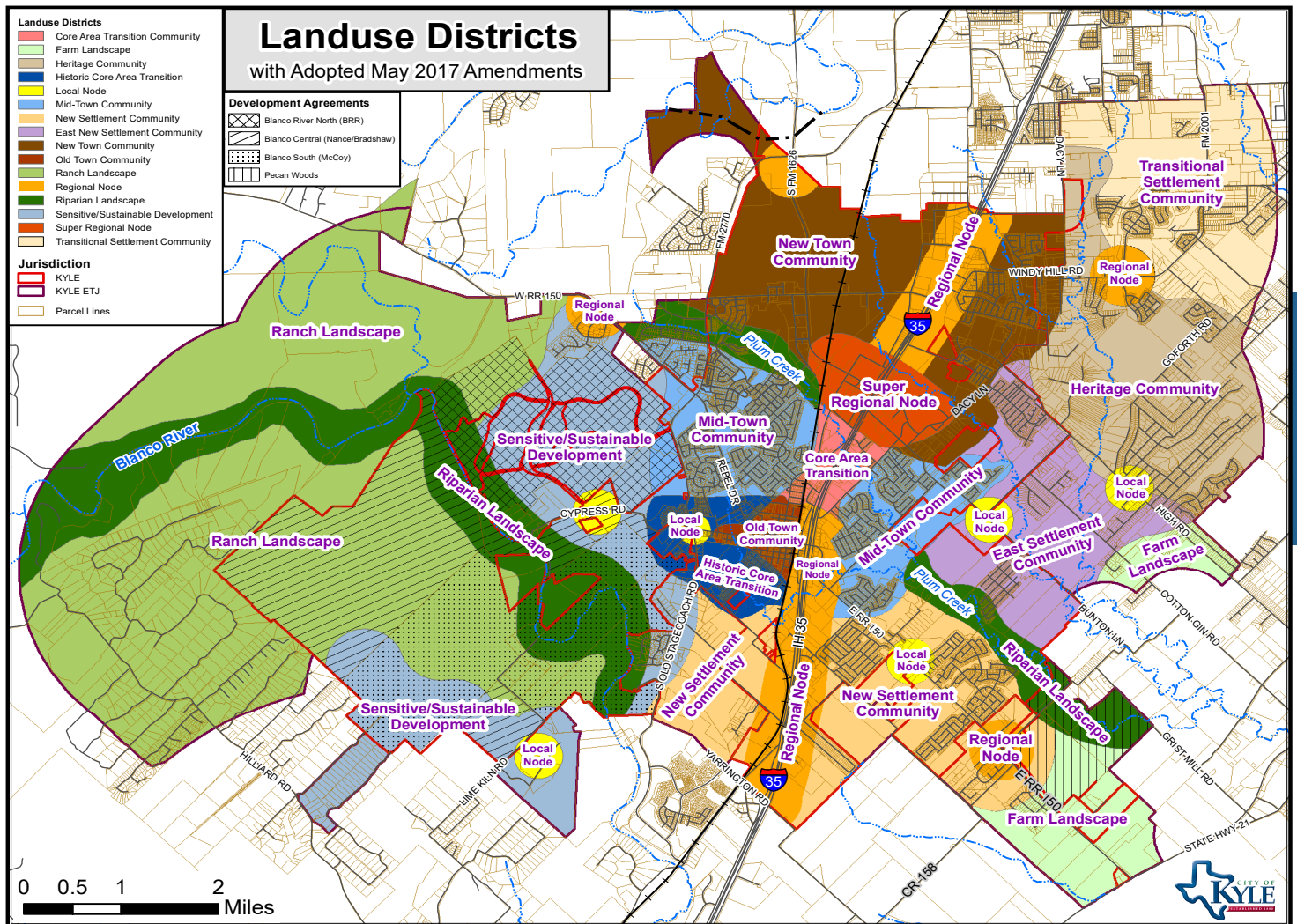
Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Recommended	Conditional By Development Agreement	
Central Business District 1	CBD-1	Not Recommended	BRR/Six Creeks:	R-1-1, R-3-3, R/S
Central Business District 2	CBD-2	Not Recommended	Nance/Bradshaw:	R-1-2, R-3-3, R/S
Construction/Manufacturing	C/M	Not Recommended	McCoy:	R-1-2, R-3-3, R/S
Entertainment	E	Not Recommended	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
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Conditional		
Single-family Residential 2	R-1-2	Not Recommended		
Single-family Attached	R-1-A	Not Recommended		
Residential Condominium	R-1-C	Not Recommended		
Residential Townhouse	R-1-T	Not Recommended		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Not Recommended		
Multi-family Residential 2	R-3-2	Not Recommended		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Not Recommended		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

COMMUNITIES

The Communities of Kyle are oriented around neighborhoods and neighborhood services. Although densities and distributions of acceptable uses may vary among them, collectively these districts make up the community fabric of the City of Kyle and directly impact Kyle's quality of life.

The Communities of Kyle are oriented according to an urban—rural gradient, meaning that the intensity of use varies according to prevailing residential form. The primary determinants of visual character in the Kyle Communities are: street definition, spatial arrangement of the built fabric, articulation of the common ground plane, and the interface between buildings and the common ground plane.



ORIGINAL TOWN DISTRICT

CHARACTER

Development within the Original 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, specialty commercial, and residential. Significant features include I-35, the railroad, City Hall, and Police Headquarters, and the landmark City Square. The Original Town District embodies the characteristics of a Rural Town Center through consistent community form, continuity, and scale. The scale of reference is a uniform Original 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 Original Town District must be re-established as the central community of 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 Original 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 Original 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 Original 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 Original Town District should span I-35, creating greater east-west connections. Uses in the Original Town District are addressed in greater detail in the Downtown Revitalization Plan element of this Comprehensive Plan document.

JURISDICTION

Kyle's Original 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 Original Town District.



Illustrative Photograph

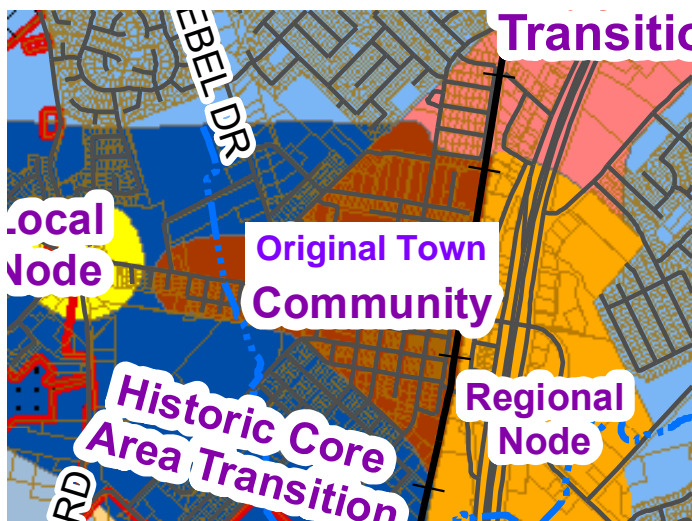


Figure 8: Original Town District Key Map



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Original Town District.
- Not Recommended: Development plan is not appropriate for the Original Town District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	4 - 12	1.0 - 1.6
Conditional	12.1 - 25	< 1.0
Not Recommended	< 4; > 25	> 1.6

APPLICATION

The following chart displays existing zoning categories and their applicability to the Original Town District.

Zoning Category	Abbreviation	Use Qualification
Agricultural District	A	Not Recommended
Central Business District 1	CBD-1	Recommended
Central Business District 2	CBD-2	Recommended
Construction/Manufacturing	C/M	Not Recommended
Entertainment	E	Recommended
Hospital Services	HS	Not Recommended
Manufactured Home	M-1	Not Recommended
Manufactured Home Subdivision	M-2	Not Recommended
Manufactured Home Park	M-3	Not Recommended
Single-family Residential 1	R-1-1	Not Recommended
Single-family Residential 2	R-1-2	Not Recommended
Single-family Attached	R-1-A	Conditional
Residential Condominium	R-1-C	Conditional
Residential Townhouse	R-1-T	Recommended
Residential Two-family	R-2	Conditional
Multi-family Residential 1	R-3-1	Not Recommended
Multi-family Residential 2	R-3-2	Conditional
Apartments Residential	R-3-3	Conditional
Retail/Service	R/S	Recommended
Recreational Vehicle Park	RV	Not Recommended
Transportation/Utilities	T/U	Not Recommended
Urban Estate District	UE	Not Recommended
Warehouse	W	Not Recommended

Zoning Category	Use Qualification
Community Commercial	Recommended
Neighborhood Commercial	Recommended
Mixed-Use	Recommended
Single-family Residential 3 (R-1-3)	Conditional



Illustrative Photograph

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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, 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.

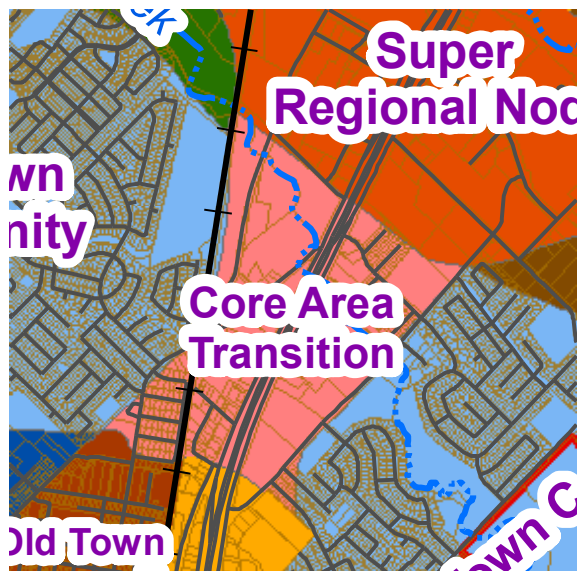


Figure 9: Core Area Transition District Key Map.



Illustrative Photograph



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Core Area Transition District.
- Not Recommended: Development plan is not appropriate for the Core Area Transition District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	15 - 25	1.2 - 3.2
Conditional	4 - 14.9; > 25	< 1.2
Not Recommended	< 4	> 3.2

APPLICATION

The following chart displays existing zoning categories and their applicability to the Core Area Transition District.

Zoning Category	Abbreviation	Use Qualification
Agricultural District	A	Not Recommended
Central Business District 1	CBD-1	Not Recommended
Central Business District 2	CBD-2	Not Recommended
Construction/Manufacturing	C/M	Not Recommended
Entertainment	E	Recommended
Hospital Services	HS	Conditional
Manufactured Home	M-1	Not Recommended
Manufactured Home Subdivision	M-2	Not Recommended
Manufactured Home Park	M-3	Not Recommended
Single-family Residential 1	R-1-1	Not Recommended
Single-family Residential 2	R-1-2	Not Recommended
Single-family Attached	R-1-A	Conditional
Residential Condominium	R-1-C	Conditional
Residential Townhouse	R-1-T	Conditional
Residential Two-family	R-2	Not Recommended
Multi-family Residential 1	R-3-1	Not Recommended
Multi-family Residential 2	R-3-2	Conditional
Apartments Residential	R-3-3	Conditional
Retail/Service	R/S	Recommended
Recreational Vehicle Park	RV	Not Recommended
Transportation/Utilities	T/U	Not Recommended
Urban Estate District	UE	Not Recommended
Warehouse	W	Not Recommended

Zoning Category	Use Qualification
Community Commercial	CC Recommended
Neighborhood Commercial	NC Recommended
Mixed-Use	MXD Recommended
Office/Institutional	O/I Recommended

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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, ensuring the shift from township to rural landscape should be maintained. This can be accomplished by transition in the build 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.

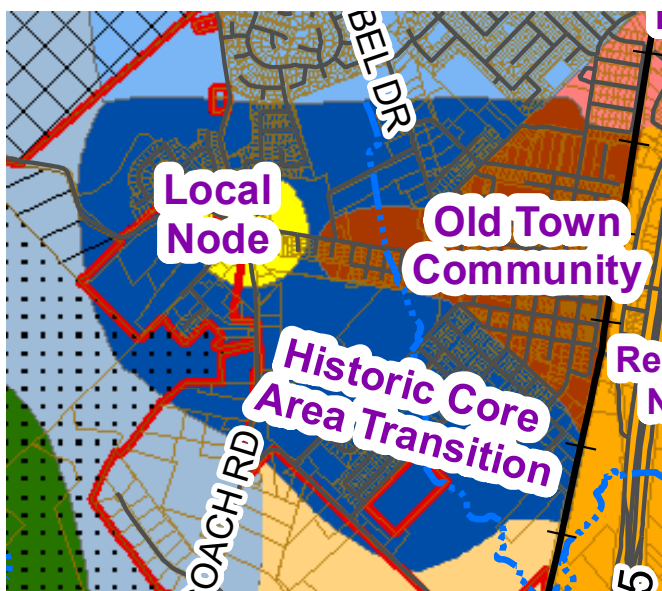


Figure 10: Historic Core Area Transition District Key Map.



Illustrative Photograph



Illustrative Photograph

East Settlement District

CHARACTER

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 view sheds 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 stormwater management in the form of street-side ditches and interconnected swales, rather than traditional curbs, gutters, and concrete stream channels.

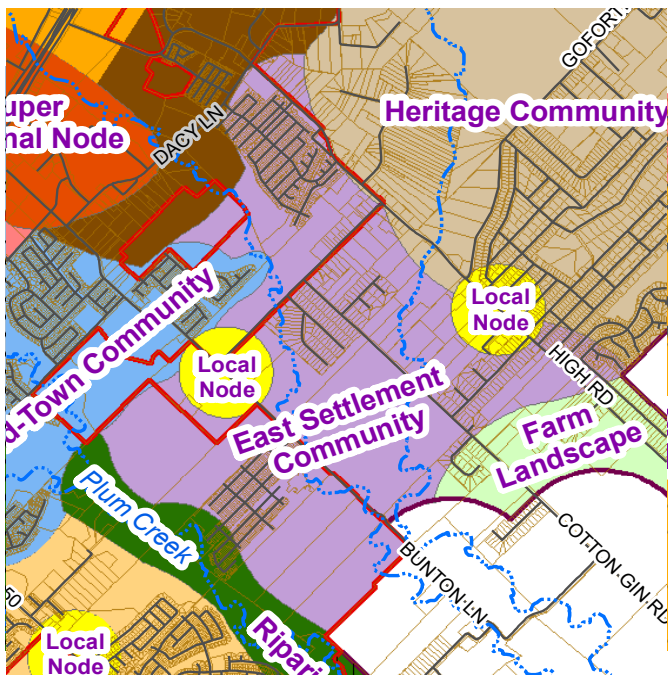
INTENT

The purpose of the East Settlement 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 build infrastructure and land form 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.

Zoning Category	Abbreviation	Use Qualification
Urban Estate	UE	Recommended
Single-family Residential-1	R-1-1	Recommended
Single-family Residential-2	R-1-2	Recommended
Single-family Residential-3	R-2-3	Conditional
Single-family Attached	R-1-A	Conditional
Residential Two-family	R-2	Conditional
Residential Condominium	R-1-C	Conditional
Neighborhood Commercial	NC	Conditional
Community Commercial	CC	Conditional
Residential Townhouse	R-1-T	Conditional
Manufactured Home	M-1	Conditional
Manufactured Home Subdivision	M-2	Conditional



AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Historic Core Area Transition District.
- Not Recommended: Development plan is not appropriate for the Historic Core Area Transition District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	4 - 6	0.15 - 0.2
Conditional	< 4; 6.1 - 18	0.2 - 0.3
Not Recommended	> 18	> 0.3

APPLICATION

The following chart displays existing zoning categories and their applicability to the Historic Core Area Transition District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Conditional	R-1-3	Recommended
Central Business District 1	CBD-1	Not Recommended	Neighborhood Commercial	Conditional
Central Business District 2	CBD-2	Not Recommended	Mixed-Use	Conditional
Construction/Manufacturing	C/M	Not Recommended		
Entertainment	E	Conditional		
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Recommended		
Single-family Residential 2	R-1-2	Recommended		
Single-family Attached	R-1-A	Recommended		
Residential Condominium	R-1-C	Not Recommended		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Conditional		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Not Recommended		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Conditional		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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 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.



Illustrative Photograph

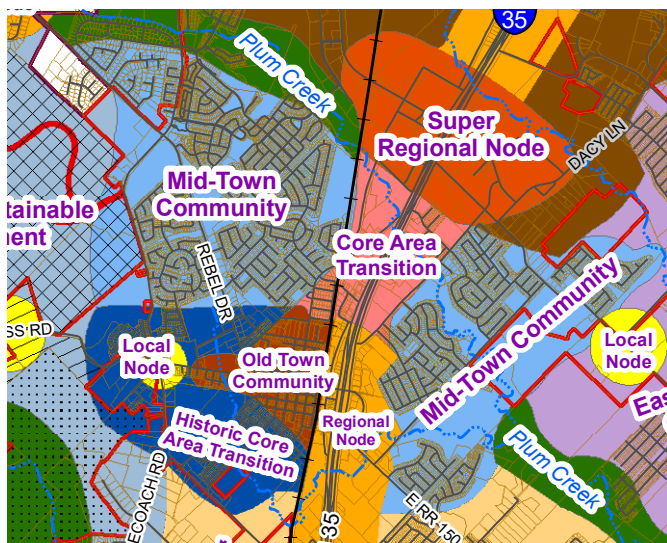


Figure 11: Mid-Town District Key Map.



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Mid-Town District.
- Not Recommended: Development plan is not appropriate for the Mid-Town District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	4 - 6	0.15 - 0.2
Conditional	6.1 - 15	0.2 - 0.3
Not Recommended	< 4; > 15	> 0.3

APPLICATION

The following chart displays existing zoning categories and their applicability to the Mid-Town District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Not Recommended	R-1-3	Recommended
Central Business District 1	CBD-1	Not Recommended	Neighborhood Commercial	Recommended
Central Business District 2	CBD-2	Not Recommended	Community Commercial	Conditional
Construction/Manufacturing	C/M	Not Recommended	Mixed-Use	Conditional
Entertainment	E	Conditional	Office/Institutional	Conditional
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Recommended		
Single-family Residential 2	R-1-2	Recommended		
Single-family Attached	R-1-A	Conditional		
Residential Condominium	R-1-C	Not Recommended		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Conditional		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Not Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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 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

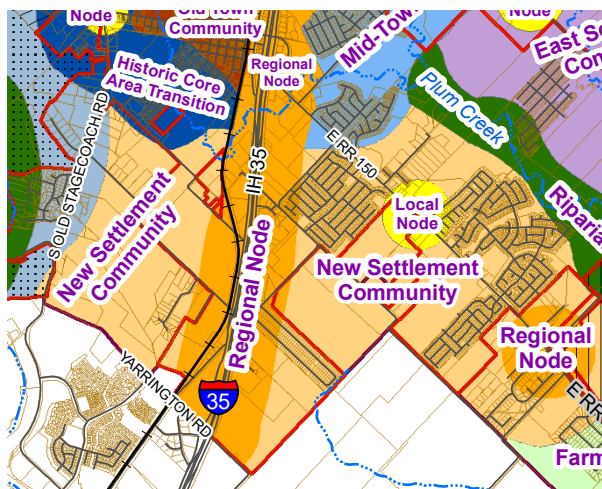
so far removed from sewer and/or sufficient water supply. Public space is not encroached on by private functions. The New Settlement District has a lower density and intensity of development than the adjacent Mid-Town District, and the open character of the landscape removed from the interstate corridor 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 compliment 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.



KYLE COMPREHENSIVE PLAN



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the New Settlement District.
- Not Recommended: Development plan is not appropriate for the New Settlement District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	4 - 6	0.15 - 0.2
Conditional	< 4; 6.1 - 15	0.2 - 0.3
Not Recommended	> 15	> 0.3

APPLICATION

The following chart displays existing zoning categories and their applicability to the New Settlement District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Not Recommended	Office/Institutional	Recommended
Central Business District 1	CBD-1	Not Recommended	Community Commercial	Conditional
Central Business District 2	CBD-2	Not Recommended	Neighborhood Commercial	Conditional
Construction/Manufacturing	C/M	Not Recommended	Mixed-Use	Conditional
Entertainment	E	Conditional		
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended	Conditional by Development Agreement	
Manufactured Home Subdivision	M-2	Not Recommended	McCoy D.A:	R-1-2, R-3-3, R/S
Manufactured Home Park	M-3	Not Recommended	Pecan Woods D.A:	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
Single-family Residential 1	R-1-1	Conditional		
Single-family Residential 2	R-1-2	Conditional		
Single-family Attached	R-1-A	Conditional		
Residential Condominium	R-1-C	Conditional		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Conditional		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Conditional		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Conditional		
Urban Estate District	UE	Conditional		
Warehouse	W	Conditional		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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 uses provide a transition to integrate the community form of New Town with surrounding communities, landscapes, and nodes.

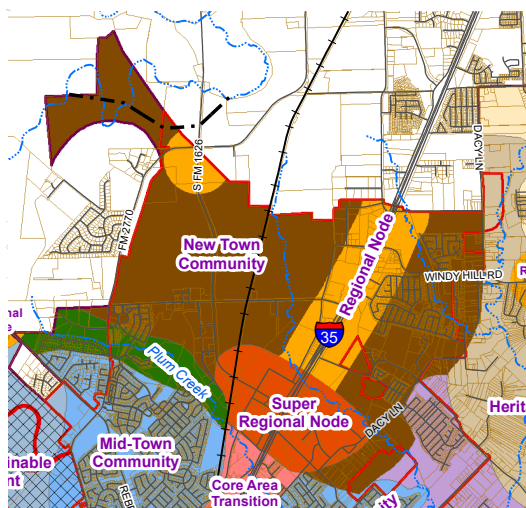


Figure 13: New Town District Key Map.

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 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 compliment 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.



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the New Town District.
- Not Recommended: Development plan is not appropriate for the New Town District.

	Residential (dwelling units/acre)	Non-Residential Single Use (Floor to Area Ratio)	Non-Residential Mixed Use (Floor to Area Ratio)
Preferred	4 - 6	0.2 - 0.4	0.3 - 1.0
Conditional	2 - 4; > 6	0.4 - 0.6	1.0 - 3.0
Not Recommended	< 2	< 0.2; > 0.6	< 0.3; > 3.0

APPLICATION

The following chart displays existing zoning categories and their applicability to the New Town District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Conditional	R-1-3	Recommended
Central Business District 1	CBD-1	Not Recommended	Community Commercial	Recommended
Central Business District 2	CBD-2	Not Recommended	Neighborhood Commercial	Recommended
Construction/Manufacturing	C/M	Conditional	Mixed-Use	Recommended
Entertainment	E	Conditional	Office/Institutional	Recommended
Hospital Services	HS	Conditional		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Recommended		
Single-family Residential 2	R-1-2	Recommended		
Single-family Attached	R-1-A	Conditional		
Residential Condominium	R-1-C	Recommended		
Residential Townhouse	R-1-T	Recommended		
Residential Two-family	R-2	Recommended		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Recommended		
Apartments Residential	R-3-3	Recommended		
Retail/Service	R/S	Recommended		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Conditional		
Urban Estate District	UE	Conditional		
Warehouse	W	Conditional		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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.

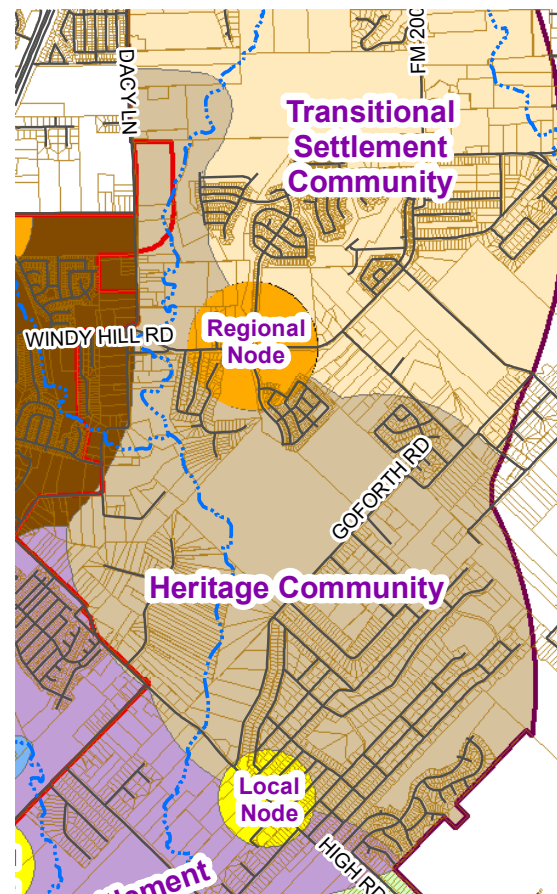
INTENT

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 issues 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 primarily served by Bebee Road and Goforth Road.



AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Employment District.
- Not Recommended: Development plan is not appropriate for the Employment District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	6 - 12	0.2 - 0.35
Conditional	< 6	0.35 - 3.2
Not Recommended	> 12	< 0.2; > 3.2

APPLICATION

The following chart displays existing zoning categories and their applicability to the Employment District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualification
Agricultural District	A	Recommended	R-1-3	Conditional
Central Business District 1	CBD-1	Not Recommended	Community Commercial	Conditional
Central Business District 2	CBD-2	Not Recommended	Neighborhood Commercial	Recommended
Construction/Manufacturing	C/M	Conditional		
Entertainment	E	Conditional		
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Conditional		
Manufactured Home Park	M-3	Conditional		
Single-family Residential 1	R-1-1	Recommended		
Single-family Residential 2	R-1-2	Recommended		
Single-family Attached	R-1-A	Conditional		
Residential Condominium	R-1-C	Conditional		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Conditional		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Not Recommended		
Apartments Residential	R-3-3	Not Recommended		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Conditional		
Transportation/Utilities	T/U	Conditional		
Urban Estate District	UE	Recommended		
Warehouse	W	Conditional		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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 county will continue. The Sensitive/Sustainable Development District should be characterized primarily by Low- Impact Development. To this end, development and build 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 rang 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.

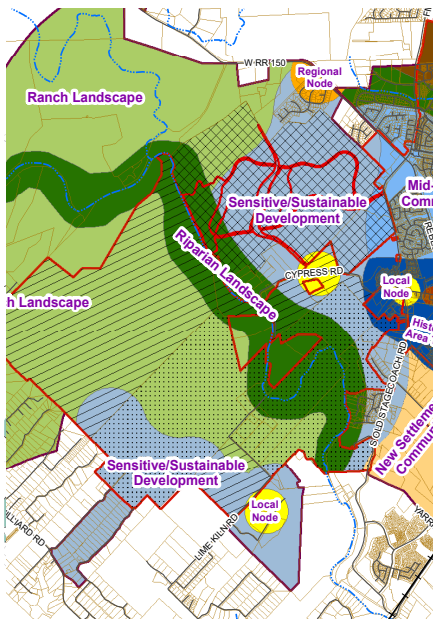


Figure 15: Sensitive/Sustainable Development District Key Map.



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Sensitive/Sustainable Development District.
- Not Recommended: Development plan is not appropriate for the Sensitive/Sustainable Development District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	< 1	< 0.2
Conditional	1 - 6	0.2 - 0.3
Not Recommended	> 6	> 0.3

APPLICATION

The following chart displays existing zoning categories and their applicability to the Sensitive/Sustainable Development District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualifications
Agricultural District	A	Recommended	Neighborhood Commercial	Conditional
Central Business District 1	CBD-1	Not Recommended	BRR/Six Creeks D.A:	R-1-1, R-1-2, R/S
Central Business District 2	CBD-2	Not Recommended	Nance/Bradshaw D.A:	R-1-2, R-3-3, R/S
Construction/Manufacturing	C/M	Not Recommended	McCoy D.A:	R-1-2, R-3-3, R/S
Entertainment	E	Not Recommended		
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Conditional		
Single-family Residential 2	R-1-2	Conditional		
Single-family Attached	R-1-A	Conditional		
Residential Condominium	R-1-C	Not Recommended		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Conditional		
Multi-family Residential 1	R-3-1	Not Recommended		
Multi-family Residential 2	R-3-2	Not Recommended		
Apartments Residential	R-3-3	Conditional		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Conditional		
Urban Estate District	UE	Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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-served 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 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.

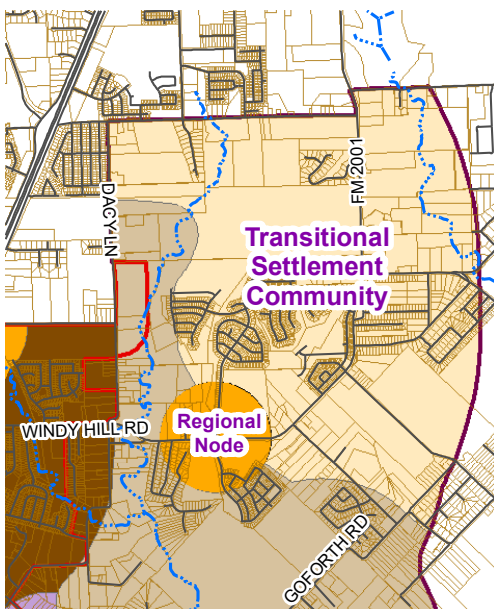


Figure 16: Heritage District Key Map.



Illustrative Photograph



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Heritage District.
- Not Recommended: Development plan is not appropriate for the Heritage District.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	< 1	< 0.2
Conditional	1 - 6	0.2 - 0.3
Not Recommended	> 6	> 0.3

APPLICATION

The following chart displays existing zoning categories and their applicability to the Heritage District.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualifications
Agricultural District	A	Recommended	Neighborhood Commercial	Conditional
Central Business District 1	CBD-1	Not Recommended	R-1-3	Conditional
Central Business District 2	CBD-2	Not Recommended	Community Commercial	Conditional
Construction/Manufacturing	C/M	Recommended		
Entertainment	E	Conditional		
Hospital Services	HS	Conditional		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Conditional		
Manufactured Home Park	M-3	Conditional		
Single-family Residential 1	R-1-1	Recommended		
Single-family Residential 2	R-1-2	Conditional		
Single-family Attached	R-1-A	Conditional		
Residential Condominium	R-1-C	Conditional		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Conditional		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Conditional		
Apartments Residential	R-3-3	Conditional		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Conditional		
Transportation/Utilities	T/U	Conditional		
Urban Estate District	UE	Recommended		
Warehouse	W	Conditional		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

NODES

As the neighborhood fabric shapes the Communities of Kyle, commercial activity is the primary determinant of the Nodes of Kyle. The areas designated as Nodes should be characterized primarily by retail, office, tech/flex, and multi-family residential activity, and should occur at intersections of major roadways within the thoroughfare system. These nodes should increase in development intensity proportionately as the City itself grows. By aggregating commercial development at critical areas within the City, a concentration of value is created, enhancing the appeal of these areas for desirable development. Encouraging such growth at the Nodes will also enhance the visual character of the City.

The Nodes of Kyle are made distinctive through the enhancement of their visual character and intensity of development. This is achieved by the expression of density, the horizontal and vertical distribution of uses, the nature of activity at the ground level, and the patterns of movement within the node.

The Nodes of Kyle include:

- Local Nodes
- Regional Nodes
- Super Regional Node

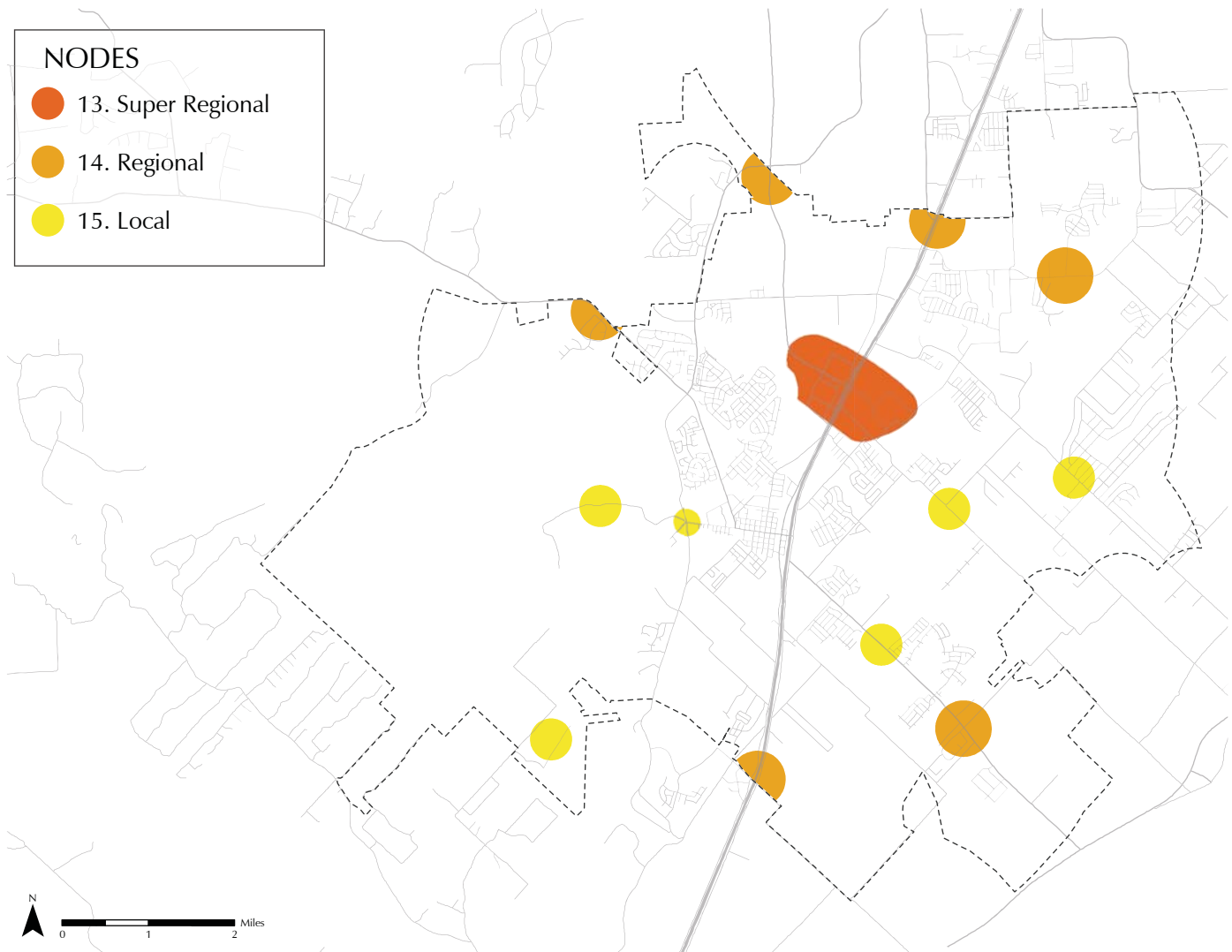


Figure 17: Kyle Nodes Map.

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.



Illustrative Photograph

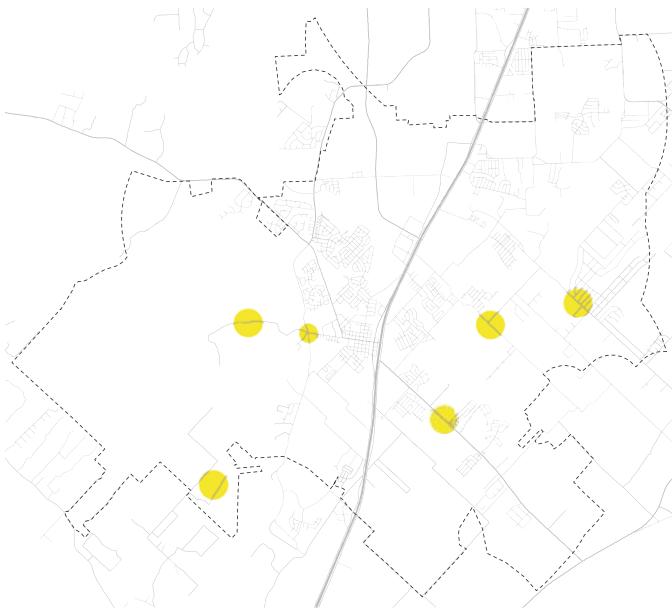


Figure 18: Local Node Key Map.



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Local Nodes.
- Not Recommended: Development plan is not appropriate for the Local Nodes.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	8 - 15	0.15 - 0.3
Conditional	4 - 7.9	0.3 - 0.4
Not Recommended	< 4; > 15	> 0.4

APPLICATION

The following chart displays existing zoning categories and their applicability to the Local Nodes.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualifications
Agricultural District	A	Not Recommended	Neighborhood Commercial	Recommended
Central Business District 1	CBD-1	Not Recommended	Community Commercial	Recommended
Central Business District 2	CBD-2	Not Recommended	Mixed-Use	Recommended
Construction/Manufacturing	C/M	Not Recommended		
Entertainment	E	Not Recommended		
Hospital Services	HS	Not Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Not Recommended		
Single-family Residential 2	R-1-2	Not Recommended		
Single-family Attached	R-1-A	Not Recommended		
Residential Condominium	R-1-C	Recommended		
Residential Townhouse	R-1-T	Conditional		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Recommended		
Apartments Residential	R-3-3	Recommended		
Retail/Service	R/S	Conditional		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Not Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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 good 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 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.

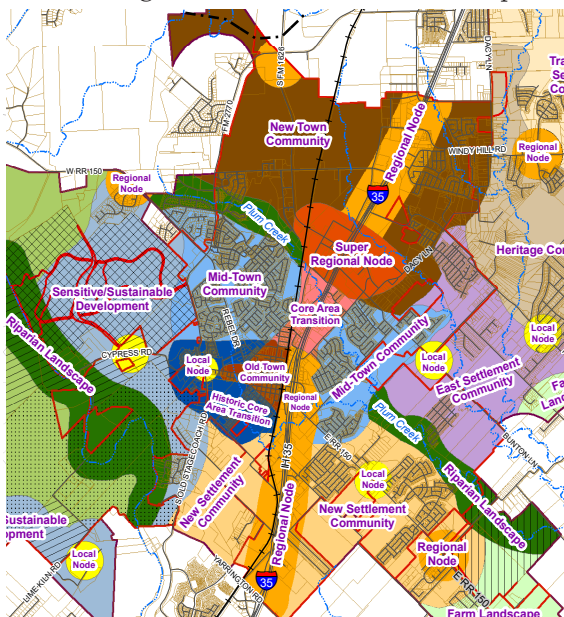


Figure 19: Regional Node Key Map.



Illustrative Photograph



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Regional Nodes.
- Not Recommended: Development plan is not appropriate for the Regional Nodes.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	> 25	0.4 - 1.5
Conditional	12 - 25	0.2 - 0.39
Not Recommended	< 12	< 0.2

APPLICATION

The following chart displays existing zoning categories and their applicability to the Regional Nodes.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualifications
Agricultural District	A	Not Recommended	Neighborhood Commercial	Recommended
Central Business District 1	CBD-1	Conditional	Community Commercial	Recommended
Central Business District 2	CBD-2	Conditional	Mixed-Use	Recommended
Construction/Manufacturing	C/M	Not Recommended	Office/Institutional	Conditional
Entertainment	E	Conditional		
Hospital Services	HS	Conditional		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Not Recommended		
Single-family Residential 2	R-1-2	Not Recommended		
Single-family Attached	R-1-A	Not Recommended		
Residential Condominium	R-1-C	Recommended		
Residential Townhouse	R-1-T	Not Recommended		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Conditional		
Multi-family Residential 2	R-3-2	Recommended		
Apartments Residential	R-3-3	Recommended		
Retail/Service	R/S	Recommended		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Not Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

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 inter-locating 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.

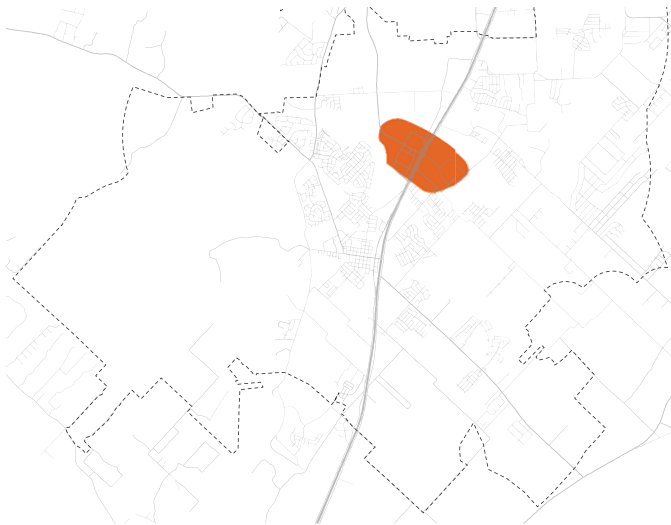


Figure 20: Super Regional Node Key Map.

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 opportunities should be referenced when targeting complimentary 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.



Illustrative Photograph

AUTHORITY

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the Super Regional Nodes.
- Not Recommended: Development plan is not appropriate for the Super Regional Nodes.

	Residential (dwelling units/acre)	Non-Residential (Floor to Area Ratio)
Preferred	> 25	> 2.0
Conditional	12 - 25	0.6 - 2.0
Not Recommended	< 12	< 0.6

APPLICATION

The following chart displays existing zoning categories and their applicability to the Super Regional Nodes.

Zoning Category	Abbreviation	Use Qualification	Zoning Category	Use Qualifications
Agricultural District	A	Not Recommended	Mixed-Use	Recommended
Central Business District 1	CBD-1	Recommended	Office/Institutional	Recommended
Central Business District 2	CBD-2	Recommended		
Construction/Manufacturing	C/M	Not Recommended		
Entertainment	E	Recommended		
Hospital Services	HS	Recommended		
Manufactured Home	M-1	Not Recommended		
Manufactured Home Subdivision	M-2	Not Recommended		
Manufactured Home Park	M-3	Not Recommended		
Single-family Residential 1	R-1-1	Not Recommended		
Single-family Residential 2	R-1-2	Not Recommended		
Single-family Attached	R-1-A	Not Recommended		
Residential Condominium	R-1-C	Recommended		
Residential Townhouse	R-1-T	Not Recommended		
Residential Two-family	R-2	Not Recommended		
Multi-family Residential 1	R-3-1	Not Recommended		
Multi-family Residential 2	R-3-2	Recommended		
Apartments Residential	R-3-3	Recommended		
Retail/Service	R/S	Recommended		
Recreational Vehicle Park	RV	Not Recommended		
Transportation/Utilities	T/U	Not Recommended		
Urban Estate District	UE	Not Recommended		
Warehouse	W	Not Recommended		

When development falls within the Corridor Condition, those uses approved for this District are conditional upon satisfactory implementation of design standards as conveyed in the Urban Design Plan.

LAND USE TRANSITIONS

Land use transitions were identified as a key concern in Kyle. Transitions can be resolved by providing adequate transition policies and preventing negative land use adjacencies. In order to ensure satisfactory land use transitions in Kyle, a reference chart was created (Figure 21). Across the top of the chart is the existing land use, while the requested land use is listed on the side. Where these two interface, a transition policy is defined. Transitions are designated as equal, meaning that the uses are the same; complimentary, meaning that the two

land uses transition well together; contingent, meaning that additional conditions are required before the adjacency is approved; and conflicting, meaning that the land uses should not be located adjacent to each other. For example, if a parcel of land currently contains office uses, an adjacent multi-family residential use would be complimentary, while an adjacent agricultural use would be conflicting, and therefore not permitted.

		EXISTING USE								
		Office	Retail/Commercial	Vertical Mixed Use	Multi-Family Residential	Single-Family Residential	Industrial	Institutional	Agricultural	Parks/Open Space
REQUESTED USE	Office	Equal	Complimentary	Complimentary	Complimentary	Contingent	Complimentary	Complimentary	Conflicting	Conflicting
	Retail/Commercial	Complimentary	Equal	Complimentary	Complimentary	Contingent	Conflicting	Complimentary	Conflicting	Conflicting
	Vertical Mixed Use	Complimentary	Complimentary	Equal	Complimentary	Contingent	Contingent	Complimentary	Conflicting	Conflicting
	Multi-Family Residential	Complimentary	Complimentary	Complimentary	Equal	Complimentary	Contingent	Complimentary	Conflicting	Contingent
	Single-Family Residential	Conflicting	Conflicting	Conflicting	Conflicting	Equal	Conflicting	Contingent	Contingent	Contingent
	Industrial	Contingent	Contingent	Conflicting	Conflicting	Conflicting	Equal	Conflicting	Contingent	Contingent
	Institutional	Complimentary	Complimentary	Conflicting	Complimentary	Complimentary	Contingent	Equal	Contingent	Contingent
	Agricultural	Conflicting	Conflicting	Conflicting	Conflicting	Conflicting	Conflicting	Conflicting	Equal	Complimentary
	Parks/Open Space	Complimentary	Complimentary	Complimentary	Complimentary	Complimentary	Complimentary	Complimentary	Complimentary	Equal

Figure 21: Land Use Transition Chart.

REVISED TAX GAP ANALYSIS

The tax gap analysis completed during the Assessments phase of this Comprehensive Plan document is revised based on proposed density of development as prescribed in the Future Land Use Plan. Additionally, a build-out, or carry capacity, population can be calculated for Kyle, based on the amount of residential land uses and densities prescribed in the Land Use Plan. These calculations are shown in Figure 22. In the 2040 column, the total cost of government of just over \$54 million is shown, as calculated in the Assessments portion of this document. The expected residential tax contribution can then be calculated, based on a targeted City tax rate of \$0.38 per \$100 of value. Using the densities provided in the Future Land Use Plan, the amount of land required to be non-residential land use can be calculated. This yields an estimated total of 4,280 acres of non-residential land use needed to close the 2040 projected tax gap in Kyle.

In the Build-Out column, the same calculations are done, but using the total population that could be supported if all of the residential land uses identified in the Future Land Use Plan are constructed. This population of 161,842 would require a total cost of government of \$97 million, which would in turn require that approximately 7,665 acres of land in Kyle be developed as non-residential, tax generating land uses, in order to close the tax gap. This information is important to future planning in Kyle, as it provides an additional benchmark, should population growth occur at a more rapid rate than projected for the 2040 planning horizon of this Comprehensive Plan.

	2040	Build-Out
Projected Population	90,363	161,842
Cost of Government Per Capita	\$600	\$600
Total Cost of Government	\$54,217,800	\$97,105,200
Expected Residential Tax Contribution	\$20,602,764	\$36,899,976
Required Square Feet of Non-Residential Uses	55,929,941	100,171,680
Estimated Acreage of Non-Residential Uses	4,280	7,665

Figure 22: Revised Tax Gap Analysis for 2040 and Build-Out Populations in Kyle.

CONCLUSIONS AND GENERAL RECOMMENDATIONS

In order for the Future Land Use Plan to effectively fulfill the vision represented in the Planning Framework for Kyle and to provide direction regarding suitable land uses well into the future, the following recommendations are conveyed:

- The Future Land Use Plan should be used as a guide in determination of future zoning decisions.
- Categorical zoning requests should be granted if and when they are consistent with the criteria identified in the Future Land Use Plan.
- Review all development proposals to ensure that they implement the character and intent of the land use districts.
- Development proposals that request uses and designations that are considered conditional in the Future Land Use Plan should incorporate the criteria of the Urban Design Plan, as well as the criteria for the particular land use district in which they occur.
- Ensure that the mix of residential and non-residential uses supports the ad valorem needs of the City of Kyle when reviewing development proposals.
- In areas indicated by a “Corridor Condition”, uses are conditional upon observance of the criteria defined in the Urban Design Plan.
- Mitigate land use transition conflicts according to the criteria defined in the Land Use Transitions chart of the Future Land Use Plan.

Parks Plan Section: Reference the [*Kyle Parks and Recreation Master Plan by Halff Associates*](#), adopted December 6, 2016

CONCLUSION AND GENERAL RECOMMENDATIONS

The Open Spaces identified in this Plan are recommended to serve the estimated population of 90,363 for Kyle in 2040 and consists of Parks and Designated Natural Areas. Collectively, these comprise a network of lands where the Kyle community can enjoy interaction with the surrounding environment and access space for recreational activity, ensuring preservation of quality of life not only for the community today, but also for future generations.

Recommendations for Designated Natural Areas

Designated Natural Areas are critical to preservation of environmental quality, wildlife habitat, and ensuring quality of life for residents in Kyle's future. The following recommendations are designed to help the City of Kyle provide these open space resources:

- Utilize public and private Greenways to house future segments of the Kyle trail network
- Designate Preserves and Greenways according to the locational guidance provided in this Plan
- Develop new funding, land dedication, and development moratorium strategies for acquiring public Designated Natural Areas
- Established new organizational structures, partnerships, and land trusts to manage public Designated Natural Areas
- Utilize density bonuses, transfer of development rights, and preservation credits to incentivize development of private Designated Natural Areas
- Design best management practices for both public and private Designated Natural Areas
- Provide access to public Greenways and private Greenways as appropriate
- Define Designated Natural Areas according to their capacity to preserve and enhance air quality, surface water management, wildlife habitat, and unique landforms
- A master plan for Designated Natural Areas should be developed and coordinated with plans for other open space resources in Kyle.

Recommendations for Parks and Recreation Areas

The following is a list of recommendations for providing adequate parks and recreation areas in Kyle:

- Kyle should create and adopt a formal Park and Open Space Plan that addresses all of these resources in greater detail and provides timelines, responsible parties, and funding sources for specific actions.
- Update the Kyle Park Plan for consistency with the Open Space element of the Comprehensive Plan.
- Establish a parkland dedication policy for the City of Kyle that allows either for dedication of land or a fee in lieu of land dedication for designation of future public parks and natural areas.
- Ensure that public parks are designated in areas of future growth.
- Locational criteria should be applied by the City when planning new parks so that areas currently underserved by parks, especially the northeastern and southwestern portions of the City, are targeted for new park construction.
- Construct public Neighborhood Parks and more public Block Parks in areas of new development
- Additional Block Parks should be developed in Kyle to meet the needs of the current population, as well as to provide for future populations.
- Kyle currently has no true Neighborhood Parks. The City should seek to develop these parks with the appropriate facilities and amenities to serve both the current and the future populations.
- Land designated for the Plum Creek Preserve and Nature Trail (which is not included in the existing park acreage totals in Figure 7) will provide a great deal of the acreage required for the future population. The City should continue to plan Community Parks for the future projected population.
- The City should not rely solely on homeowner associations (HOAs) to provide Block Parks. Block Parks should be constructed that can be accessed by the public at large and should be provide in both residential and commercial settings (such as plazas and squares).
- Signage and accessibility via roadways and trails to all park types should be enhanced so that these resources may be utilized by all members of the community.

FACILITIES PLAN

The Facilities Plan for Kyle addresses Fire and Police Emergency Services. The provision of fire and police services is population driven because these facilities are sized and distributed to conform to a standard of performance measured by the people served. The Kyle Comprehensive Plan is concerned with facilities that are population driven.

INTRODUCTION

Adequate provision of population driven facilities is a key feature influencing how a city is viewed as a potential host for relocating industry. It is also a growing concern of Kyle's citizenry as population growth will quickly stress current service capability and affect Kyle's image as a desirable place to live. Also, in-migrating residents (coming from other population centers) will likely bring a higher expectation of service than current residents demand. Therefore, Kyle must view its provision of fire and police services in the light of national standards and exemplary cities, so that Kyle's level of service is consistent with other cities across the country and is competitive within its region.

Recent events ranging from natural disasters to violent events have illustrated how important a city's fire and police protection can be. The standards by which these ordinary protections are provided influence the perception of a city's quality of life and the common realities of individual home and business owners. These common realities include

insurance availability and rates, as well as the marketability and rentability of homes and rental spaces. In addition, revitalization initiatives recommended in other sections of this Comprehensive Plan document can be negatively affected if uncertainty about emergency services becomes established in the market place. These pragmatic associations with the provision of emergency services make them an important part of any economic development strategy.

A city's services must be uniformly allocated to all its residents, and a city's ability to respond to emergencies equally available to all residents. Therefore, certain social and demographic characteristics of a community may necessitate additional service support in order to provide equal availability and uniform allocation. The following description of fire and police services presents a plan intended to provide equal availability and uniform allocation in conformance with national standards that will make Kyle competitive with other cities.



FIRE SERVICE

Fire locations are based on response time as a function of distance from any potential emergency call. The need to get large equipment to any potential fire within a given time and the need to house and maintain large equipment in somewhat centralized stations means that fire stations must be sited in multiple locations and in close proximity to the points of service (as identified by a specified time frame). National standards suggest that the desired response time is 5 minutes, which equates to 1.5 miles on ordinary city roads. This distance can be somewhat extended when densities are particularly low, meaning that travel would be easier and the number of probable fires reduced (as a result of fewer houses within the service area). Conversely, the response distance can be constrained in areas of congestion and high density, which is a concern in Kyle. However, the 1.5 mile distance (or 5 minutes response time) defines an adequate general “service area” that will serve as the basic planning unit for projecting the future fire facility needs of Kyle. National standards also address the number of fire stations and staff that should be provided, based on population numbers. These standards are displayed in Figure 1, although they may need to be modified based on the density of population and land area to be covered by each fire station and staff.

		National Median		
Fire Stations Number of Staff	Kyle, currently: 30,195	City Size: 25,000 to 49,999	City Size: 100,000 to 249,999	
	0.66/10,000 residents	0.91/10,000 residents	0.71/10,000 residents	
	6.3/10,000 residents	11.7/10,000 residents	13.3/10,000 residents	

Figure 1. National Median for Fire Service Provision.

An additional method of determining the appropriate level of service is by examining exemplary cities that are similar in size to Kyle’s projected 2040 population (approximately 90,000) and projected build-out population (approximately 200,000). Comparison to these exemplary cities will provide Kyle with appropriate benchmarks for future service provision. For Kyle’s projected 2040 population, the Texas Cities of Killeen, Lewisville, Midland, Richardson, and Round Rock were studied. As shown in Figure 2, the Cities of approximately 100,000 residents maintain between 6 and 9 fire stations and a total fire staff between 129 and 201. These Cities are well aligned with the national median for station provision, although Richardson may need to add a new station soon. Additionally, these Cities, with the exception of Round Rock, all meet or exceed the national median for staff members.

	Current Population	# of Stations	Stations per 10,000 residents	Full-time Staff	Staff per 10,000 residents
National Median	-	-	0.71	-	13.3
Killeen, TX	116,934	8	0.68	201	17.19
Lewisville, TX	101,624	7	0.69	135	13.28
Midland, TX	106,561	9	0.84	199	18.67
Richardson, TX	101,589	6	0.59	150	14.77
Round Rock, TX	104,447	7	0.67	129	12.35

Figure 2. Fire Provision in Cities of Approximately 100,000 Population.

For Kyle's projected build-out population, the Texas Cities of Amarillo, Garland, and Irving, as well as Little Rock, Arkansas, and Shreveport, Louisiana, were studied. The results of this study are shown in Figure 3 and demonstrate that these Cities of approximately 200,000 residents provide between 10 and 21 fire stations and staffs of 256 to 639. Little Rock and Shreveport are well above the national median for both station numbers and staff numbers, but the Texas Cities provide a more accurate picture of what Kyle may need to provide at build-out population.

	Current Population	# of Stations	Stations per 10,000 residents	Full-time Staff	Staff per 10,000 residents
National Median	-	-	0.71	-	13.3
Amarillo, TX	187,236	10	0.534	264	14.10
Garland, TX	218,577	11	0.503	256	11.71
Irving, TX	201,358	11	0.546	317	15.74
Little Rock, AR	189,515	20	1.055	409	21.58
Shreveport, LA	199,729	21	1.051	639	31.99

Figure 3. Fire Provision in Cities of Approximately 200,000 Population.

Kyle currently has a fire department made up of both volunteers and paid staff members, and the City has two fire stations, one near the new Hospital complex and the one that opened in early 2010 in Downtown. Based on the national median standard of 0.71 stations per 10,000 residents, Kyle's two fire stations are adequate for the current population. It is typical for cities of all sizes to utilize a combination of volunteers and career (paid, either full-time or part-time) firefighters. The national median discussed above is for career firefighters, and therefore does not reflect the role that may be filled by volunteer firefighters. As Kyle grows, the City must continue to evaluate its mixture of volunteer and career firefighters to ensure that adequate service is provided for the entire City. Figure 4 explains Kyle's existing fire service provision and calculates how many stations and staff members will be required at future population thresholds in order to attain national standards. Kyle is currently consistent with the national median for number of stations, but the City's current number of full-time staff is far below the national median. However, the current number of full-time staff is supplemented by both part-time and volunteer firefighters.

	Population	# of Stations	Stations per 10,000 residents	Full-time Staff	Staff per 10,000 residents
Kyle, currently	30,195	2	0.66	19	6.29
2040 Population Requirement*	90,363	6.4	0.71	120.2	13.3
Build-Out Population Requirement*	161,842	11.5	0.71	215.2	13.3

*Based on National Median

Figure 4. Current and Future Fire Provision Requirements in Kyle.

Figure 5 illustrates Kyle's two existing fire stations, and a response zone with a 1.5 mile radius to represent a standard 5 minute response time. As this map shows, Downtown Kyle, portions of Plum Creek, and the area around the new hospital complex are well served, and some areas between Downtown and the Hospital are within reach of both stations. However, large areas of Kyle's City limits and ETJ are outside the 5 minute response time zone, including areas of Kyle that have significant residential development. Additionally, high densities of development and traffic congestion can slow response times considerably, and unless Kyle's transportation system is improved, these response time zones may be significantly constricted.

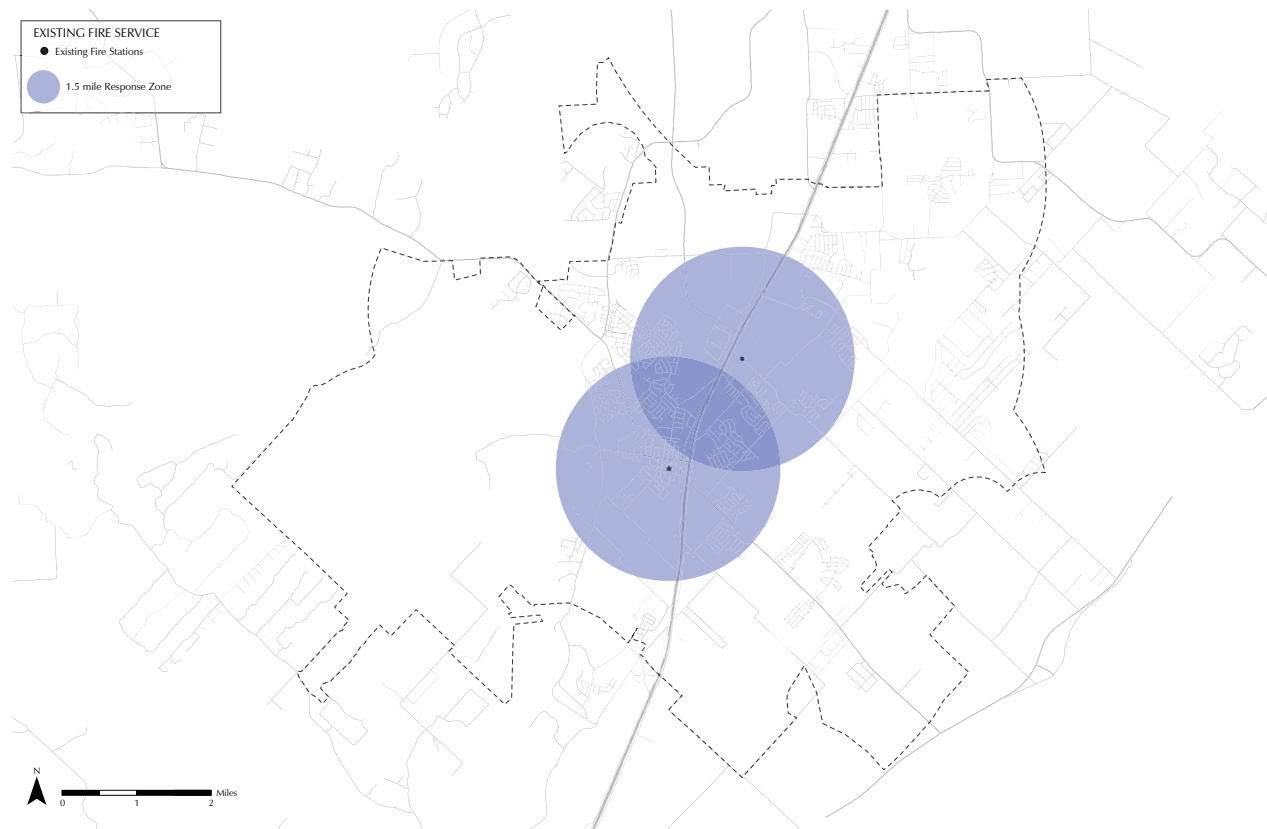


Figure 5. Existing Fire Stations in Kyle.



New Miller-Whitaker Fire Station #1 in Kyle.

Based on current development in Kyle and growth patterns predicted in the Future Land Use Plan, the areas of acceptable response time provided by the existing fire stations is in need of expansion. Some areas of recent residential development, including portions of Plum Creek, north Kyle along I-35, and east Kyle along FM 150, are not currently within the 5 minute response time zones of the existing fire stations. Additionally, as more land within Kyle's City limits and ETJ are developed to accommodate the projected 2040 population of 90,363, additional fire stations will be necessary to reach national median standards and to ensure a 5 minute response time. Figure 6 identifies the existing fire service area and establishes three zones for future service. The primary intensity zone, shown in red, includes the areas that should be the first recipients of additional fire service, as these are the areas where development already exists and where new development is mostly likely to occur in the near future. The secondary intensity zone, shown in yellow, includes the areas where development intensity and pressures are expected to extend after the areas in red are developed. These areas are predicted to require increased fire service in the medium future, and the City should plan for fire stations in these areas after stations fully serve the primary intensity zone. The tertiary intensity zone, shown in green, includes the areas where development intensity and pressures are not predicted to be as high. If this prediction is accurate, fire service may not be necessary in this zone until further in the future. Additionally, as Kyle plans the location of new fire stations, a low density of development or large amount of conservation areas, as identified in the Future Land Use Plan, could make fire stations costly in some areas. There may be some areas of the City or ETJ that do not fall within the 5 minute response time distance from a fire station, and this is an issue the City must address as these areas develop in the future.

The three intensity zones should be used as guidance, in addition with future development patterns, for the City in determining where to locate the 6 total stations that are projected to be necessary to meet national standards for the 2040 population (Figure 4). Another consideration in locating fire stations is to ensure adequate coverage on both sides of I-35, in order to prevent the bifurcation of Kyle by the interstate. Given the existing strong volunteer core of Kyle's fire service, it is likely that volunteers will continue to play an important role, which is encouraged, as long as the national median of full-time staff, or equivalent, is attained.

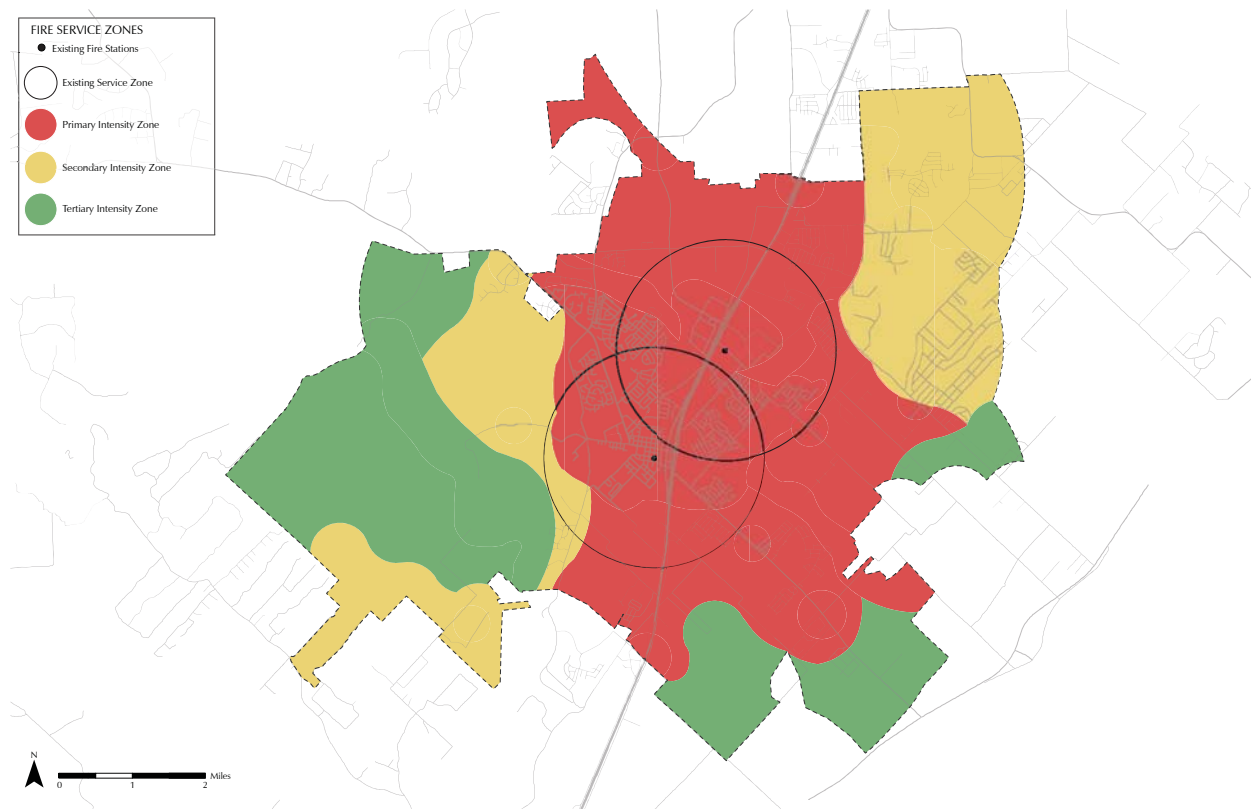


Figure 6. Future Fire Service Zones in Kyle.

POLICE SERVICE

Police service is typically centered around one main police station that serves the entire city and supports the required staff, many of whom operate on a patrol basis throughout the city. Police service provision, therefore, unlike fire service provision, is based more on issues of staffing and budget, to provide the personnel and equipment necessary to protect the city, rather than on station location and response time. Estimations of police service needs can be made based on population projections, but variation may exist based on the particular characteristics of a community. However, maintaining adequate personnel and budget is necessary for effective police service, which directly contributes to quality of life in the following ways:

- Prevents disproportionately high insurance costs to the homes and businesses of Kyle.
- Enhances the view of Kyle to business and home buyers seeking to relocate to the City.
- Strengthens existing older neighborhoods and provides greater assurance of security.

In order to establish level of service goals for Kyle regarding police service, national standards for staffing were consulted and exemplary cities were studied for staffing and budget averages. The national medians for full-time law enforcement employees are shown in Figure 7. The national median for cities of Kyle’s current size is 2.3 law enforcement employees per 1,000 residents, while it is 2.6 law enforcement employees per 1,000 residents for cities of Kyle’s future 2040 and build-out populations. These numbers include both sworn officers and support staff.

National Median		
	Kyle, currently: 30,195	City Size: 25,000 to 49,999
		City Size: 100,000 to 249,999
Total Police Staff	1.2/1,000 residents	2.3/1,000 residents
		2.6/1,000 residents

Figure 7. National Median for Police Service Provision.

To enrich the view of what Kyle should expect to require for police service provision, the staffing and budget numbers of several cities comparable to Kyle’s projected 2040 and build-out populations were examined. Figure 8 shows the staff and budget for the Texas Cities of Killeen, Lewisville, Midland, Richardson, and Round Rock, all which have populations of approximately 100,000, which is comparable to Kyle’s projected 2040 population of 90,363. These Cities provide a range of 1.98 to 2.61 police employees per 1,000 residents, and the majority is below the national median of 2.6 employees per 1,000 residents. These Cities have police department budgets ranging from \$171 to \$215 per resident, with an average of \$195.80 spent per resident.

	Current Population	Full-time Staff	Staff per 1,000 residents	Annual Budget	Amount spent per resident
National Median	-	-	2.6	-	-
Killeen, TX	116,934	305	2.61	\$20,093,086	\$171.83
Lewisville, TX	101,624	201	1.98	\$18,649,209	\$183.51
Midland, TX	106,561	239	2.24	\$21,938,436	\$205.88
Richardson, TX	101,589	249	2.45	\$20,587,848	\$202.66
Round Rock, TX	104,447	213	2.04	\$22,468,797	\$215.12

Figure 8. Police Provision in Cities of Approximately 100,000 Population.

Figure 9 illustrates the staff and budget for the Texas Cities of Amarillo, Garland, and Irving, as well as Little Rock, Arkansas, and Shreveport, Louisiana, all of which have populations of approximately 200,000, which is comparable to Kyle's projected build-out population of 161,842. These Cities have a range of 2.07 to 3.70 police employees per 1,000 residents, with two well above the national median of 2.6 employees per 1,000 residents. Regarding police department budgets, these Cities range from \$181 to \$259 spent per resident, with an average of \$228.51 spent per resident. The examination of exemplary cities suggests that Kyle should strive for the national median with regards to staffing and a budget of approximately \$200 per resident. This budgetary target should provide Kyle with a high level of service for police and preserve the high quality of life that is desired by residents.

	Current Population	Full-time Staff	Staff per 1,000 residents	Annual Budget	Amount spent per resident
National Median	-	-	2.6	-	-
Amarillo, TX	187,236	388	2.07	\$34,065,583	\$181.94
Garland, TX	218,577	459	2.10	\$43,614,501	\$199.54
Irving, TX	201,358	507	2.52	\$48,870,528	\$242.70
Little Rock, AR	189,515	698	3.68	\$49,235,111	\$259.80
Shreveport, LA	199,729	739	3.70	\$51,643,800	\$258.57

Figure 9. Police Provision in Cities of Approximately 200,000 Population.

Kyle's existing police station is located at the southwest corner of Front and Lockhart Streets, behind City Hall in the heart of Downtown. This station supports a total of 37 active, full-time police staff (including Officers, Administration, and Dispatch Services) and has an operating budget of \$3,330,448, as specified in the City's 2009-2010 fiscal year budget. As Kyle's population continues to grow rapidly, police service provision will continue to require expansion, including the construction of a new police headquarters, which will be necessary in the near future to serve the expanded force. In the City's 2009-2010 budget, the Police Department is the beneficiary of an 18% increase, which is the largest of any City department. The increase is designed to fund additional employee positions, new patrol vehicles, and other essential equipment.

Figure 10 illustrates Kyle's future goals with respect to police staffing and budget to accommodate projected future growth. Kyle is currently well below the national median for police employees, with only 1.2 employees per 1,000 residents. The City therefore needs to add staff to reach national median levels for the existing population and to keep pace with population growth. Additionally, Kyle's police department budget, even with the 18% increase in the most recent fiscal year budget, is only \$110 per resident. This is well below the budget of the comparable cities, and the City must strive to increase the budget in order to adequately provide the resources to keep Kyle safe and secure for its residents and visitors.

	Population	Full-time Staff	Staff per 1,000 residents*	Annual Budget	Amount spent per resident**
Kyle, currently	30,195	37	1.2	\$3,330,448	\$110.30
2040 Population Requirement	90,363	234.9	2.6	\$17,693,075	\$195.80
Build-Out Population Requirement	161,842	420.8	2.6	\$36,982,515	\$228.51

*Based on national median

**Based on study of comparable cities

Figure 10. Current and Future Police Provision Requirements in Kyle.

CONCLUSIONS AND GENERAL RECOMMENDATIONS

The following recommendations summarize the findings of the above fire and police plans:

- Maintain fire and police provision at high levels of service to protect the high quality of life in Kyle.
- Ensure that the balance of full-time, part-time, and volunteer firefighters exceeds the national median.
- Continue to build new fire stations to meet the national median and to ensure greater coverage of the City and ETJ by a 5 minute response time.
- Increase the ratio of police employees to residents in order to reach the national median.
- Increase the police department budget to come closer to an average of \$200 spent per resident.
- Attain a response time capability consistent with national insurance standards.
- Coordinate with Emergency Services and first responder programs for provision of fire and police services.

Overall, Kyle provides adequate fire service but is below national medians for police service for a city of its size. As Kyle grows, it will be important to grow both fire and police services to meet the needs of the new population and ensure that Kyle remains an attractive and safe place to live, work, and play.

Transportation Plan Update section: [Reference the Kyle Connected: Transportation Master Plan 2040 by Lockwood, Andrews & Newnam, Inc.](#)



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.

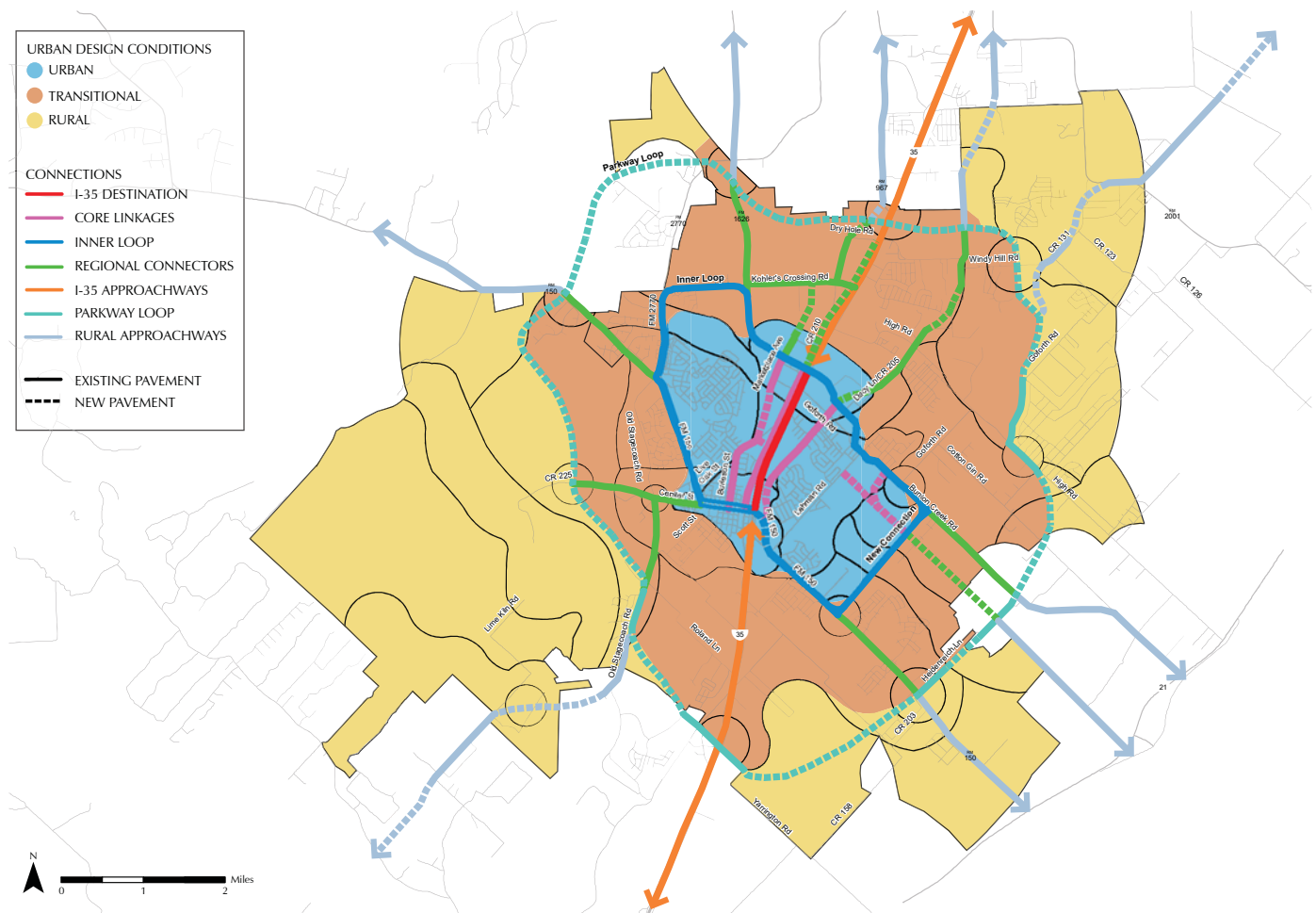


Figure 1: Urban Design Plan

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.

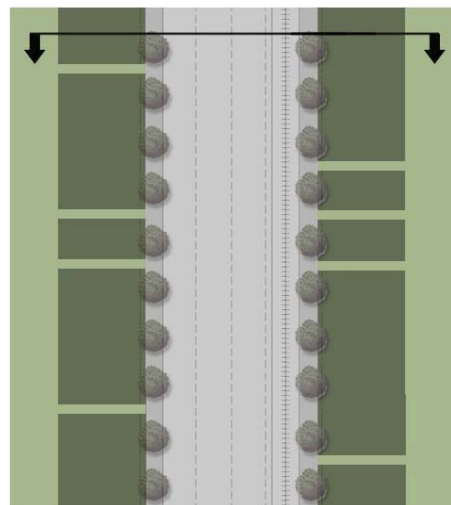


Figure 2: Core Linkages Plan and Section

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).

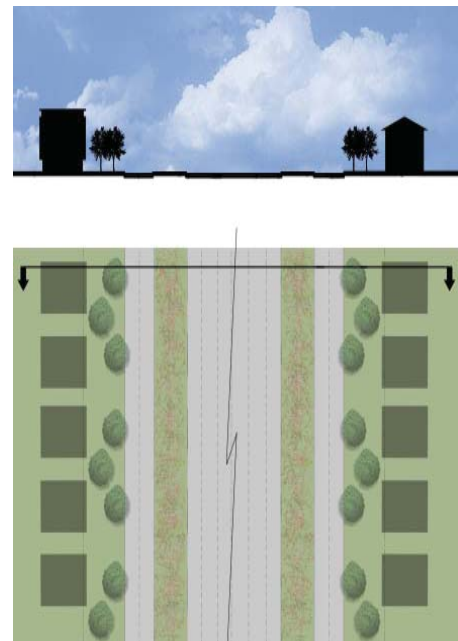


Figure 3: Interstate 35 Destination Plan and Section

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.

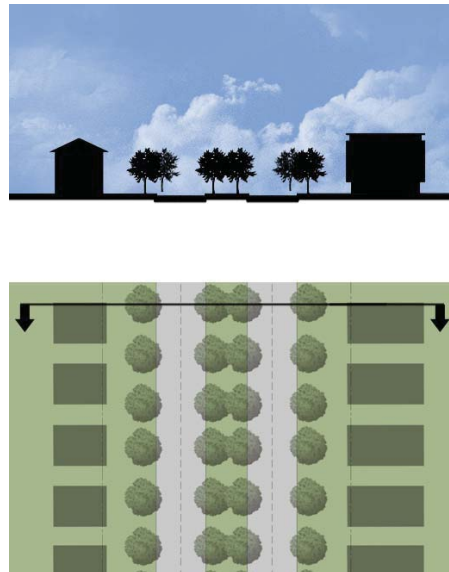


Figure 4: Inner Loop Plan and Section

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.

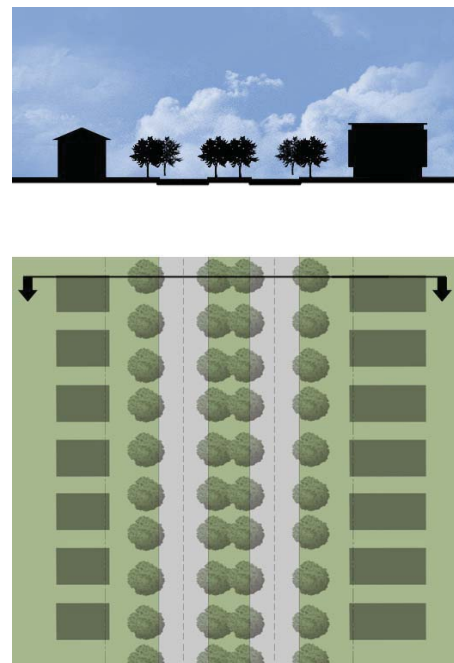


Figure 5: Local Linkages Plan and Section

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).

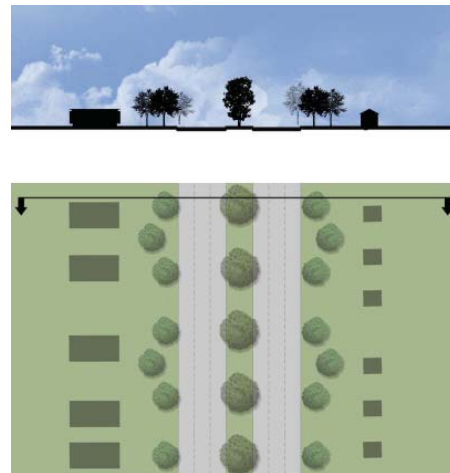


Figure 6: Regional Connectors Plan and Section

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.

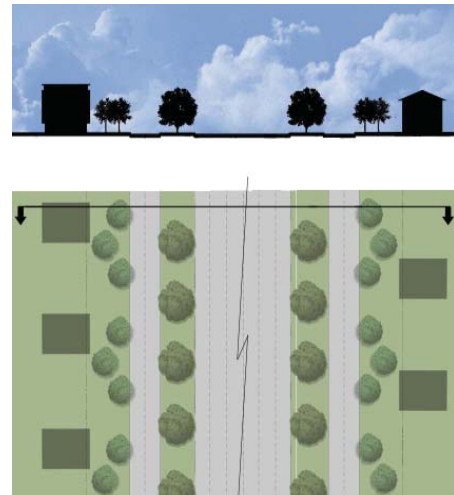


Figure 7: I-35 Approachways Plan and Section

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.

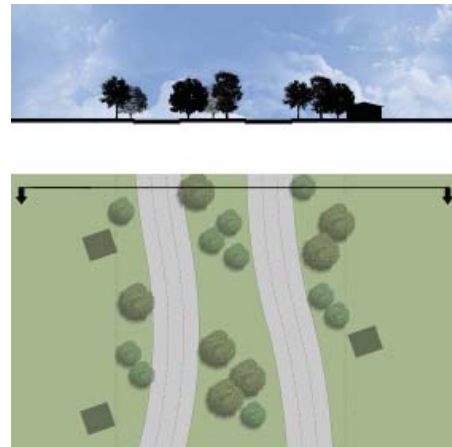


Figure 8: Parkway Loop Plan and Section

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).

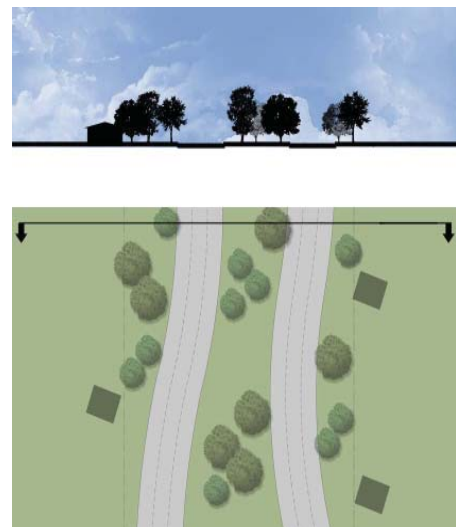


Figure 9: Local Linkages Plan and Section

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:

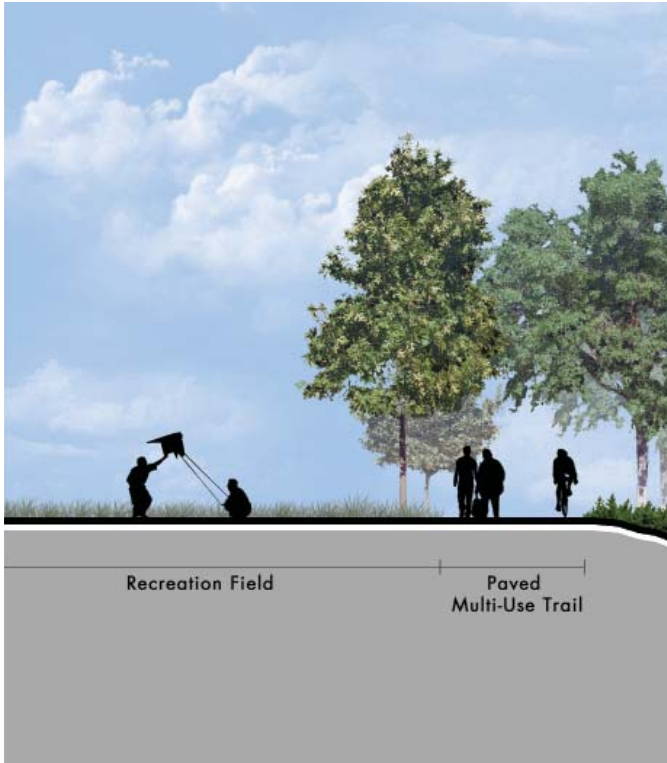
- Landscaped interface between parking and the street right of way.
- Tree planting parallel to the roadway with a canopy tree (of the same type as the median tree), planted in drifted patterns.
- Screening of all walls and fences with landscape materials that break up the horizontal continuity of the 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).



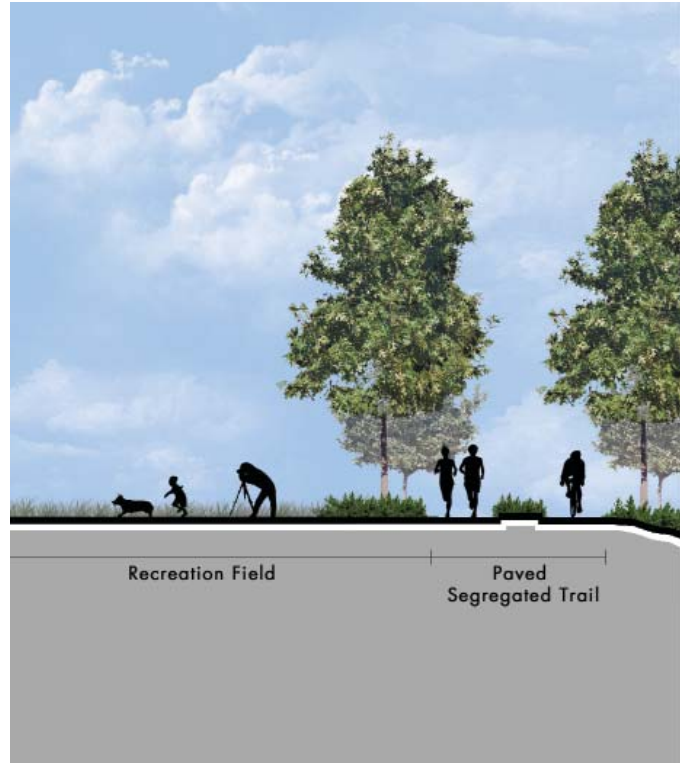
Figure 10: Approachways Plan and Section

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.

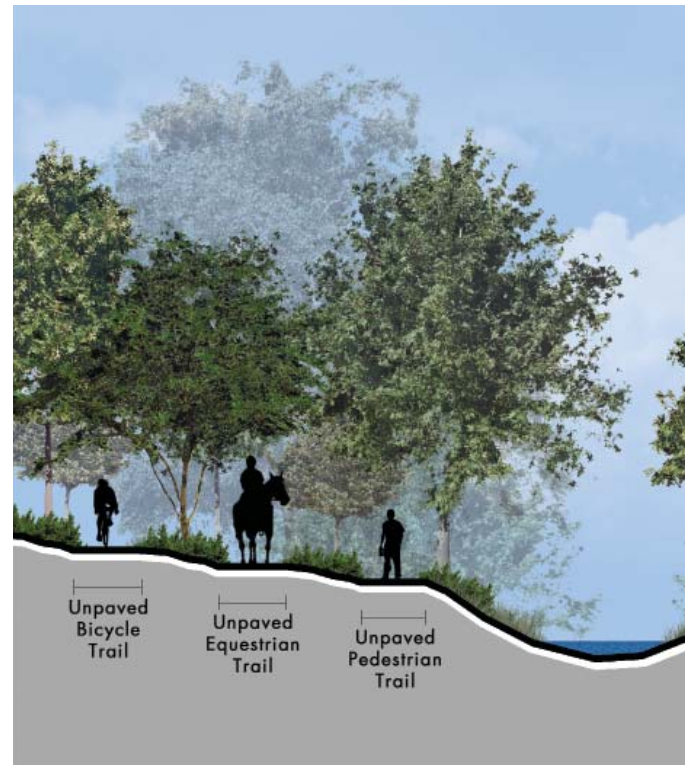


Paved Segregated Trails: a series of hard surfaced trails separated by a landscaped buffer, with each designated for a different user, including pedestrians, bicycles, or in-line skaters. These trails can increase comfort levels by separating different types of users in areas where there is a high volume 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.





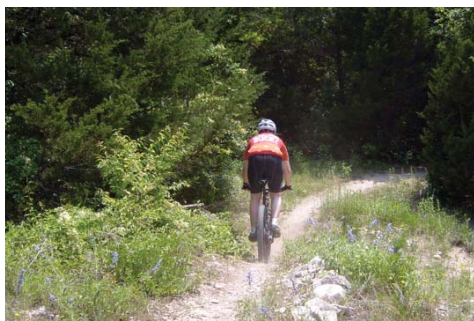
Unpaved Multi-Use Trails: soft surface trails, including grass, dirt, or woodchip, designed for use by pedestrians, bicycles, and equestrians. These trails should be wide, flat, not prone to flooding, and well maintained to ensure that all users can safely and comfortably use the trail. Ample signage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

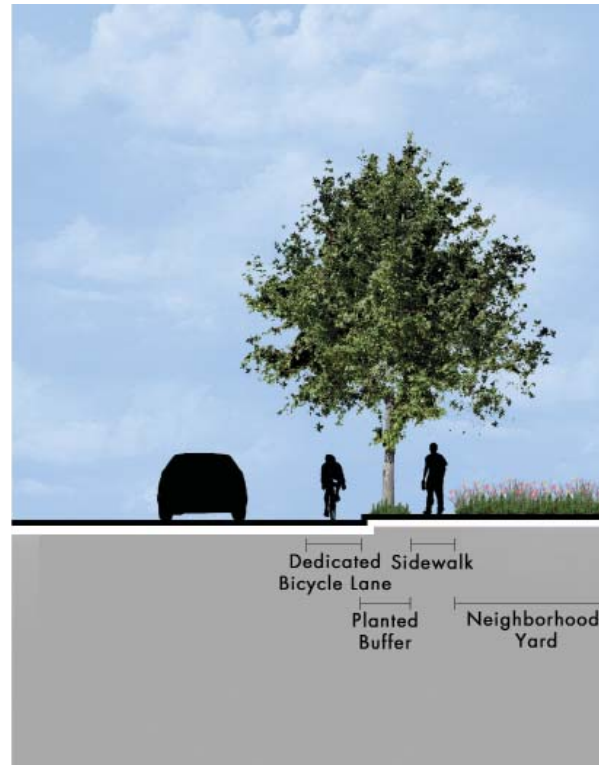
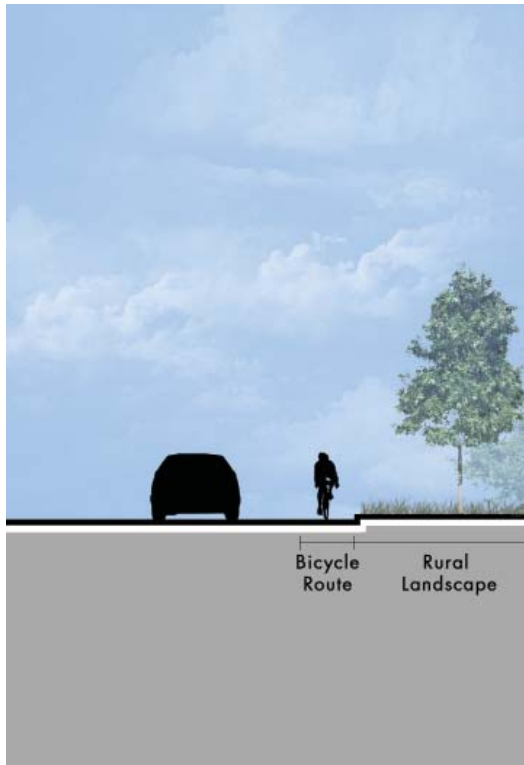


Unpaved Bicycle Trails: soft surface trails designed for bicyclists to allow higher speeds and more challenging terrain than would be appropriate for a multi-use trail. These trails should be well maintained and closed in wet or muddy conditions to prevent erosion.

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.

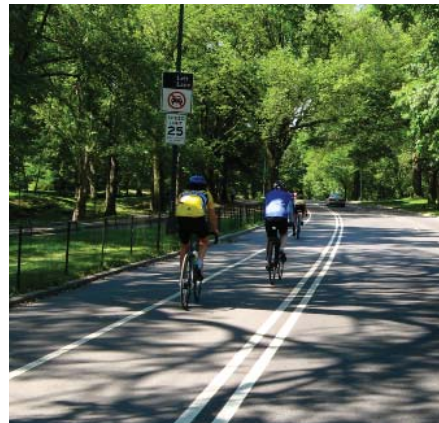
Unpaved Pedestrian Trails: soft surface trails designed for pedestrians to walk, hike, and enjoy nature. These trails are particularly well suited for areas requiring minimal impact, such as nature preserves and riparian corridors. Interpretive signage and rustic seating areas may be appropriate on such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





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 associates 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.

DOWNTOWN REVITALIZATION PLAN

Downtown Kyle is the oldest part of the City, with historic built fabric and local character, and also one of the keys to the future vision of Kyle established by its citizens in the comprehensive planning process. Downtown's street grid, the historic commercial buildings, and residences set it apart from the rest of today's growing City, which is predominantly residential in character with areas of commercial concentration. While the heritage character of Downtown is unique today, the district must address existing challenges in order to ensure that new public and private development reinforce and strengthen the character, even as the district is reborn to serve as a thriving commercial and civic center of the City of Kyle.

The intent of the Downtown Revitalization Plan is to identify and document critical issues facing Downtown today, present strategies and initiatives that will address those issues, and to assemble a toolkit of implementation approaches. Downtown Kyle presents a remarkable opportunity to establish a district of civic identity that citizens of Kyle and visitors will reference to define the City and its culture.

HISTORY

Kyle was founded in 1880 on 200 acres of land donated to the International-Great Northern Railroad by local landowners Fergus Kyle and David Moore. The local economy was dominated by agriculture, and the new railroad opened up new markets for goods produced in and around Kyle. The original town plat contained eighteen blocks, which were auctioned off under the Kyle Auction Oak, which still stands on Sledge Street. Commercial and residential lots were sold, and the first business opened soon after on the public square.

While new commercial development was made possible by the arrival of the railroad, the economic engine of Kyle remained agriculturally-oriented. As an agricultural community, Kyle's downtown served the needs of the City's population and the infrastructural demands of the goods and services exchanged there. Given this level of economic exchange, Downtown developed to serve Kyle's population of several hundred to a few thousand people and to direct their goods to market via rail connections to regional cities. Rural residential housing types dominated, with a few local businesses present. This Downtown character continues to the present time, with some additions to the built fabric placed on the same street grid and infrastructural base that has been in place since Kyle was founded.

The advent of the automobile influenced a new spatial reality for urban development, with new road widths, turning radii, demands for parking spaces, and traffic control measures necessary to direct the flow of automobiles. With the new built environment also came new patterns of accompanying economic development, with new commercial forms oriented to sites along high-volume roadways. Interstate 35 was completed in Central Texas in the 1960s, which brought higher speed travel and new volumes of automobile traffic to the alignment formerly occupied by the old U.S. 81 corridor that passed directly adjacent to Downtown Kyle. New commercial development in Downtown did not accompany the arrival of I-35 to a significant degree, due to the small population of Kyle and the lack of developable land to be easily and cheaply assembled for commercial development scaled to the demands of the age of the automobile. The historic residential fabric and limited commercial uses of Downtown Kyle therefore remained essentially unchanged.

Despite limited new development, Downtown Kyle continues to play an important role in the civic and cultural functions of the City. Kyle's City Hall, constructed within the downtown area, is evidence of this sustained meaning. However, the core area's unique spatial conditions, coupled with the dominance of a single traffic spine, hinder economic development efforts aimed at attracting conventional development investment. Downtown's special and historic qualities and the desire to preserve them make it increasingly difficult for the downtown area to compete with areas offering greater visibility, access, and traffic movement convenience. Therefore, downtown Kyle must attract a more specialized form of investment by encouraging a more specialized form of retail. However, even this investment requires resolution of certain hindrances to development. These include the barrier presented by the rail line, congestion along Center Street, and awkward parcel configuration in land adjacent to Interstate 35. Recommendations for revitalization of downtown Kyle must set out a series of physical initiatives, programmatic endeavors, and implementation strategies that preserve the best of what history has provided and remove key impediments that restrain downtown's ability to attract investment.

The built fabric of the town as drawn in the original plat largely remains, and even today the Auction Oak, public square, and historic residential and commercial buildings are present in Downtown Kyle. The qualitative feel of the City is of a rural residential township, where single family houses are the dominant land use, along with a small commercial strip.

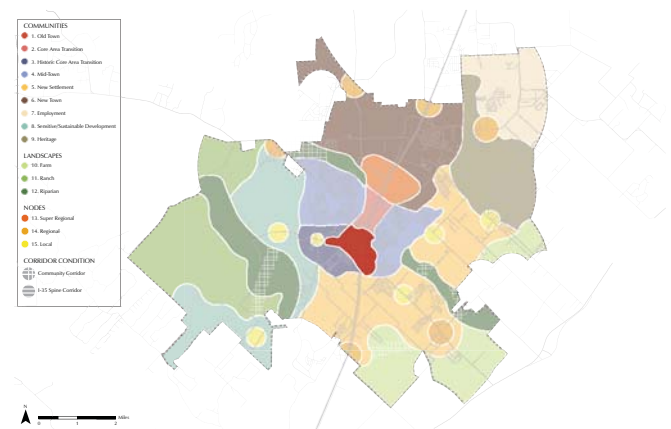


Figure 1. Downtown Kyle in the Land Use Plan.

FUTURE ROLE

The vision for downtown Kyle is rooted in the Goals that grew out of the community's input and participation in three Comprehensive Plan Workshops. Downtown is a living reference to the past, a district central to Kyle's present, and a keystone district for the future growth and development of the City. This essential centrality is evidenced in the breadth of Goals that address issues related to downtown Kyle. Many of the Goals also relate to the entire City and the role to be played by Downtown Kyle in the future of Kyle.

The Planning Framework calls for articulation of the Downtown as an anchor to the commercial and community core of Kyle, while reinforcing its historic significance. The convergence of the transportation network within Downtown adds an additional element of complexity to this area.

Interstate 35 delivers value to Downtown in the form of automobile traffic and the consumer demand and spending power associated with that flow. The Framework references the need for a roadway system to connect these regional flows with local traffic, distributing the value throughout Kyle and not limiting the potential for economic value capture to the interstate frontage. A loop road system is present, connecting Downtown Kyle with other regional and local nodes in the City. Pedestrian movement, which is vital to a thriving Downtown, is enhanced via a network of pedestrian routes that converge in Downtown Kyle.



Downtown Kyle in the Planning Framework graphic.

downtown plan

- Goal 3. Connect Downtown Kyle to surrounding neighborhoods.
- Goal 8. Create integrated and inter-connected mixed use districts.
- Goal 20. Encourage regional centers that include public facilities.
- Goal 23. Encourage trail system connections to the Downtown and other commercial centers.
- Goal 45. Improve accessibility for residents to local goods and services.
- Goal 46. Establish commercial centers that provide transition between commercial and residential use.
- Goal 58. Preserve the uses and character of Downtown Kyle.
- Goal 72. Provide linkages between Downtown and new commercial centers.
- Goal 74. Reduce current traffic congestion and promote a street identity that remembers the rural heritage of Kyle.
- Goal 76. Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.
- Goal 83. Utilize sidewalks to connect residential areas to commercial areas and other destinations.

Figure 2. Strategic Community Goals related to downtown revitalization.

EXISTING CONDITIONS

Downtown Kyle is a representation of the historic fabric of the original settlement of the City, including single-family residential fabric and a small strip of commercial uses. This positions Downtown as a point of interest in Kyle, but does not promote Downtown’s emergence as a destination. Downtown should not seek to compete with the regional node that includes Seton Hospital but should seek to define itself as an integrated community with destination significance.

Other challenges imposed by the existing urban form relate to its isolation from other districts of the City and surrounding regional centers. Downtown lacks a convenient connection to I-35, which impedes the ability to benefit from proximity to the interstate. It also heightens traffic congestion along Center Street and cuts Downtown off from many other areas of Kyle. In addition to isolation, Downtown offers few true amenities for patrons and lacks critical commercial mass to successfully serve as a commercial destination. The number of vacant lots, the lack of visual continuity, the lack of clear

edges, and the dissipation of commercial land uses around the railroad track all detract from its destination potential. Without place-making characteristics such as edges, portals, landmarks, nodes, and paths to stitch the interesting pieces of Downtown Kyle together into a destination and specialized commercial center, the district has little opportunity to fulfill the need for a unique place in Kyle.

Another area of concern relates to the voids in the urban fabric and divisions inserted by the railroad line and I-35. Each of these transportation corridors divides the Downtown, creates irregular land parcels, and exacerbates the lack of cohesion and traffic problems in the district. The lack of a coherent street hierarchy and a street grid uninterrupted by transportation corridors of a larger size, along with their associated irregular parcels, makes land assembly for development difficult and creates a challenge to economic value capture and commercial viability in Downtown Kyle. Therefore, a unique form must be defined for downtown, requiring a more specialized type of commercial/retail investment.

Only specialized forms of development will find a place in Downtown, and the future success of Downtown Kyle will be found in higher degrees of specialization. Figures 3 and 4 illustrate the relationship of specialized uses and determined duration of stay. Figure 4, in particular, shows how components of the Downtown Plan relate directly to duration of stay.

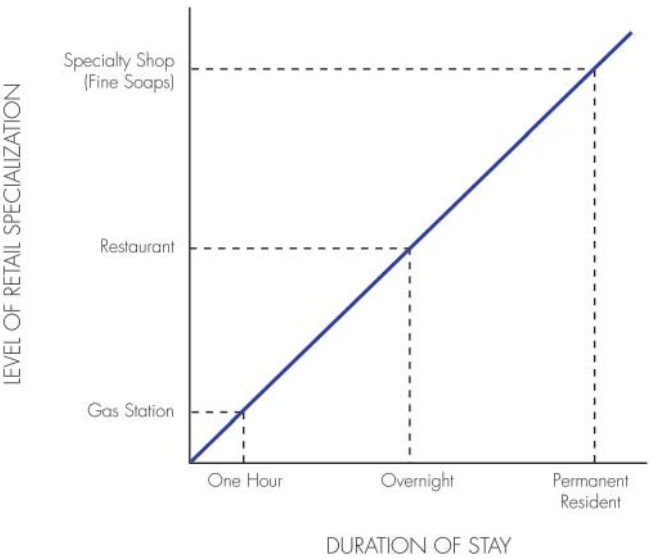


Figure 3. Duration of stay influences the level of retail specialization.

Downtown Plan Components

Duration of Stay	Connections	Plaza	Thematic Streets	Use Clustered Sub Districts	Events, Festivals	Local Scale Retail
four hours						
overnight						
housing						

Figure 4. Elements of downtown revitalization that impact duration of stay.

In order to create a Downtown that is a cohesive point of interest functioning as a commercial and civic node, the following issues must be addressed:

- Locational disadvantage causing lack of significance and character within the City
- Cognitive isolation from other districts in the City
- Low levels of service
- Lack of nodal intersection
- Lack of destination due to voids in urban fabric



APPROACH

In order to address the various challenges facing Downtown Kyle, it is necessary to formulate a body of strategic objectives which in turn will serve to further organize and direct the Downtown Revitalization Plan towards assembly of a toolbox of implementation approaches to ensure success. While numerous impediments to commercial development and economic value capture currently confront Kyle, the character of the impediments is largely similar and interrelated. Correspondingly, a family of related strategic objectives will address the impediments and establish Downtown Kyle as a specialized commercial node with significant civic presence and cultural identity for the City.

Improving Downtown's locational advantage and significance as a commercial and civic destination is a primary objective, and can be addressed by connecting Downtown streets to each other and a larger grid of transportation corridors such as I-35 and its access ramps. Redefining and extending the existing Downtown street grid to the edge of I-35 and across to the eastern side of the interstate would provide additional connectivity, as well as additional reliever routes to mitigate traffic congestion. This approach would also activate and enliven what are now second-tier streets in relation to Center Street, which would help the district and its commercial viability as a whole. A connection from Center Street that

bridges I-35 and flows into a regional road network on the east side of I-35 allows for greater potential value capture.

The void in Kyle's urban fabric caused by the railroad line and I-35 can be bridged through the creation of a rail plaza, in which the existing Center Street crossing is reconfigured to create a large public space, streetscape, and pedestrian trail within one unified ground plane. This is represented by the green area in Figure 6. The rail plaza addresses the void and allows for the spatial relationship between City Hall and the traffic flows of Center Street and the rail line to co-exist within a new organizing feature that is accessible to pedestrians as well. The plaza would be an identifiable and iconic place that supports the goals of the Comprehensive Plan process and knits together Downtown's disparate urban forms and uses. Such a crossroads creates a destination for people and commerce and resolves conflicts between Downtown and the railroad by making the present under-utilized space a meaningful centerpiece for future development.

Additional public spaces in Kyle, both existing and newly proposed, must be incorporated into the central identity of Kyle as well. Public open spaces at the center and termini of the Downtown spine of Center Street would work in conjunction with an improved streetscape experience and

Issue	Resolution	Outcome
Lack of destination due to voids in urban fabric	Create identifiable plaza at major intersection: place along rail corridor and Center Street maintain unified ground plane	Creates spatial relationship between existing buildings, streets and rail line Becomes destination for future development Knits together urban forms and uses
Locational disadvantage causing lack of significance and character within the City	Create public spaces and provide enhanced streetscapes: place along major spine (Center Street) as center and termini use special monumentation, signage, paving and landscaping	Creates unique sense of place one can identify
Lack of nodal Intersection	Connect downtown street grid across interstate: allow secondary streets in relation to Center Street to connect to east side of I-35	Allows for greater potential value capture in the Downtown district as a whole Creates energy and critical mass
Low levels of service	Connect downtown street grid to larger grid of transportation : join grid to service roads extend grid to east side of I-35	Creates easier access in and out of Downtown Alleviates traffic congestion Connects to regional districts
Cognitive isolation from other districts in the City	Connect downtown development and civic presence: create pedestrian connections create public spaces	Knits together urban forms and uses of the Downtown district to regional districts

Figure 5. Top Five Issues, Resolutions and Outcomes, Downtown Kyle.

defined district identity to knit the whole of Downtown together. As Downtown is currently contained by residential fabric on its western edge, in order to grow it must expand to the east. A new public space to the east of I-35, along with an improved historic City Square, would form termini to the central spine of Downtown. Each of these two could be marked by entry monumentation. The five major issues, resolutions and outcomes are described in Figure 5.

The identity of Downtown and its character must also relate to the rest of the City of Kyle and surrounding context. Along with the new rail plaza and open spaces, a pedestrian trail that connects to a wider network would move through Downtown along the rail right-of-way. Even as Downtown connects to the City through improved vehicular and pedestrian corridors, the district must maintain its distinct identity and level of commercial specialization. Downtown must function in relation to the regional node at Seton Hospital so that these two endpoints define a district in between oriented to complementary economic value capture from I-35. Figure 6 breaks down the intended organizing structure using existing corridors in Downtown Kyle while Figure 7 shows the suggested sub-districts as they relate to the proposed organizing structure. Economic energy is predicted to increase and plateau in the core of downtown where civic and commercial sub-districts merge along the primary connection. As the secondary connections expand to other sub-districts, the economic energy subsides as the commercial sub-districts fade into the residential sub-districts.

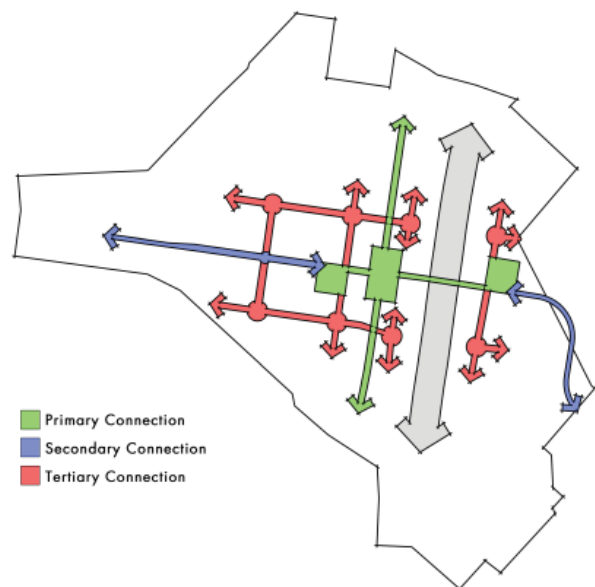


Figure 6. Proposed organizing structure, Downtown Kyle.

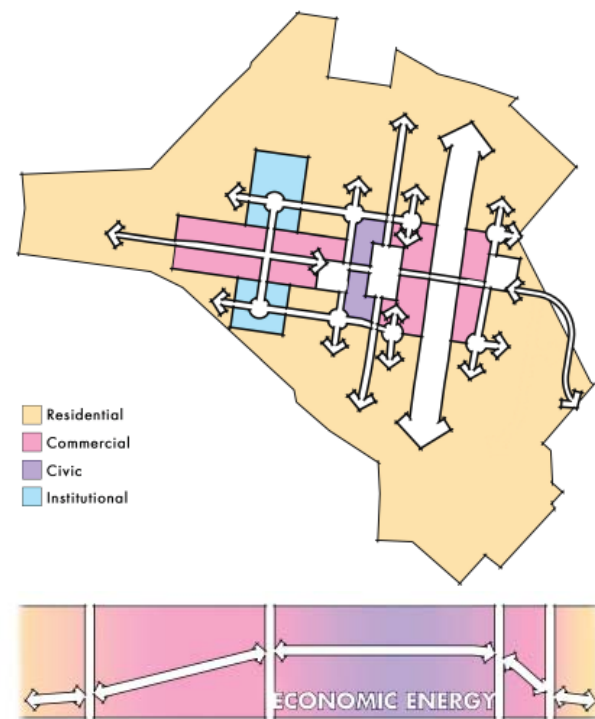


Figure 7. Proposed sub-districts and level of economic energy, Downtown Kyle.

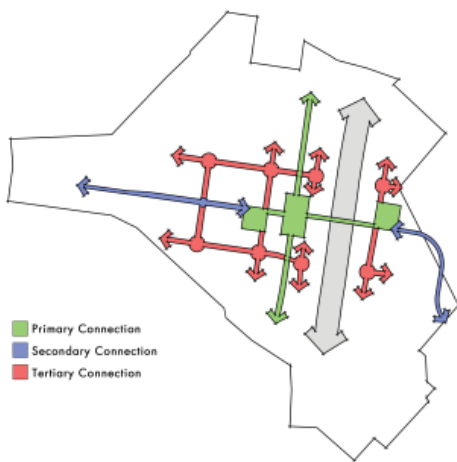


Figure 8. Proposed organizing structure and section reference.



Figure 9. Enhanced Downtown streetscape, Primary Section.

Located in the core of Downtown, this enhanced streetscape unifies historic and future downtown. There is expected heavy pedestrian and vehicular use due to its proximity to the interstate. Enhancements include large sidewalks to encourage pedestrian movement and cafe seating, pedestrian scale lighting and signage, and charming use of landscape plants.



Figure 10. Enhanced Downtown streetscape, Secondary Section.

This enhanced Downtown streetscape serves as the spine linking the primary connections to districts beyond the Downtown district. With commercial and civic uses lining these corridors, there is expected heavy pedestrian and vehicular use. Enhancements include large sidewalks with buffering vegetation to separate pedestrian use from vehicular use, large scale lighting, and pedestrian scale signage.



Figure 11. Enhanced Downtown streetscape, Tertiary Section.

This enhanced Downtown streetscape occurs throughout the downtown grid to connect urban uses and create opportunity for economic development. There is expected medium pedestrian and vehicular use. Enhancements include neighborhood sidewalks, street trees, and pedestrian scale lighting.

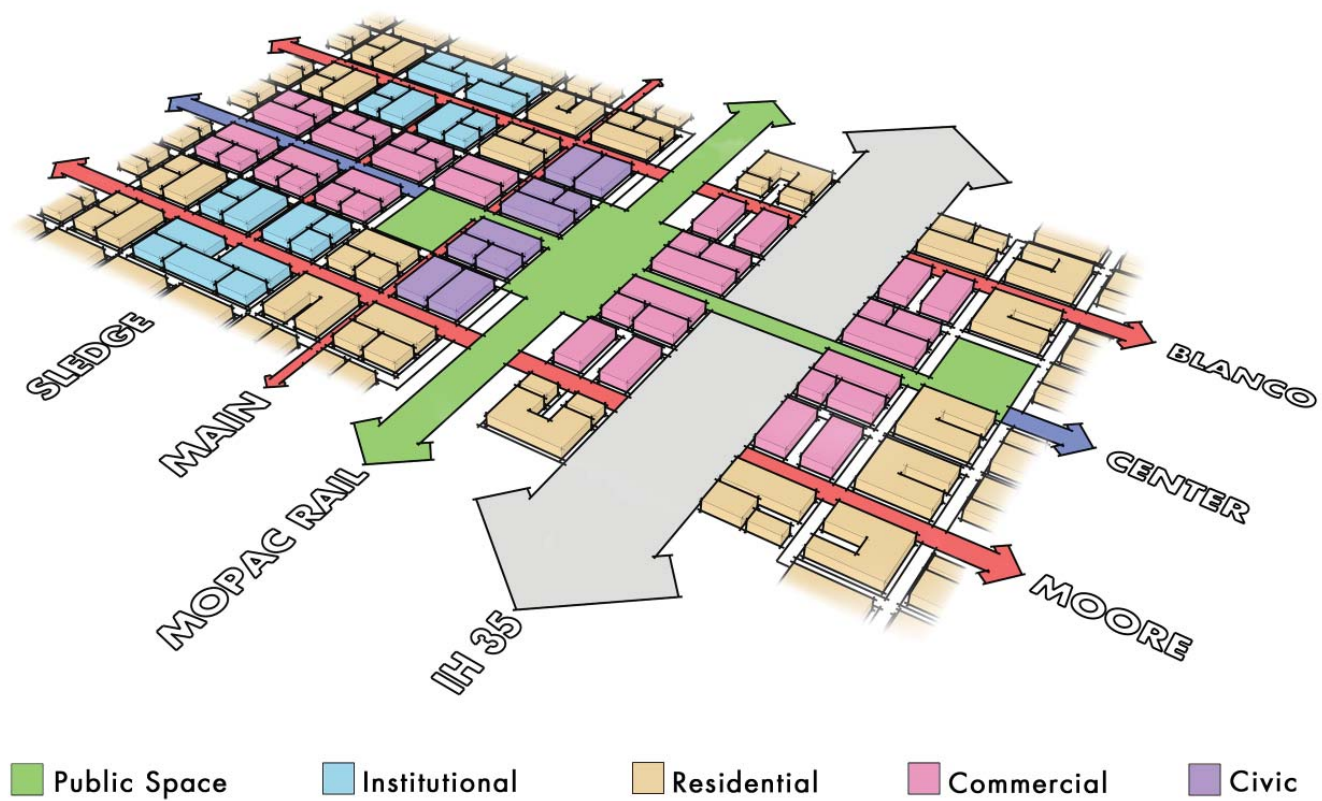


Figure 12. Proposed structure and sub-districts composite.

Figure 12 demonstrates how the enhanced Downtown streetscapes influence the use that abuts it. The primary connection shown in green joins the east and west sides of downtown and reaches to regional districts through a suggest greenway along side the Mopac Rail Line. The tertiary connections extend over I-35 to employ the existing street grid further unifying Downtown urban uses. Infill allows for the correction of void and encourages economic development and growth thus creating an identifiable downtown node within the City of Kyle.

PUBLIC PLAZA

The void in Kyle's Downtown fabric caused by the railroad line and I-35 can be bridged through the creation of a rail plaza, in which the existing Center Street crossing is reconfigured to create a large public space, streetscape, and pedestrian trail within one unified ground plane. The plaza would be an identifiable and iconic place that supports the goals of the Comprehensive Plan process and knits together Downtown's disparate urban forms and uses. The rail plaza addresses the void and allows for the spatial relationship between City Hall and the traffic flows of Center Street and the rail line to co-exist within a new organizing feature that is accessible to pedestrians as well.



Figure 13. Proposed Rail Plaza, Downtown Kyle.

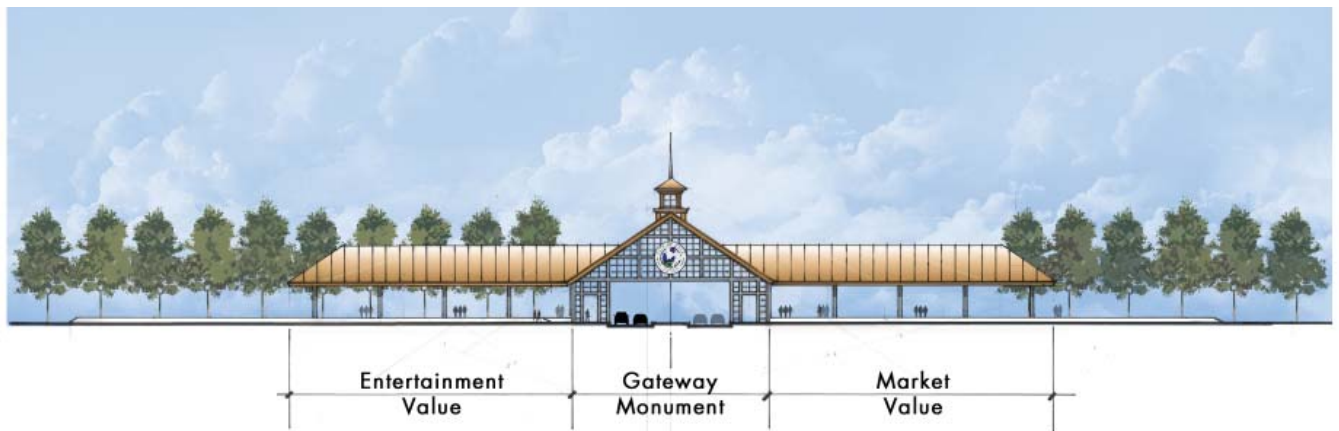


Figure 14. Proposed elevation, Rail Plaza.

DISTRICTS

By creating District Designations within Downtown Kyle, a policy framework can be established that is compatible within the City's larger municipal planning efforts. Policy parameters, appropriate development activity, and funding mechanisms are important considerations in district designations. In this report, eight special districts will be considered, with an included description of their opportunities and constraints. A comparative table of district application in Kyle and a recommendation regarding the most suitable district designations will be included in this section. The districts summarized here include:

- Targeted Planning Zones (Sub-area Plans)
- Design Overlay District
- Historic Districts
- Municipal Management District
- Tax Increment Finance District
- Capital Improvement District
- Public Improvement District
- Business Improvement District
- Planned Development District

TARGETED PLANNING ZONES

Targeted Planning Zones are designated when a particular area requires a greater level of detail than can be obtained through a City's Comprehensive Plan or when unique actions are necessary in the area. A Sub-area Plan would remain consistent with the City's Comprehensive Plan and would include tools and mechanisms tailored directly to the targeted area. By designating the area a Targeted Planning Zone, an additional level of public participation, review, and input can be incorporated into the design of the area. After the Targeted Planning Zone is defined, the plan is adopted, implemented, and overseen by the Planning Commission and the City Council. A Targeted Planning Zone could be eligible for Community Development Block Grant funds for activities related to the removal of blight and the provision of low-income housing in the zone.

Description of Functions

- Design review procedures
- Zoning regulations
- Streetscape element standards
- Character and design guidelines
- Development strategies
- Creation of incentives
- Public review and input

SUB-DISTRICTS

The creation of Sub-Districts within Downtown Kyle allows for the formulation of a more detailed level of proposed policy and design initiatives that respond to and build upon the existing fabric of Downtown. Areas of commercial, civic, and institutional concentration are present, with residential uses continuing to account for the a significant portion of the Downtown area.

- Residential Sub-District
- Commercial Sub-District
- Civic Sub-District
- Institutional Sub-District

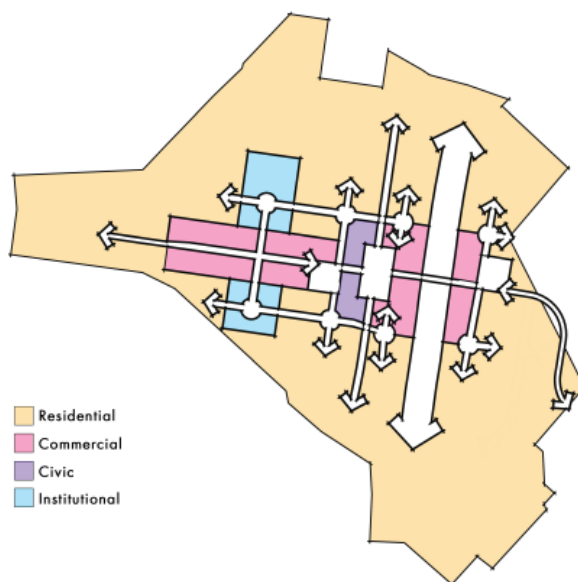


Figure 16. Proposed sub-districts, Downtown Kyle.

DESIGN OVERLAY DISTRICT

Design Overlay Districts do not change existing, underlying zoning categories, but rather provide requirements and incentives to preserve a defined district form or character and to encourage development of a certain quality. They provide guidance for private entities (developers, designers, and investors) as they embark upon projects in the designated district. It also provides standards for the visual form and appearance to which property owners and occupants must comply, in order to preserve the visual form and overall appearance within the District. Overlay Districts can also be established so as to provide effective land use planning and facilitate traffic flow. Guidelines typically articulated in a Design Overlay District would address such components as:

Typical Elements Defined and Regulated through Design Overlay Districts:

- Landscaping
- Architecture
- Lighting
- Signage
- Parking lots
- Transportation elements (intersections, trails, transit stops)

CAPITAL IMPROVEMENT DISTRICT

The creation of a Capital Improvement District allows cities and counties to provide new public facilities and expand existing facilities in order to accommodate existing and anticipated growth. Funding for these Districts typically stems from capital improvement revenue funds, state and federal sources, grants, development exactions and impact fees, dedications of land, taxes, assessments, and charges. Physical, environmental, and topographical constraints must be considered when designating areas for the expansion of public facilities.

A Capital Improvement District's functions are as follows:

- Prioritize the new public facilities
- Estimate the cost of improvements or repairs
- Analyze the fiscal capacity of the city or county to finance and construct improvements
- Establish financial policies to provide for the funding of improvements
- Schedule the funding, prioritization, and construction of improvements to ensure that public facilities are provided when required based on needs identified in the Comprehensive Plan.

POSSIBLE DISTRICT DESIGNATIONS FOR DOWNTOWN KYLE

FUNCTION	Due Process	Regulatory Control	Shared Governance	Targeted Public Funding	General Public Funding	Premium Funding
DESCRIPTION OF FUNCTION	Provide public deliberation for the purpose of preventing capricious actions on part of council, while permitting specific actions within a targeted area	Target enforcement or regulatory oversight in a specified area	Establish governmental subdivisions for the purpose of executing specific tasks normally assigned to general governance	Redirect public revenues within a particular zone to a target area/set of targeted projects	Focus general revenues to targeted area/targeted projects	Create revenue streams in addition to normal public sources
DISTRICTS	Land Use areas (entertainment, school, hospital, etc.)	Design Overlay Districts	Municipal Management Districts	Tax Increment Finance District	Capital Improvement District	Public Improvement District
	Target Planning Zones (Sub-area plan)	Planned Development Districts	Legislated Districts			Business Improvement District
		Historic Districts				
	Reinvestment Zones	Code Enforcement Districts				

 Recommended for Downtown Kyle

Figure 17. Possible District Designations, Kyle, Texas

HISTORIC DISTRICTS

The creation of Historic Districts is a way to target the preservation of historic buildings, streets, features, and the fabric of an area. The National Parks Service maintains the National Register of Historic Places, which recognizes districts, sites, buildings, structures, and objects that are significant to American history, architecture, archeology, engineering, and culture. The process of obtaining National Register designation can be lengthy and requires extensive documentation of a site's merits.

The Texas Historical Commission administers the Certified Local Government (CLG) program, which provides support to cities in creating Historic Districts. In order to qualify as a CLG, a city must:

1. Enforce state or local legislation that protects historic properties
2. Establish a qualified review commission composed of professional and lay members
3. Maintain a system for surveying and inventorying historic properties
4. Provide for public participation in the historic preservation process, including recommending properties to the National Register of Historic Places.

Once certified, a CLG becomes eligible for grant funds to support:

- Training for local preservation commissions
- Completing or updating surveys of historic resources
- Producing historical walking or driving tour brochures, videos or other educational materials
- Preparing preservation plans
- Preparing National Register of Historic Places nominations

MUNICIPAL MANAGEMENT DISTRICT

Municipal Management Districts, also referred to as Downtown Management Districts, can be created within an existing commercial area to finance facilities, infrastructure, and services beyond those already provided by individual property owners, or by the municipality. Municipal Management Districts are created to supplement, not supplant, the municipal services in the designated district. A Municipal Management District actually functions under dual provisions of rights, powers, privileges, authority, and functions. It functions as both a conservation and reclamation district, and as a road and road utility district.

Projects and services approved for Municipal Management Districts:

- Landscaping
- Streets/Sidewalks/Signage
- Marinas
- drainage improvements
- pedestrian malls
- solid waste/water/sewer/power facilities
- parks and plazas
- lakes, rivers, ponds, bayous
- recreation/scenic areas
- historic areas
- fountains/art
- off-street parking
- bus terminals, heliports, and mass transit systems
- demolition costs associated with designated improvements
- property acquisition in connection with an improvement project
- supplemental services for improvement projects (advertising, economic development, health and sanitation, security, etc.)
- administrative expenses incurred in district management

Funding options provided through Municipal Management Districts include:

- Self-imposed property taxes
- Special assessments
- Impact Fees
- Other charges to property owners

TAX INCREMENT FINANCE DISTRICT (TIF)

Tax Increment Finance Districts are useful primarily in the funding of structural and infrastructural improvements within a designated Reinvestment Zone.

Approved Appropriations of Funds

The governing body/board of directors may regulate/restrict the use of land by imposing conditions, restrictions, or covenants that run with the land. In a Tax Increment Financing District, the “increment” of increased tax value created by new development (increase over present value) is directed toward approved projects documented in a TIF Plan. These funds are administered by a TIF Board. TIF Districts are set up by City Ordinance and typically last 10 to 20 years.

The governing body/board of directors may use funds for project costs that benefit the reinvestment zone, including those relating to:

- railroad or transit facilities
- affordable housing
- the remediation of conditions that contaminate public or private land or buildings
- the preservation of the facade of a private or public building
- the demolition of public or private buildings
- providing affordable housing or areas of public assembly in or out of the zone
- paying a neighborhood enterprise association for providing services or carrying out authorized projects in the zone
- activities that benefit the zone and stimulate business and commercial activity in the zone

PUBLIC IMPROVEMENT DISTRICT (PID)

Public Improvement Districts offer cities and counties a means for improving their infrastructure to promote economic growth in a designated area, by levying and collecting special assessments on properties within the city or its ETJ. Public improvements typically funded through use of a PID include improvements in areas such as infrastructure, civic space, and business-related services.

Authorized Improvement Projects

- landscaping
- erection of fountains, distinctive lighting, and signs
- acquiring, constructing, improving, widening, narrowing, closing, or rerouting of sidewalks or of streets, any other roadways, or their rights-of-way
- construction or improvement of pedestrian malls
- acquisition and installation of pieces of art
- acquisition, construction, or improvement of libraries
- acquisition, construction, or improvement of off-street parking facilities
- acquisition, construction, improvement, or rerouting of mass transportation facilities
- acquisition, construction, or improvement of water, wastewater, or drainage facilities or improvements
- the establishment or improvement of parks
- acquisition, by purchase or otherwise, of real property in connection with an authorized improvement
- special supplemental services for improvement and promotion of the district, including services relating to advertising, promotion, health and sanitation, water and wastewater, public safety, security, business recruitment, development, recreation, and cultural enhancement
- payment of expenses incurred in the establishment, administration, and operation of the district

BUSINESS IMPROVEMENT DISTRICT (BID)

A Business Improvement District (BID) is an organizing and financing mechanism used by property owners and merchants to determine the future of their retail, commercial and industrial areas. The BID is based on state and local law, which permits property owners and merchants to band together to use the city's tax collection powers to assess properties, thereby creating a reliable, multi-year source of funds for economic development. These funds are collected by the city and returned in their entirety to the BID and are used for supplemental services (maintenance, sanitation, security, promotions and special events) and capital improvements (street furniture, trees, signage, special lighting) beyond those services and improvements provided by the municipal government. In essence, the program is one of self-help through self-assessment and business-led management. In the BID era, business leaders assume that by acting collectively they themselves can correct as many of the problems that affect their economic self-interest as they can afford. There are 1,200 BIDs in North America in central business districts and other commercial areas of all sizes, from tiny Hampton, Virginia, to Times Square in New York City.

BIDs typically serve 10 functions:

1. Maintenance. Collecting rubbish, removing litter and graffiti, washing sidewalks, shoveling snow, cutting grass, trimming trees, planting flowers in public places.
2. Security and hospitality. Hiring uniformed security and street "guides" or "ambassadors"; buying and installing electronic security equipment or special police equipment, staffing sidewalk tourism kiosks.
3. Consumer marketing. Producing festivals and events; coordinating sales promotions, producing maps and newsletters; launching image enhancement and advertising campaigns; erecting directional signage.
4. Business recruitment and retention. Conducting market research; producing data-oriented reports; offering financial incentives for new and expanding businesses; marketing to investors.
5. Public space regulation. Managing sidewalk vending, street performances, street furniture, code compliance.
6. Parking and transportation management. Managing the public parking system; maintaining transit shelters; operating ridesharing programs.
7. Urban design. Developing urban design guidelines; managing facade improvement programs.
8. Social services. Creating or aiding help-the-homeless, job training, and youth services programs.
9. Visioning. Developing a vision or strategic plan.
10. Capital improvements. Installing pedestrian-scale lighting and street furniture; planting and maintaining trees and flowers.

Economic Development Strategy: Reference the [City of Kyle Economic Development Strategic Plan: Setting the Stage for Development Success by The Natelson Dale Group, Inc.](#)

A STRATEGY FOR DOWNTOWN REVITALIZATION

Relationships describe the interconnection of the internal and external organizational structures that act upon the implementation strategy. Acts (or actions) necessary to implementation include funding, implementation/construction, and maintenance. Gathering/generating funds, expending funds to create value, and maintaining that value is a broad set of relationships that define the interconnecting relationships between those agencies, boards, commissions, committees, associations, and tasks forces associated within the implementation strategy. To make the collective body of organizations (such as those specified above) functional, it is necessary to set them in a hierarchical association which ultimately defines a community under the leadership of elected officials (the City Council). In this way the operations of the implementation strategy maintain public accountability and respect the rights of public due process and uniform/non-capricious application of laws/policies/procedures.

The following is a sequence of actions recommended for Downtown Revitalization in Kyle. These actions integrate both public and private actions, involving policy, regulatory, and form-based mechanisms. There are five recommendations in total.

1. Adopt the Kyle Downtown Revitalization Plan
2. Create special districts
3. Create district committees and boards
4. Craft guidelines and pass ordinances that codify the guidelines
5. Begin detailed design work on the downtown design projects (see Figure 18 below):
 - a. Create identifiable plaza at major intersection. Place along rail corridor and Center Street and maintain unified ground plane.
 - b. Create public spaces and provide enhanced streetscapes. Place along major spine (Center Street) as center and termini and use special monumentation, signage, paving and landscaping.
 - c. Connect downtown street grid across interstate. Allow secondary streets in relation to Center Street to connect to east side of I-35.
 - d. Connect downtown street grid to larger grid of transportation. Join grid to service roads and extend grid to east side of I-35.
 - e. Connect downtown development and civic presence. Create pedestrian connections and public spaces.

Issue	Resolution	Outcome
Lack of destination due to voids in urban fabric	Create identifiable plaza at major intersection: place along rail corridor and Center Street maintain unified ground plane	Creates spatial relationship between existing buildings, streets and rail line Becomes destination for future development Knits together urban forms and uses
Locational disadvantage causing lack of significance and character within the City	Create public spaces and provide enhanced streetscapes: place along major spine (Center Street) as center and termini use special monumentation, signage, paving and landscaping	Creates unique sense of place one can identify
Lack of nodal Intersection	Connect downtown street grid across interstate: allow secondary streets in relation to Center Street to connect to east side of I-35	Allows for greater potential value capture in the Downtown district as a whole Creates energy and critical mass
Low levels of service	Connect downtown street grid to larger grid of transportation : join grid to service roads extend grid to east side of I-35	Creates easier access in and out of Downtown Alleviates traffic congestion Connects to regional districts
Cognitive isolation from other districts in the City	Connect downtown development and civic presence: create pedestrian connections create public spaces	Knits together urban forms and uses of the Downtown district to regional districts

Figure 18. Top Five Issues, Resolutions and Outcomes, Downtown Kyle.

WORKSHOP 3 SUMMARY

The purpose of Workshop #3 was to present and review the six plan elements for the Comprehensive Plan. Workshop #3 began with an overview of the six plan elements that were derived from the assessments and framework plan.

1. Future Land Use Plan
2. Transportation Plan Update
3. Urban Design Plan
4. Downtown Revitalization Plan
5. Open Space Plan
6. Public Facilities Plan

Participants were then encouraged to review the plan element summary boards posted around the workshop space. Workshop #3 was unique because it allowed the facilitator group members and the Planning Consultant Team to partner for each of the boards, answering questions, collecting feedback, and elaborating on details.

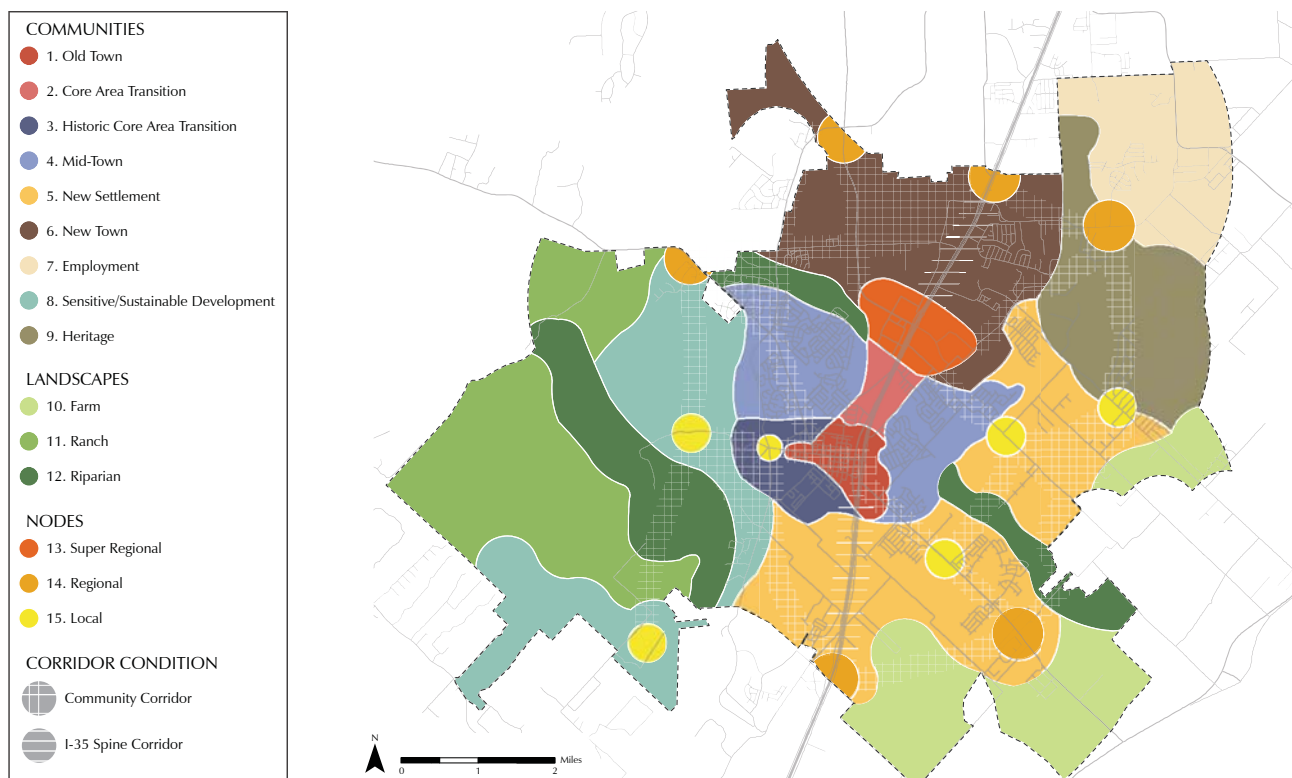
Workshop #3 was the last workshop in the formal Planning Process. The participants had an opportunity to view the plans, meet with the consultants and facilitator group members, and comment on the plan components developed in response to goals, objectives, and vision statements from Workshops #1 and #2. The plan components presented in Workshop #3 included:

- The Future Land Use Plan
- The Transportation Plan Update
- The Urban Design Plan
- The Downtown Revitalization Plan
- The Open Space Plan
- The Public Facilities Plan

Unique to Workshop #3 was the role of the facilitators working with the consultant team members to explain and absorb feedback about the six plan elements. Prior to Workshop #3, facilitators were identified to lead breakout groups within the workshop format. These facilitators met separately with the Consultant Team and City Staff prior to each Workshop #2 and #3, to discuss methods of presentation and Workshop Format.

The third workshop began with a review of the planning process, and presentation of the Primary Inputs that emerged in Workshop #2. The ten Primary Inputs, which were expressed in response to a presentation of the Planning Framework, included:

1. Create alternatives to vehicular travel (sidewalks, bike lanes, transit) and connections between neighborhoods, schools, parks, and all areas of Kyle
2. Preserve historic land uses (farming, ranching) and unique ecological features (Blanco River, creekways, tree stands)
3. Increase options for retail, neighborhood services, and mixed-use development within residential areas
4. Emphasize Kyle as a destination and increase quality of life for both residents and visitors
5. Increase regional connectivity and regional planning
6. Improve infrastructure provision throughout City and ETJ and protect limited resources (water)
7. Emphasize smooth land use transitions
8. Ensure adequate tax revenues to close the tax gap
9. Increase density and attractiveness of development along I-35
10. Attract new businesses and jobs



Following a review of the Planning Framework and the subsequently expressed Primary Inputs, the individual plan components were presented in overview, illustrating their compatibility with the Planning Framework (the Planning Framework is the consensus document for the Comprehensive Plan, serving as the template for all of the individual plan components). Therefore, each individual plan component is related strongly to the Planning Framework (a graphic depiction of the Community Goals). Participants can verify the intent of each component through the symmetry of that component with the Community Goals, as gathered through the process of public participation utilized in the formulation of this Comprehensive Plan.

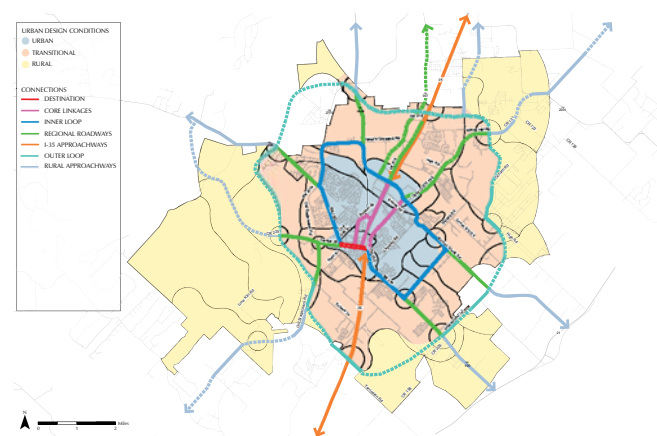
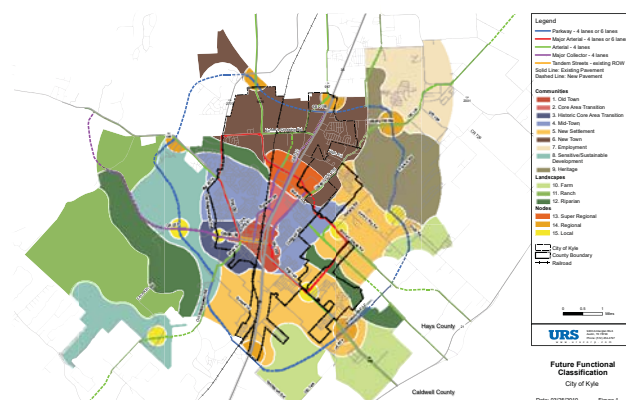
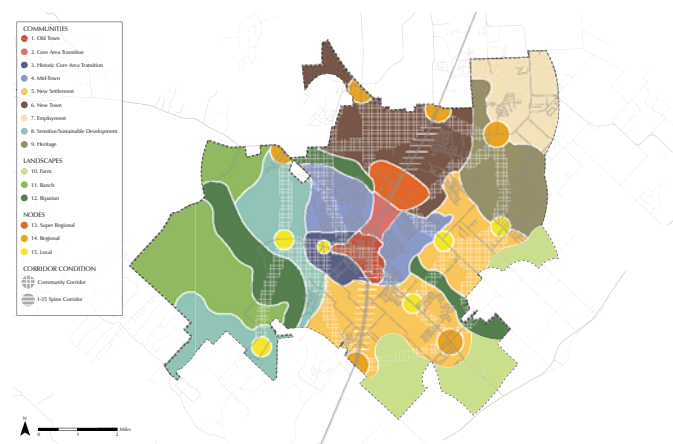
After the presentation concluded there was the opportunity for participants to review the six plan component boards. Seven members of the consultant team paired with members of the facilitator group were present at each plan component board to provide greater detail and address individual questions and comments. This allowed participants in the planning process to challenge, question, and propose revisions to the plan documents as prepared by the Planning Team.



The presentation of the **Future Land Use Plan** focused on the creation of districts as a means of dealing with the complexities of Kyle's current and historic patterns of development. The Land Use Plan, which was designed utilizing land use districts rather than zoning nomenclature (land use and zoning fulfill separate functions for a City, and therefore must be distinct elements), consists of 15 districts. These districts, which reconcile future visioning with historic trends and current needs, include Communities, Landscape, and Nodes. The Land Use Plan also seeks to economically balance residential and non-residential uses to provide a sufficient tax base to support the quality of life and quality of service needed in the future. The proposed Future Land Use Plan was accepted by workshop participants.

The presentation of the **Transportation Plan Update** centered upon the creation of a hub and spoke pattern of loops, intended to distribute the trip volumes associated with growth of the City by 2040. A general phasing strategy was also presented, addressing recommended improvements for the current thoroughfare system associated with the planning horizon and the ultimate build-out scenario. The idea of an interconnected regional local system of thoroughfares was addressed. Regional systems would consist of loops and approachways connecting major parts of the City. Local systems would facilitate ancillary movement between neighborhoods and major destinations. Recommended intersection enhancements of the City were also presented. The proposed Transportation Plan Update was accepted by workshop participants.

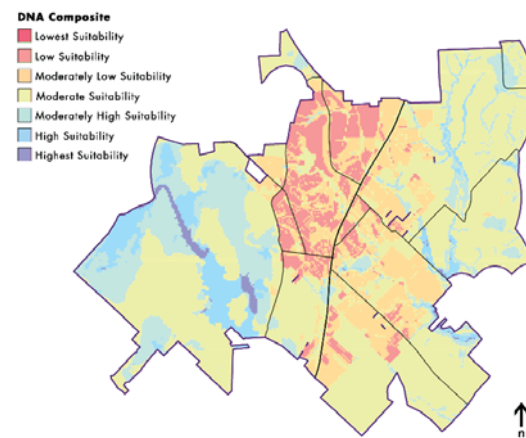
The presentation of the **Urban Design Plan** addressed two elements: corridor conditions and community conditions. Corridor conditions relate to how the public and private realms interface with each other. Community conditions relate to how development should respond to its location (urban, transitional, or rural). In the urban condition, there is a strong relationship of users with development and the street. In the rural condition, there is a strong relationship to the land and the environment. The conditions dictate how different design elements formulate together, such as bike routes, pedestrian routes, vehicular routes, and different development scales. The proposed Urban Design Plan was accepted by workshop participants.



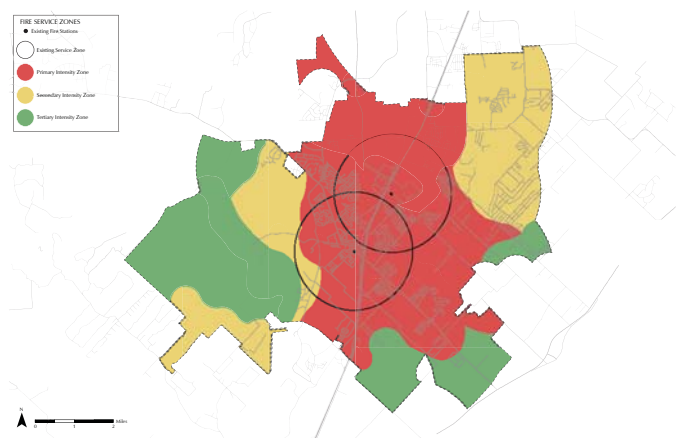
The presentation of the **Downtown Revitalization Plan** addressed the spatial void within the downtown and how the Plan seeks to connect across I-35 to isolated areas. The plan fosters civic identity downtown and pursues a unique sense of place. Thematic elements are proposed, such as banners, street tree plantings, tree grates, and signage, in order to cognitively distinguish downtown Kyle from other areas of the City and also other municipalities. One of the larger ideas in the Plan is to create a civic center adjacent to the rail line in the form of a plaza. This would be a gathering space for active and passive activities and serve as the cultural heart of the City. The Plan stitches together different elements to create an identifiable place where potential value capture can be harnessed and the historic heritage of Kyle can flourish.



The **Open Space Plan** presentation focused on the establishment of a network of public open spaces that consists of two core components: Parks and Designated Natural Areas. Three types of recommended parks were presented, with standards for each park type. Each park type has an appropriate location within certain land use districts. Designated Natural Areas, both greenways and preserves, were identified for Kyle, along with a discussion of core elements of a preservation strategy for public and private lands. Preservation will promote the protection of key natural features and cultural heritage of the area. The proposed Open Space Plan was accepted by workshop participants.



The presentation of the **Public Facilities Plan** was developed based on projections of growth in the Kyle area. The primary components of the Plan included police and fire facilities. The Plan is a diagrammatic representation of the ability to service the Kyle area, based on existing facilities, and recommendations for inclusion of future facilities as the population grows. Service areas will be greatly enhanced from the maturation of the thoroughfare network enhancements. The proposed Public Facilities Plan was accepted by workshop participants.



Next steps were then discussed in the plan process, which included review and revisions, Council/Commission presentations, and final plan adoption.



PLAN IMPLEMENTATION

PLAN IMPLEMENTATION

To facilitate realization of community vision, the Comprehensive Plan must be fully implemented. In order to ensure effective and efficient implementation, the creation of a Long Range Planning Committee is recommended. The role of this group is explained, as well as the process by which the Comprehensive Plan should be amended and updated in the future.

LONG RANGE PLANNING COMMITTEE

Creation of Long Range Planning Committee

The City of Kyle and its citizens have dedicated significant amounts of time and money to the Kyle Comprehensive Plan process, and the implementation of the plan and championing of its vision must be overseen with a complementary investment after the plan is adopted. The Planning Team therefore recommends that a Long Range Planning Committee be created to shepherd the Comprehensive Plan throughout the implementation of the plan. The Committee will ensure implementation of the Comprehensive Plan through the decision-making processes of City government. The Kyle City Council should enact the Long Range Planning Committee by ordinance, and the Council will appoint members to the Committee. The Committee will serve the City of Kyle and City Council as an advisory body to the Planning and Zoning Commission. The Planning and Zoning Commission evaluates proposals and applications presented to the City, and issues recommendations to the City Council regarding those applications. In this function, the Planning and Zoning Commission acts in a manner that responds to the cases presented to it by petitioners, and is primarily concerned with day-to-day development and land uses cases that come before it for consideration. For this reason the Long Range Planning Committee is necessary, to allow an advisory body of the City of Kyle to focus exclusively on the implementation of the Comprehensive Plan, and inform the regular evaluations of the Planning and Zoning Commission so that long-range planning issues are included in the considerations of the merits of individual development cases. The Long Range Planning Committee should give quarterly presentations at Planning and Zoning Commission meetings.

The Comprehensive Plan Facilitator Group served as community advocates and peer educators during the Comprehensive Plan process, and would be best equipped to serve as the initial appointees to the Long Range Planning Committee. The Facilitators have been intricately involved in the planning process, and evolved from a role of interested stakeholders to actually presenting the concepts and proposals for individual Plan Elements at Workshop #3. They are therefore knowledgeable of the purpose, intent, and



Figure 1. Community Goals related to Economic Development.

contents of the 2010 Kyle Comprehensive Plan, and are best suited to establish a high standard as the first appointees of the Long Range Planning Committee.

Upon adoption by the City Council, this Comprehensive Plan will become the official policy of the City of Kyle guiding its decisions regarding development and capital expenditure. The Comprehensive Plan is a guide, and should not be viewed as a rigid code. Therefore, the Plan is an ever-evolving process that will, in time, necessitate another reassessment and update. As a part of this continual evolution, the Long Range Planning Committee members will also change with time. The Facilitator Group for each subsequent comprehensive plan update will replace the existing Long Range Planning Committee at the time of adoption of the updated plan. In this way, the same citizens who guided the plan update will be able to contribute their insights to the implementation of the plan.

Advisory Process of the Long Range Planning Committee

To ensure effective plan implementation, the Long Range Planning Committee will be asked to review and advise on a variety of items before the Planning and Zoning Commission and City Council. The Committee should check for consistency with the vision and policies of the Comprehensive Plan in the contexts listed below as examples (though this list should not be considered as exhaustive or limiting to the advisory capacity of the Committee).

- **Annexation:** The Land Use Plan provides guidance on the character, intent, jurisdiction, authority, and application of Districts currently within the City of Kyle and its ETJ. As the City considers annexing adjacent land, the Long Range Planning Committee should evaluate the characteristics of the land to see how it might fit into the existing Districts in Kyle. Also worthy of consideration would be how the proposed annexation land would affect provision of City services and the associated impact on the municipal budget and tax base.

- **Capital Improvement Plan:** The Comprehensive Plan provides guidance for where Kyle should direct future growth in order to close the tax gap and ensure a high level of service for its citizens. The Plan should assist in determining criteria for the provision of future infrastructure projects in Kyle, including location, timing, and implementation.

- **Development Code:** The Committee should review sections of the City Code that currently relate to



development as they are updated individually or if they are collectively gathered and expanded into a Kyle Development Code. The character and location of future development should be guided by City codes that are consistent with the Comprehensive Plan.

- **Economic Development Plans:** The Downtown Revitalization Plan, Land Use Plan, Transportation Plan, and Urban Design Plan in particular address how the City should create the conditions and direct growth for current and future economic development. Capture and transfer of value in Kyle must be optimized through adherence to the recommendations in these plan elements. The Long Range Planning Committee should consult the Plan in considering where development should be located, how it should be directed, and the resulting impact on the City.

- **Historic Preservation Planning:** The Land Use Plan provides information on how the unique character of each District impacts the planning approach in that area. The character influences the planning intent and application for each District, and historic properties and structures should be preserved in a manner consistent with the character and planning approach in the District. The Urban Design Plan defines Kyle's identity through its public streetscape and built environment. Historic properties should be preserved and enhanced in ways that complement the Urban Design goals of contributing to the overall form, scale, and visual

character that define Kyle's identity and unique sense of place.

- **Open Space Plan:** Decisions regarding open space in Kyle should grow out of a system-based approach, as outlined in the Open Space Plan element. Meaningful public spaces should form a network, and recommendations for sites of block parks, neighborhood parks, and community parks are each illustrated on maps included in the Open Space Plan. Much like the Public Facilities and other items, decisions about open space should be made in reference to benchmarks that are denominated in units of future population and service ratios.

- **Public Facilities Plan:** The Facilities Plan element offers benchmarks to guide Kyle in order to ensure that provision of fire and police services expands as the City grows. Ratios of staff to residents at current population levels, 2040 levels, and buildout levels in comparison to exemplary cities provide staffing guidance for the Long Range Planning Committee and the City. Maps of service zones should also serve the Committee in decisions about locations of future emergency response stations.

- **Taxes, Annual Municipal Budget:** The Tax Gap Analysis in the Assessments element and the Revised Tax Gap Analysis address Kyle's financial vitality based on the City's tax rate, population, and cost of government per capita (level of service). In order to support the City's population through an adequate level of provision of City services and attract growth, the city must seek to provide non-residential land uses to a degree that the resulting additional tax contribution closes the tax gap.

- **Watershed Protection Plan:** The recommendations on acquisition of natural areas, their management, and access to them in the Open Space Plan should guide the Long Range Planning Committee in deliberations about watershed protection. The Stormwater Management Suitability Map in the same section defines areas most favorable for watershed protection initiatives.

- **Zoning Ordinance:** In the process of reviewing items, the Committee should evaluate based on the vision established in the Land Use Plan that details how zoning categories apply to each of the Districts. Use Qualifications are provided in tabular form, with each zoning categories assigned a qualification of Recommended, Conditional, or Not Recommended.

Comprehensive Plan Updates and Amendments

Updates

The Kyle Comprehensive Plan should be updated regularly to address the changes to the City's context as growth continues and to ensure continued movement toward reaching long-range goals. The following benchmarks are advisable for determining need for update of the Comprehensive Plan:

Time following adoption. It is recommended that the Plan be updated at least every five years.

Attainment of population benchmarks. If population growth fluctuates significantly, causing attainment of the 2040 projection or build-out projection prematurely, it is recommended that the City perform a Plan Update.

Change in economic conditions. Should the economic base for the community change, due to significant growth in a new market sector or significant change in the employment base, a Plan Update should be performed.

Natural or unforeseeable change to the development environment. Should such events occur, such as natural or man-made disasters, a Plan Update should be performed.

The following process should be implemented when the City is preparing for a Comprehensive Plan Update:

- **Selection Committee:** The City Council should appoint members to a Selection Committee, which will be responsible for coordinating the process of selecting the team to update the Plan.

- **Request for Qualifications/Request for Proposal:** City staff should prepare the RFQ/RFP in accordance with the City Charter and/or ordinances for content of such an update, as well as for notification, evaluation, and consultant selection process for City-funded projects.

- **Resource Allocation for the Comprehensive Plan Update:** The City Manager, under the oversight of the City Council and Mayor, should allocate sufficient City resources for long range planning for Kyle. Just as it would be appropriate to allocate resources sufficient for various planning projects, it is recommended that the Kyle Comprehensive Plan be retained as an item in the annual budget, to permit accrual of such funds necessary for constructing and/or updating the Comprehensive Plan.

Amendments

Occasionally it may be necessary to amend the Comprehensive Plan. Other than grammatical or typographical corrections, each and any amendment to the Comprehensive Plan, including the Vision Plan, Plan Elements, or the Implementation Strategy should require:

- **Recommendation:** The Long Range Planning Committee should present its recommendation at a Planning and Zoning Commission (public) meeting regarding the particular amendment.
- **Opinion:** City staff should present its opinion at a Planning and Zoning Commission (public) meeting. This may be an additional P&Z meeting or the same meeting at which the Long Range Planning Committee makes its recommendation.
- **Planning and Zoning Meeting:** At minimum, one additional P&Z (public) meeting should take place, during which meeting the P&Z Commission makes its recommendation to City Council.
- **City Council Meeting:** The City Council should hold at least one council hearing regarding the proposed amendment.



APPENDICES



COMMUNITY GOALS AND POLICY RECOMMENDATIONS

FUTURE LAND USE PLAN

Community Goals generated during the Planning Process that relate to Future Land Use include the following:

8. Create integrated and inter-connected mixed use districts.
16. Discourage residential development along I-35 to preserve those parcels for regionally oriented development.
18. Encourage new development to contain some civic facilities such as libraries and schools.
20. Encourage regional centers that include public facilities.
21. Encourage smaller scale commercial uses to be located on the eastern side of I-35.
35. Ensure physical and natural buffer zones around light industrial uses to filter and clean runoff and possible debris.
37. Ensure regional nodes have large regional attractions such as movies theaters.
38. Ensure the inclusion of attractive/practical affordable housing.
40. Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.
46. Establish commercial centers that provide transition between commercial and residential use.
47. Establish land use transitions to enhance the separation of residential and industrial uses.
48. Include residential components in areas of higher density mixed use.
54. Limit the amount of retail close to schools.
55. Limit new development on prime farmland.
58. Preserve the uses and character of Downtown Kyle.
64. Promote conservation districts for water quality in creeks and ponds.
66. Promote creative residential development design that supports neighborhood identity and social interaction.
70. Promote specialized retail away from I-35.
71. Promote larger plate size commercial land uses to be grouped on the west side of I-35.
79. Set directives for growth that preserve farmland where appropriate.

General policy recommendations for the Future Land Use Plan include the following:

- The Future Land Use Plan should be used as a guide in determination of future zoning decisions.
- Categorical zoning requests should be granted if and when they are consistent with the criteria identified in the Future Land Use Plan.
- Review all development proposals to ensure that they implement the character and intent of the land use districts.
- Development proposals that request uses and designations that are considered conditional in the Future Land Use Plan should incorporate the criteria of the Urban Design Plan, as well as the criteria for the particular land use district in which they occur.
- Ensure that the mix of residential and non-residential uses supports the ad valorem needs of the City of Kyle when reviewing development proposals.
- In areas indicated by a “Corridor Condition”, uses are conditional upon observance of the criteria defined in the Urban Design Plan.
- Mitigate land use transition conflicts according to the criteria defined in the Land Use Transitions chart of the Future Land Use Plan.

OPEN SPACE PLAN

Community Goals generated during the Planning Process that relate to Open Space include the following:

6. Create green spaces to control stormwater runoff and promote infiltration.
10. Create spaces for people to gather and enjoy the outdoors and recreational activities.
11. Designate park/open space requirements for new developments.
27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
50. Incorporate elements of rural heritage into new developments.

General policy recommendations for the Open Space Plan include the following:

- Kyle should create and adopt a formal Park and Open Space Plan that addresses all of these resources in greater detail and provides timelines, responsible parties, and funding sources for specific actions.
- Update the Kyle Park Plan for consistency with the Open Space element of the Comprehensive Plan.
- Establish a parkland dedication policy for the City of Kyle that allows either for dedication of land or a fee in lieu of land dedication for designation of future public parks and natural areas.
- Ensure that public parks are designated in areas of future growth.
- Locational criteria should be applied by the City when planning new parks so that areas currently underserved by parks, especially the northeastern and southwestern portions of the City, are targeted for new park construction.
- Construct public Neighborhood Parks and more public Block Parks in areas of new development
- Additional Block Parks should be developed in Kyle to meet the needs of the current population, as well as to provide for future populations.
- Kyle currently has no true Neighborhood Parks. The City should seek to develop these parks with the appropriate facilities and amenities to serve both the current and the future populations.
- Land designated for the Plum Creek Preserve and Nature Trail will provide a great deal of the acreage required for the future population. The City should continue to plan Community Parks for the future projected population.
- The City should not rely solely on homeowner associations (HOAs) to provide Block Parks. Block Parks should be constructed that can be accessed by the public at large and should be provide in both residential and commercial settings (such as plazas and squares).
- Signage and accessibility via roadways and trails to all park types should be enhanced so that these resources may be utilized by all members of the community.
- Utilize public and private Greenways to house future segments of the Kyle trail network.
- Designate Preserves and Greenways according to the locational guidance provided in this Plan.
- Develop new funding, land dedication, and development moratorium strategies for acquiring public Designated Natural Areas.
- Established new organizational structures, partnerships, and land trusts to manage public Designated Natural Areas.
- Utilize density bonuses, transfer of development rights, and preservation credits to incentivize development of private Designated Natural Areas.
- Design best management practices for both public and private Designated Natural Areas.
- Provide access to public Greenways and private Greenways as appropriate.
- Define Designated Natural Areas according to their capacity to preserve and enhance air quality, surface water management, wildlife habitat, and unique landforms.
- A master plan for Designated Natural Areas should be developed and coordinated with plans for other open space resources in Kyle.

PUBLIC FACILITIES PLAN

General policy recommendations for the Public Facilities Plan include the following:

- Maintain fire and police provision at high levels of service to protect the high quality of life in Kyle.
- Ensure that the balance of full-time, part-time, and volunteer firefighters exceeds the national median.
- Continue to build new fire stations to meet the national median and to ensure greater coverage of the City and ETJ by a 5 minute response time.
- Increase the ratio of police employees to residents in order to reach the national median.
- Increase the police department budget to come closer to an average of \$200 spent per resident.
- Attain a response time capability consistent with national insurance standards.
- Coordinate with Emergency Services and first responder programs for provision of fire and police services.

TRANSPORTATION PLAN UPDATE

Community Goals generated during the Planning Process that relate to Transportation include the following:

- 3. Connect Downtown Kyle to surrounding neighborhoods.
- 27. Enhance connections between districts using roads, trails, sidewalks, and open spaces.
- 29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
- 34. Enhance subdivision connectivity and integration.
- 39. Ensure that transportation plans anticipate future traffic demand in currently undeveloped areas.
- 40. Ensure that land use and transportation plans are complementary, so that future development does not overburden Kyle thoroughfares.
- 45. Improve accessibility for residents to local goods and services.
- 51. Improve crosswalks to make them recognizable for vehicles and pedestrians.
- 72. Provide linkages between Downtown and new commercial centers.
- 74. Reduce current traffic congestion and promote a street identity that remembers Kyle’s rural heritage.
- 76. Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.

Recommendations for the Transportation Plan Update include the following:

General Policy Recommendations

- Maintain acceptable level of service standards for roadways and intersections
- Improve roadways/intersections at high accident locations
- Identify specific intersection improvement opportunities until roadway capacity is added
- Maximize use of existing pavement for future roadways to limit impacts
- Identify opportunities for bicycle and pedestrian improvements or connections
- Enhance opportunities for transit use
- Identify alternative funding sources for transportation improvements
- Reserve sufficient right of way space for elements of the Transportation Plan Update as development proposals come forward
- Facilitate management of future growth through system improvements consistent with the Transportation Plan Update
- Reinforce a two loop transportation system through enhancement of elements of the Inner Loop and through construction of the Parkway Loop
- Incorporate best management practices to ensure water

quality and environmental protection in roadway design and when soliciting bids for transportation projects

Roadway System Improvements

- Improvements should be made to the one roadway segment identified for High Priority Improvements and to the six roadway segments identified for Moderate Priority Improvements (shown in Table 3).

Public Recommendations for Immediate Action

The Kyle community finds the following roadway segments and intersections to be in need of immediate improvements:

- Burleson Street between I-35 and Center Street
- Dacy Lane from Windy Hill Road/CR 131 south to Goforth Road
- The interchange of I-35 and FM 1626
- The intersection of FM 150 and FM 2770
- FM 150 between Creekside Trail West and I-35
- Goforth Road from Lehman High School west to I-35
- Marketplace Avenue between FM 1626 and Kohler’s Crossing
- Dacy Lane between FM 1626 and Goforth Road
- Kyle Parkway from Goforth Road and Seton Hays Medical Clinic

URBAN DESIGN PLAN

Community Goals generated during the Planning Process that relate to Urban Design include the following:

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

General policy recommendations for the Urban Design Plan include the following:

- 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.

DOWNTOWN REVITALIZATION PLAN

Community Goals generated during the Planning Process that relate to Downtown Revitalization include the following:

3. Connect Downtown Kyle to surrounding neighborhoods.
8. Create integrated and inter-connected mixed use districts.
20. Encourage regional centers that include public facilities.
23. Encourage trail system connections to the Downtown and other commercial centers.
45. Improve accessibility for residents to local goods and services.
46. Establish commercial centers that provide transition between commercial and residential use.
58. Preserve the uses and character of Downtown Kyle.
72. Provide linkages between Downtown and new commercial centers.
74. Reduce current traffic congestion and promote a street identity that remembers the rural heritage of Kyle.
76. Reduce congestion in the Downtown area by providing alternate routes and improving linkages to other commercial areas.
83. Utilize sidewalks to connect residential areas to commercial areas and other destinations.

General policy recommendations for the Downtown Revitalization Plan include the following:

- Adopt the Downtown Kyle Revitalization Plan.
- Create special districts.
- Create district committees and boards.
- Craft guidelines and pass ordinances that codify the guidelines.
- Begin detailed design work on the downtown design projects:
 - o Create identifiable plaza at major intersection. Place along rail corridor and Center Street and maintain unified ground plane.
 - o Create public spaces and provide enhanced streetscapes. Place along major spine (Center Street) as center and termini and use special monumentation, signage, paving and landscaping.
 - o Connect downtown street grid across interstate. Allow secondary connections in relation to Center Street to connect to east side of I-35.
 - o Connect downtown street grid to larger grid of transportation. Join grid to service roads and extend grid to east side of I-35.
 - o Connect downtown development and civic presence. Create pedestrian connections and public spaces.

WASTEWATER, SOLID WASTE, DRAINAGE, AND POTABLE WATER ELEMENT

Community Goals generated during the Planning Process that relate to Wastewater, Solid Waste, Drainage, and Potable Water include the following:

6. Create green spaces to control stormwater runoff and promote infiltration.
9. Create roads inside the city limits that all have sidewalks and gutters.
15. Encourage new development through the provision of water service.
33. Ensure creeks and streams can handle peak storm events.
35. Ensure physical and natural buffer zones around light industrial uses to filter and clean runoff and possible debris.
53. Improve infrastructure Downtown.
64. Promote conservation districts for water quality in creeks and ponds.
69. Protect natural waterways as future development happens.
73. Reach agreements with Hays County for Kyle to control the utility service.
78. Reduce rain water runoff through collection and infiltration in new developments.

Additional policy recommendations for Wastewater, Solid Waste, Drainage, and Potable Water include the following:

- Incorporate infrastructure system provision within right of ways when constructing new roadways.
- Make connection of new developments to the public infrastructure system mandatory to allow coordination of system planning and financing and to enable growth management by the City.
- Anticipate future concentrated load points, such as those resulting from MUDs, and plan for them accordingly.
- Make plans to expand the existing wastewater treatment facility capacity and/or construct a new facility to meet future demand.
- Accommodate wastewater treatment needs before development occurs, based on the land use plan and population projections for the City.
- Mitigate negative externalities associated with the existing wastewater treatment facility's close proximity to the residential Waterleaf Subdivision, including odor control.
- Expand water and sewer service in areas not currently served in order to direct growth in accordance with Kyle's land use plan.
- Pursue sustainable development practices and responsible water management to control costs and ensure adequate water supply for the future City.

HOUSING ELEMENT

Community Goals generated during the Planning Process that relate to Housing include the following:

34. Enhance subdivision connectivity and integration.
38. Ensure the inclusion of attractive/practical affordable housing.
48. Include residential components in areas of higher density mixed use.
66. Promote creative residential development design that supports neighborhood identity and social interaction.

Additional policy recommendations for Housing include the following:

- A Housing Plan should be developed for the City of Kyle to address the types of new housing (including affordable housing) that need to be provided in the City, as well as standards for preservation and improvement of existing housing stock.
- The Housing Plan should be consistent with the Future Land Use Plan and should seek to accommodate the future population of the City according to the projections generated in the Assessments phase of this Comprehensive Plan document.
- The structure of the Housing Plan should conform as much as possible to the Form Districts defined in the Assessments phase of this Comprehensive Plan document.

PUBLIC SERVICES AND CAPITAL IMPROVEMENTS ELEMENT

Community Goals generated during the Planning Process that relate to Public Services and Capital Improvements include the following:

5. Create a Downtown Plan to regulate what, when, and how capital improvements will work and what form Downtown will have.
7. Create a tree ordinance to protect existing native tree stands and plant new native communities.
9. Create roads inside the city limits that all have sidewalks and gutters.
14. Encourage a consistent maintenance program for roads.
26. Enforce the Downtown sign ordinance.
43. Establish a recycling program throughout the Town.
51. Improve crosswalks to make them recognizable for vehicles and pedestrians.
67. Promote pedestrian activity through ordinances for sidewalks, lighting, and buildings.
80. Update and implement a city wide street tree ordinance.

Additional policy recommendations for Public Services and Capital Improvements include the following:

- A Capital Improvement Program should be developed for Kyle that can guide and direct Capital Improvement Planning activity.
- The Capital Improvement Program should conform to and/or accommodate the elements of this Comprehensive Plan document, including population projections provided in the Assessments phase, the Future Land Use Plan, the Future Thoroughfare Plan, the Urban Design Plan, the Open Space Plan, the Downtown Revitalization Plan, and the Facilities Plan.
- The Capital Improvement Program should comprehensively address public improvements, including roadway improvements, right-of-way acquisition, water/sewer service, utilities, public parks and recreational facilities, and emergency services.

PUBLIC BUILDINGS AND FACILITIES ELEMENT

Community Goals generated during the Planning Process that relate to Public Buildings and Facilities include the following:

20. Encourage regional centers that include public facilities.

Additional policy recommendations for Public Buildings and Facilities include the following:

- A Public Buildings and Facilities Plan should be developed for Kyle that will accommodate future needs while enhancing the ability to service the City's existing population.
- The Public Buildings and Facilities Plan should provide policies related to the City's library, administrative, cultural, emergency, and recreational facilities.
- At the time that the Public Buildings and Facilities Plan is constructed, an assessment of existing buildings should be conducted, prior to the articulation of a Plan for future facilities.
- Benchmarks should be established for future expansions and renovations in the Public Buildings and Facilities Plan.

HEALTH AND HUMAN SERVICE ELEMENT

Community Goals generated during the Planning Process that relate to Health and Human Services include the following:

29. Enhance roadway connections to provide more convenient and safer links between neighborhoods, commercial, employment, and civic areas.
45. Improve accessibility for residents to local goods and services.

Additional policy recommendations for Health and Human Services include the following:

- Develop a Health and Human Services Plan that identifies the health and human services provided to Kyle by various jurisdictional entities (i.e. State, County, etc.).
- The Health and Human Services Plan should identify the needs for these services that would be associated with the projected future population of Kyle, and outline policies to ensure adequate service to these future community members.
- Promote Seton Hospital as the centerpiece in a City-wide program of health and wellness education and access to health services. This program should include the involvement of Hays County and local school district(s).
- Promote greater access to health and human services through public education outreach programs that foster neighborhood identity, social cohesion, and public safety.

ZONING APPLICATION REFERENCE TABLE

ZONING APPLICATION REFERENCE TABLE

The following table summarizes the Kyle zoning designations that are either recommended, conditional, or not recommended for each Land Use District in the Future Land Use Plan element. Additional information about each Land Use District can be found in the Future Land Use Plan section of this report.

Zoning Category	Abbreviation	Farm Landscape	Ranch Landscape	Riparian Landscape	Old Town Community	Core Area Transition Community	Historic Core Area Transition Community	Mid-Town Community	New Settlement Community	New Town Community	Employment Community	Sensitive/Sustainable Development Community	Heritage Community	Local Node	Regional Node	Super Regional Node
Agricultural District	A	R	R	R	Z	Z	C	Z	C	C	R	R	R	Z	Z	Z
Central Business District 1	CBD-1	Z	Z	Z	R	Z	Z	Z	Z	Z	Z	Z	Z	C	C	R
Central Business District 2	CBD-2	Z	Z	Z	R	Z	Z	Z	Z	Z	Z	Z	Z	C	C	R
Construction/Manufacturing	C/M	Z	Z	Z	Z	Z	Z	Z	Z	Z	R	C	C	Z	Z	Z
Entertainment	E	Z	Z	Z	C	Z	C	C	C	C	Z	C	C	Z	C	C
Hospital Services	HS	Z	Z	Z	C	Z	C	Z	C	C	Z	C	C	Z	C	R
Manufactured Home	M-1	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z
Manufactured Home Subdivision	M-2	Z	Z	Z	Z	Z	Z	Z	Z	C	C	C	C	Z	Z	Z
Manufactured Home Park	M-3	Z	Z	Z	Z	Z	Z	Z	Z	C	C	C	C	Z	Z	Z
Single-family Residential 1	R-1-1	C	C	C	Z	Z	R	C	R	C	C	C	C	Z	Z	Z
Single-family Residential 2	R-1-2	Z	Z	Z	Z	Z	R	R	R	R	Z	Z	Z	Z	Z	Z
Single-family Attached	R-1-A	Z	Z	Z	C	C	C	C	C	C	C	C	C	Z	Z	Z
Residential Condominium	R-1-C	Z	Z	Z	C	C	Z	Z	R	R	Z	Z	Z	R	R	R
Residential Townhouse	R-1-T	Z	Z	Z	R	R	R	C	R	R	C	C	C	C	Z	Z
Residential Two-family	R-2	Z	Z	Z	C	C	C	R	R	R	C	C	C	Z	Z	Z
Multi-family Residential 1	R-3-1	Z	Z	Z	Z	C	C	C	C	C	C	C	C	C	C	Z
Multi-family Residential 2	R-3-2	Z	Z	Z	C	C	C	C	R	R	Z	Z	Z	R	R	R
Apartment Residential	R-3-3	Z	Z	Z	C	C	Z	Z	R	R	Z	Z	Z	R	R	R
Retail/Service	R/S	C	C	C	Z	C	C	C	C	C	C	C	C	R	C	Z
Recreational Vehicle Park	RV	Z	Z	Z	Z	Z	Z	Z	Z	C	C	C	C	Z	Z	Z
Transportation/Utilities	T/U	Z	Z	Z	Z	Z	Z	Z	C	C	C	C	C	Z	Z	Z
Urban Estate District	UE	R	R	R	Z	C	Z	Z	C	C	C	R	R	Z	Z	Z
Warehouse	W	Z	Z	Z	Z	Z	Z	Z	Z	C	R	C	C	Z	Z	Z

R = Recommended

C = Conditional

N = Not Recommended

