

# CITY OF KYLE

## PLANNING AND ZONING COMMISSION SPECIAL CALLED MEETING



Kyle City Hall, 100 W. Center Street,  
Kyle, Texas 78640

Notice is hereby given that Planning and Zoning Commission of the City of Kyle, Texas will meet at 6:30 PM on July 25, 2017, at Kyle City Hall, 100 W. Center Street, Kyle, Texas 78640, for the purpose of discussing the following agenda.

NOTE: There may be a quorum of the City Council of Kyle, Texas present at the meeting who may participate in the discussion. No official action will be taken by the City Council members in attendance.

Posted this 21st day of July, 2017 prior to 6:30 P.M.

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### **1. CALL THE MEETING TO ORDER**

A.Roll Call

### **2. CITIZEN COMMENTS**

### **3. CONSENT**

A Plum Creek Phase 1, Section 12B, Lots 2 & 3 (SFP-17-003) 7.1784 acres; 2 lots located at the southwest corner of Kohler's Crossing and Cromwell Drive.

- Staff Proposal to P&Z: Statutorily Disapprove to meet the 30 day statutory requirements.

### **4. CONSIDER AND POSSIBLE ACTION**

A Consider and make a recommendation to City Council regarding the proposed Residential Style Guide.

- Public Hearing
- Recommendation to City Council

## **5. GENERAL DISCUSSION**

A Discussion only regarding Planning and Zoning Commission request for future agenda items.

## **6. STAFF REPORT**

## **7. ADJOURNMENT**

\*Per Texas Attorney General Opinion No. JC-0169; Open Meeting & Agenda Requirements, Dated January 24, 2000: The permissible responses to a general member communication at the meeting are limited by 551.042, as follows: "SEC. 551.042. Inquiry Made at Meeting. (a) If, at a meeting of a government body, a member of the public or of the governmental body inquires about a subject for which notice has not been given as required by the subchapter, the notice provisions of this subchapter, do not apply to:(1) a statement of specific factual information given in response to the inquiry; or (2) a recitation of existing policy in response to the inquiry. (b) Any deliberation of or decision about the subject of the inquiry shall be limited to a proposal to place the subject on the agenda for a subsequent meeting."



# CITY OF KYLE, TEXAS

Plum Creek Phase 1, Section 12B,  
Lots 2 & 3

**Meeting Date: 7/25/2017**  
**Date time: 6:30 PM**

**Subject/Recommendation:** Plum Creek Phase 1, Section 12B, Lots 2 & 3 (SFP-17-003) 7.1784 acres; 2 lots located at the southwest corner of Kohler's Crossing and Cromwell Drive.

- Staff Proposal to P&Z: Statutorily Disapprove to meet the 30 day statutory requirements.

**Other Information:** N/A

**Legal Notes:** N/A

**Budget Information:** N/A

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**ATTACHMENTS:**

**Description**

No Attachments Available



# CITY OF KYLE, TEXAS

## Residential Style Guide

Meeting Date: 7/25/2017

Date time:6:30 PM

**Subject/Recommendation:** Consider and make a recommendation to City Council regarding the proposed Residential Style Guide.

- Public Hearing
- Recommendation to City Council

**Other Information:** See attached.

**Legal Notes:** N/A

**Budget Information:** N/A

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**ATTACHMENTS:**

**Description**

- Staff Memo
- Codified Guidelines
- Current Text Amendment



# CITY OF KYLE

## Community Development Department

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July 25, 2017

To: City of Kyle Planning & Zoning Commission  
From: Howard J. Koontz, AICP  
Re: Residential Style Guide 1<sup>st</sup> codified document

For your consideration, comment, and recommendation to the Mayor & City Council, this is the residential style guide for the construction of one- and two-family detached structures in the corporate limits of the City of Kyle.

The city of Kyle has experienced, and continues to experience, transformative growth in the residential sector. The installation of Kyle's first traffic light occurred in 2007, and yet the city has grown to over 38,000 in population to date, with over 4,600 single family units built in the past 10 years alone.

Many aspects of the residential development process are highly-regulated by codes; the subdivision of land, the development of property for construction of infrastructure, and the materials and methods for the eventual assembly of houses are all objectively regulated by statute, written or adopted by reference by the city's leadership.

Certain freedoms in the overall process are specifically reserved to the private sector, mostly because the individual conditions for site placement, architectural style, and other aesthetics are too numerous to effectively fall under the auspices of one parent regulatory code. Also, part of the artistic process is preserved to allow freedom of individual product to capture the prevailing market share in any given sales season.

Once set in motion, left on its own, the development process should be able to function free of artificial constraints. Unfortunately, the City of Kyle has recognized a deleterious pattern of residential home building that it feels cannot be allowed to continue unchecked. In the absence of city oversight, the predominant pattern of residential home construction has regressed to a competition between sellers based seemingly only on price-point, but lacking in any meaningful amenities, architectural style, or core attributes that make communities more than a collection of houses.

Kyle is falling into a building pattern resulting in a bedroom community, removed and detached from the emergent "Kyle" brand, completely dependent on the automobile, without any particular identity or sense of place. Housing projects increasingly lack any kind of permanence or resiliency, and instead concentrate on highest density return for

land area available. The concept of 'Live, Work, Play' has been subverted in a way that capitalizes on the immediate housing demand, at the sacrifice of the city's efforts toward sustainable land use planning and a comprehensive plan for quality of life initiatives.

So where does that leave the city? Creating more --and more specific-- regulations will simply result in a homogenous product lacking in creative design freedoms, and in turn, lacking in variety of product that today's buyers seek. And yet, allowing the lowest common denominator for home construction threatens the future quality of life for our residents, and the viability of as-yet developed land.

Kyle has chosen to amend the city's zoning ordinance in such a way as to create a conditional use process for the platting of new one- and two-family subdivisions, and enact a staff-level review process for new one- and two-family structures. This "Residential Style Guide", a primer that displays the type and style of residential home construction and neighborhood design befitting the expectations of the residents and leadership of Kyle, is a design guide that shows the ideas to which residential development should adhere: Concepts for both overall neighborhood design and specific home architecture.

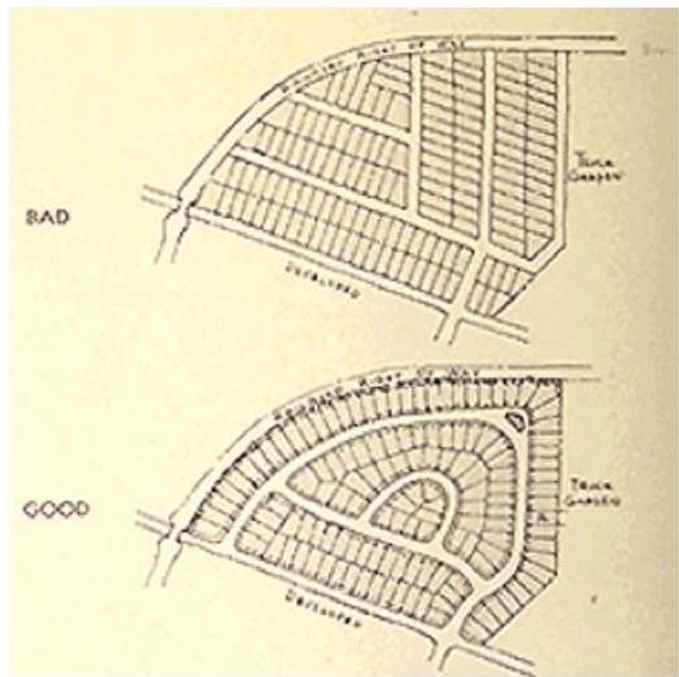
The schedule for this item was for discussion with no action at the June 27th work session, then additional discussion at the July 11<sup>th</sup> regular business meeting. No formal action was taken at either of those two meetings. Tonight's meeting is a 'Special Called Meeting', a duly advertised session for the purpose of public discussion and formal recommendation to the Mayor & City Council. Following this meeting, the item will go to the Council for a policy decision on August 1<sup>st</sup>.

Chapter 53, Article IV, Division 1:

**I. NEIGHBORHOOD DESIGN & IMPROVEMENTS**

**§53-930** The following design concepts associated with one- and two-family residential dwelling projects should be incorporated in each neighborhood plan. The Planning and Zoning Commission, following appropriate public notice in a newspaper of local circulation and on-site posting for no less than a fifteen (15) day review period, will review each proposal for new subdivisions against the following standards, and may approve, deny, or approve with conditions, each new application justified by the incorporation and suitability of each standard.

A. Design with nature – Before any layout or structure placement can be drawn for a site, the property should be evaluated for topography, natural water courses, and stands of trees. Placement of homes on high ground assists with gravity waste water infrastructure, and avoiding the development of naturalized areas creates the opportunity for passive subdivision amenities to be located in those areas, for the benefit of all the residents. Maximizing the accessibility of homes allows for fewer roads to be built, reducing the overall need for improvements and impervious surface area for the project in total.



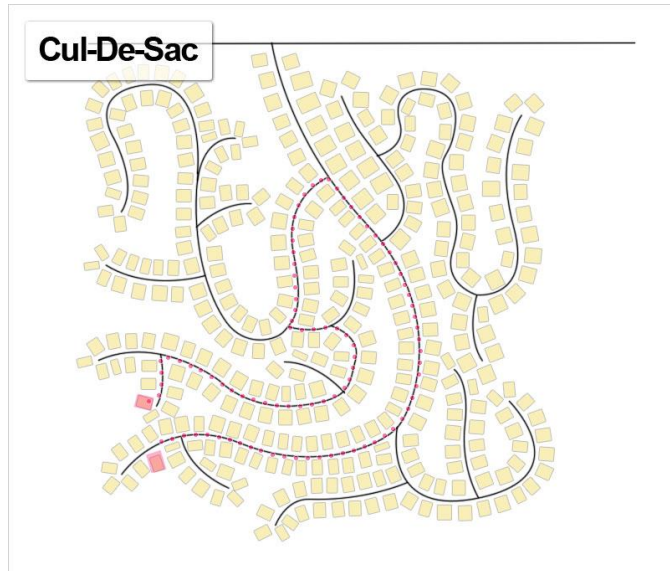
B. Consider green infrastructure – Utilize storm water right at the source: rather than inserting those waters back into an adjacent stream system, utilize reclaimed storm water to irrigate on-site landscaping or parks amenities. Capitalize on the use of natural filtration via rain gardens and pervious pavement, both of which can reduce the amount and velocity of storm water that does manage to make it off-site. Even residential downspouts can be responsibly

connected to the storm sewer system, if those discharges are routed to a pond used for irrigation at the source.

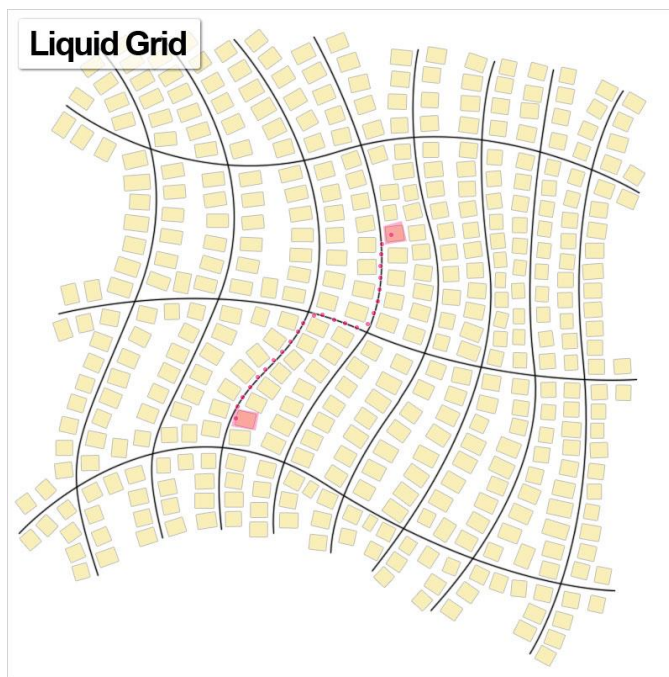
- C. Install amenities which serve a dual purpose – storm water management detention (dry ponds) can be utilized as sports fields, as Kyle on average only experiences 49 days per year of measurable precipitation. Retention ponds (wet ponds) can be designed as a source of local irrigation, and also as a focal point or gathering place for a passive recreation park or trail. Street-side tree plantings serve as traffic calming, provide shade & cooling for pedestrians, provide protections in the form of a buffer between pedestrians and vehicle traffic, and recent studies show the shade provided by the over-story canopy actually shades the sidewalk and road pavement, which reduces the expansion and contraction cycle of the hard surfaces, leading to longer time periods between necessary re-surfacing (street infrastructure resiliency). Easements for underground utilities which cannot be built upon with structures can be used for trail systems and bike/pedestrian connections.
- D. Avoid mass grading to the greatest extent possible – native landscapes thrive best in undisturbed top soil to which they've grown accustomed. Retain native topsoil, specifically do not strip and later replace topsoil in areas that will not be built upon. Top- and sub-soil cleared and disturbed during the construction process is also much more susceptible to wind and water erosion, leading to siltation of neighboring water bodies. If no built improvements are planned for a particular area of a housing project, segregate those areas as 'no encroachment zones' during the construction process. This saves on labor, fuel, and equipment costs, with the added benefit of preserving a mature landscape area when the project is complete.
- E. Encourage the installation of trails and passive recreation areas, rather than cut & fill near water courses,. Residents located in projects too remote to be reached via walking or biking, still need walking and bike trails located near to where they live. Those areas that can't be built upon because of steep slopes, stands of mature forest canopy, or proximity to floodplain and other low sections of land are prime candidates for trails and low-impact recreation improvements. For a comparatively low capital outlay, the value of that amenity to a prospective buyer should be considered a necessary investment in any housing project.



F. Avoid cul-de-sacs – sometimes despite substantial obstacles, the transportation network in the project should create the most amount of connectivity possible. Through streets which create multiple pathways in, out, and through a project actually lead to lower overall speeds in a neighborhood, and greatly reduce the number of congestion



points as compared to a project designed with dead-end cul-de-sacs. Reduced connectivity places a higher stress on those few remaining streets which do connect to adjacent collector and arterial roadways. Relieve the overall traffic demand on the most-popular corridors by creating alternatives for that traffic flow.



G. Short-term off-street parking should be provided. 90-degree and angled off-street parking spaces located throughout a residential project allow for occasional, temporary parking without taking up room in a private driveway, nor blocking travel lanes in violation of Kyle's life safety requirements for the unobstructed widths of streets. The provision for excess parking *off-street* also allows

streets to be paved with less width required, which fulfills a traffic calming design function, reduces site-wide impervious surface area, and lowers overall development costs.

H. Within any project containing any amount of low-density residential land use, roughly 2% of the project's net acreage should be reserved for active recreational opportunities, especially geared toward children. Playgrounds and tot lots should be situated as to be within a four-minute walk of most households. When they are spaced at this distance, a typical neighborhood will contain more than one such park. Each lot should be no smaller than a quarter-acre in size, containing hardscapes and landscaped areas, benches for resting, and play equipment, all in proximity to ample tree cover. While pocket parks may occupy an undeveloped home lot, it is best placed at a conspicuous location such as a staggered intersection or vista termination.

Chapter 53, Article IV, Division 1:

## **II. STANDARDS FOR RESIDENTIAL ONE- AND TWO-FAMILY DWELLING UNITS**

**§53-931** Kyle's Community Development Director, or his designee, shall review each new request for one- and two-family residential building permits against the following requirements. Home plans that conform with these guidelines may be approved for construction city-wide, where compliant and appropriate. Additionally, mirrored plans, and those plans which retain the overall architectural style but vary exterior cladding, similarly may also be approved for construction. If an applicant disagrees with the determination of the Director or designee, s/he may appeal the decision to the Planning Commission, which may affirm the Director's decision, reverse it, or remand the review pending revisions to the plan set in question.

### **§53-932 Styles**

- A. Avoid homogeneity of product styles in close proximity to one another - Vary orientation, architectural ornamentation, exterior building cladding, and colors for homes along the same block or development phase. No home plan should be built within three (3) lots, on either side of the street, of the same home plan within the same block.
- B. Residential architecture should stay true to a specific style (Queen Anne, Craftsman, Victorian, Colonial, etc.), and not unnecessarily mix styles.



### **§53-933 Siting**

- A. Respect the scale of homes along the same block – do not place two homes of disparate scale/height alongside one another without appropriate separation, as that breaks up the predominant rhythm of the block from a pedestrian scale. No structure may exceed

the height of an adjacent structure by more than one floor. Similarly, front building setbacks should be complimentary along the block.

- B. Alley loading is required for all homes on lots less than 50 feet in width\*, encouraged for homes on lots of less than 60 feet in width, and should be encouraged for all new housing projects, similar to the housing pattern established in Kyle's downtown. The greatest and most obvious benefit to this development style is a much reduced reliance on front-loaded, auto-oriented dwelling units. \*Cul-de-sac lots not withstanding.
- C. Detached garages or other accessory structures must be located in the rear yard.
- D. Front-loaded garages shall not be located any closer than twenty (20) feet to a front property line in any district. Driveways will provide adequate room for parking without the need to block any sidewalks.
- E. In no case should the enclosed garage be the portion of the home closest to the front property line. Garages accessed from the front yard should be setback from the front plane of the home by a distance of no less than five (5) feet, and from any front plane in the case of multiple front planes. A designation of front wall can be given to a load-bearing wall that defines an inhabitable area on-grade. This designation does not require the front wall to be fully enclosed, but it shall dominate the non-garage opening portion of the front elevation, such as the load-bearing portion of a covered front porch, or the load bearing portion of a front porch where there is a covered balcony overhead. Uncovered areas in front of the home will not count as a front wall. Final determination of what does and does not constitute the designation of front wall shall be determined by the planning director ("director") or designee.
- F. Corner lots at the intersection of streets with different classification should take vehicular access from the more minor of the two intersecting streets, if not alley or rear loaded.

### **§53-934 Materials/Construction**

- A. All homes will feature exteriors of a masonry material on all sides. This includes brick, natural stone, stucco, cementitious siding/panels, or other approved masonry cladding. Doors, windows, door and window casings, porch decking, roofs, and other architectural accent features are not required to be made from masonry materials.

- B. As new technologies emerge in the building industry, materials may be introduced that resemble traditional building materials in appearance, especially regarding exterior cladding. New, composite materials, including a combination of wood, cement, and plastic fibers, may be considered for selected, specific uses, as long as they can meet or exceed the performance of the material they are imitating. It is important that alternate materials closely replicate original materials in size, texture, profile and surface treatment.
- C. The application of faux veneer panels as a primary cladding, such as brick veneer sheeting, Dryvit, EIFS, and engineered plywood is prohibited.
- D. All single-family and two-family structures must provide a garage for the dwelling unit(s). The minimum size for garages shall be three hundred eighty (380) square feet; homes with garages that measure fewer than 430 square feet shall additionally provide an on-site storage structure, with floor area of no less than 140 square feet; homes with garages that measure at least 430 but less than 480 square feet shall additionally provide an on-site storage structure, with floor area of no less than 80 square feet; homes with garages that measure 480 or more square feet shall have no such requirement to provide any additional on-site storage structure.



- E. The architectural dominance of the garage door(s) on front-loaded home architecture should be minimized above all else. Kyle strongly encourages alley-loaded, rear-facing garage type products, and the consistent use of side-loading garages, as well as garages located in the rear of the property but accessed from the front of the property.
- F. Forward facing garage door(s) should be clad in a neutral color, noticeably darker so as not to draw primary attention to the façade, and yet complimentary to the overall aesthetic of the home. The door(s) should present architectural features like hinge straps, windows, awning/roofs, and/or decorative handles. No garage façade may comprise more than half the overall width of the home's front façade.

G. All façades of a building shall contain a combination of architectural treatments, windows, returns, awnings, stoops, porches, and doors such that the maximum allowable unbroken façade distance for each building or side of building visible from the right-of-way shall be twenty (20) feet. Such controls shall pertain to both the vertical and horizontal elevations. “Blank facades” that do not feature windows, doors, or the above architectural treatments are strictly prohibited. Exposed vents, electric meter boxes, storm gutters and similar utility conduits do not qualify as architectural treatments. It should be noted that for fire-rated walls, penetrations are not required to meet this standard, so the standard is still valid in all cases.

H. The reveal (exposed portion) of siding will be a minimum of four (4) inches and shall not exceed six (6) inches. Corner boards should have the same width and depth as the siding reveal, and are not permitted to be more than two (2) inches greater than the siding reveal, or more than one (1) inch less than the siding reveal.



I. If appropriate to the architectural style, functional covered front porches of at least 120 square feet and at least eight (8) feet in depth are strongly encouraged.



J. Window shutters, whether functional or decorative, shall be scaled as if to cover the window to which they are adjacent.

**Sec. 53-65. - Conditions and limitations.**

The following are the conditions and limitations in the R-1-1 single-family residential 1 district:

- (1) The height and placement requirements shall be as provided in chart 1, section 53-33(k).
- (2) Parking. The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).
- (3) ~~Garages are required and must be one of the following designs:~~
  - a. ~~Detached with a minimum setback of five feet from the front wall of the home facing front property line;~~
  - b. ~~May be attached and must have a minimum setback of five feet from the front wall of the home facing front property line; or~~
  - c. ~~May be attached and meet minimum front setback requirements, but must face side property line.~~

~~Each garage must be designed and constructed with a minimum of 480 square feet. Neighborhood design and improvements are subject to the policies and procedures found in §53-930 et. seq.~~

- (4) ~~All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product. Architecture and design standards are subject to the policies and procedures found in §53-931 et. seq.~~

~~(Ord. No. 438, § 25(c), 11-24-2003)~~

**Sec. 53-91. - Conditions and limitations.**

The conditions and limitations for district R-1-2 are as follows:

- (1) Height and placement requirements. The height and placement requirements shall be as provided in chart 1, section 53-33(k).
- (2) Parking. The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).
- (3) Neighborhood design and improvements are subject to the policies and procedures found in §53-930 et. seq. ~~Garages are required and must be one of the following designs:~~
  - a. ~~Detached with a minimum setback of five feet from the front wall of the home facing front property line;~~
  - b. ~~May be attached and must have a minimum setback of five feet from the front wall of the home facing front property line; or~~
  - c. ~~May be attached and meet minimum front setback requirements, but must face side property line.~~

~~Each garage must be designed and constructed with a minimum of 480 square feet.~~

- (4) Architecture and design standards are subject to the policies and procedures found in §53-931 et. seq. ~~All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product.~~

**Sec. 53-103. - Conditions and limitations.**

The following are the conditions and limitations in the R-1-3 single-family residential 3 district:

- (1) The height and placement requirements shall be as provided in chart 1, section 53-33(k).

- (2) Parking. The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).
- (3) ~~Neighborhood design and improvements are subject to the policies and procedures found in §53-930 et. seq. Garages are required and must be one of the following designs:~~
  - a. ~~Detached with a minimum setback of five feet from the front wall of the home facing front property line;~~
  - b. ~~May be attached and must have a minimum setback of five feet from the front wall of the home facing front property line; or~~
  - c. ~~May be attached and meet minimum front setback requirements, but must face side property line.~~

~~Each garage must be designed and constructed with a minimum of 480 square feet.~~
- (4) ~~Architecture and design standards are subject to the policies and procedures found in §53-931 et. seq. All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product.~~

**Sec. 53-113. - Conditions and limitations.**

The conditions and limitations for the R-1-A district are as follows:

- (1) Height and placement requirements. The height and placement requirements shall be as provided in chart 1, section 53-33(k).
- (2) Parking. The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).
- (3) ~~Neighborhood design and improvements are subject to the policies and procedures found in §53-930 et. seq. Garages are required and must be one of the following designs:~~
  - a. ~~Detached with a minimum setback of five feet from the front wall of the home facing front property line;~~
  - b. ~~May be attached and must have a minimum setback of five feet from the front wall of the home facing front property line; or~~
  - c. ~~May be attached and meet minimum front setback requirements, but must face side property line.~~

~~Each garage must be designed and constructed with a minimum of 480 square feet.~~
- (4) ~~Architecture and design standards are subject to the policies and procedures found in §53-931 et. seq. All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product.~~

**Sec. 53-142. - Conditions and limitations.**

The conditions and limitations district R-1-T is as follows:

- (1) The declaration, conditions and covenants for the project shall provide for a home owners association and the assessment and collection of fees adequate and as necessary to maintain the property in compliance with all ordinances of the city.
- (2) Height and placement requirements. The height and placement requirements shall be as provided in chart 1, section 53-33(k).
- (3) Parking. The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).

**Sec. 53-143. - Site development regulations.**



The site development regulations as set forth in this section shall be exclusively applicable to residential townhouses, district R-1-T, and in addition to those in chart 1 in section 53-33(k):

- (1) *Density*. Maximum dwelling units per buildable acre is ten units.
- (2) *Front yard*. There shall be a front yard having a depth of not less than 15 feet extending from the property line of each individual lot to the nearest line of:
  - a. The curblines of any driveway or parking area;
  - b. Any wall of any structure; or
  - c. The boundary line of the property included within the townhouse development, whichever is closer.
- (3) *Side yard*. No side yard shall be required for individual lots. There shall be a side yard setback of not less than 15 feet from the walls of any building, or accessory building, to the nearest boundary line of any property not included within the townhouse development.
- (4) *Rear yard minimum setback*. There shall be a rear yard setback having a depth of not less than 15 feet from the rear most wall of the dwelling unit to the back property line, or, if a garage is at the rear of the property, 15 feet from the rear most wall of the dwelling to the nearest wall or roofline of the garage. No building or structure shall be located within 15 feet of the boundary line of any property not included within the townhouse development.
- (5) Garages-Parking
  - ~~a. Garages are required within the boundaries of the development site and must be one of the following designs:~~
    - ~~1. Detached with a minimum setback of five feet from the front wall of the home facing front property line;~~
    - ~~2. May be attached and must not protrude forward of the front or side wall of the home facing the front or any side property line; or~~
    - ~~3. May be attached and meet minimum front setback requirements, but must face side property line.~~

~~Each dwelling unit must have a garage, which must be designed and constructed with a minimum of 480 square feet per dwelling unit, and may be located on or reasonably adjacent to the development lot.~~

    - ba. A minimum of two off-street parking spaces shall be provided for each living unit. All off-street parking and driveways shall be improved with all-weather asphalt, concrete, or paving stones, and in the case of open parking, curb and gutter.
    - eb. No curblines of a driveway or parking area shall be less than five feet from the nearest boundary line of any property not within the townhouse development.
- (6) *Approved materials*. All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product.

**Sec. 53-173. - Conditions and limitations.**

The conditions and limitations in the district R-1-C is as follows:

- (1) All construction, plumbing, heating, cooling and electrical work shall comply with all applicable city ordinances. No land or property including an existing building or structure proposed to be converted to condominiums shall be zoned for such purpose prior to a complete inspection by the building official, conducted at the expense of the owners.

- (2) The declaration, conditions and covenants for the proposed condominium shall provide for the assessment and collection of fees adequate and as necessary to maintain the property in compliance with all codes and ordinances of the city.
- (3) A note shall be included on the preliminary and final plat stating that no certificate of occupancy may be issued for the proposed residential condominium project until the owner or owners of the property have complied with V.T.C.A., Property Code ch. 82, or any other statute enacted by the state concerning condominiums. The building official shall not issue a certificate of occupancy until the owner or owners of the property have complied with V.T.C.A., Property Code ch. 82, and any other state statute concerning condominiums.
- (4) Height and placement requirements. The height and placement requirements shall be as provided in chart 1, section 53-33(k).
- (5) Parking. The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).

**Sec. 53-174. - Site development regulations.**

The site development regulations set forth in this section shall be exclusively applicable to residential condominium, district R-1-C.

- (1) *Density.* The maximum dwelling units per buildable acre or square footage for the R-1-C district are as follows:
  - a. Lot size of 9,000 square feet for two units.
  - b. Lot size of 10,000 square feet for four units.
  - c. A minimum of three units and for acreage tracts, 36 units per buildable acre.
- (2) *Front yard.* There shall be a common area front yard having a depth of not less than 25 feet.
- (3) *Side yard.* There shall be a common area side yard having a depth of not less than 15 feet.
- (4) *Rear yard.* There shall be a common area rear yard having a depth of not less than 15 feet.
- (5) *Parking.* The parking requirements for the R-1-C district is as follows:
  - a. Covered off-street parking is required and may be attached or detached and accessible from a public or private street.
  - b. Covered parking is required and may be attached or detached and placed to rear of the property. Attached covered parking must not face the front lot line.
  - c. Covered parking required within this district shall provide and accommodate for two parking spaces, as defined herein for each living unit. All covered parking and/or off-street parking and driveways shall be improved with all weather asphalt, concrete, or paving stones, and curb and gutter.
  - d. No curblineline of a driveway or parking area shall be less than five feet from the nearest boundary line of any property not within the townhouse development.
- (6) *Approved materials.* All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product.

**§53-175 One- and two-family detached architectural style requirements**

(1) Neighborhood design and improvements are subject to the policies and procedures found in §53-930 et. seq.

(2) Architecture and design standards are subject to the policies and procedures found in §53-931 et. seq.

**Sec. 53-206. - Conditions and limitations.**

The conditions and limitations of the R-2 district are as follows:

- (1) *Height and placement requirements.* The height and placement requirements shall be as provided in chart 1, section 53-33(k).
- (2) *Parking.* The parking regulations and requirements shall be as provided in chart 4, section 53-33(n).
- (3) ~~Neighborhood design and improvements are subject to the policies and procedures found in §53-930 et. seq. Garages or carports are required. A minimum of two off-street parking spaces shall be provided for each living unit. All off-street parking and driveways shall be improved with all-weather asphalt, concrete, or paving stones, and curb and gutter.~~
- (4) ~~Architecture and design standards are subject to the policies and procedures found in §53-931 et. seq. Approved materials. All buildings and structures, garages, and/or accessory buildings constructed within this district must have all four sides composed of 100 percent brick, stone, hardiplank or other approved masonry product.~~



# CITY OF KYLE, TEXAS

## Discussion for P&Z Future Agenda Items

**Meeting Date: 7/25/2017**  
**Date time: 6:30 PM**

**Subject/Recommendation:** Discussion only regarding Planning and Zoning Commission request for future agenda items.

**Other Information:** N/A

**Legal Notes:** N/A

**Budget Information:** N/A

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**ATTACHMENTS:**

**Description**

No Attachments Available