Project Timeline
Comprehensive Plan

2022	2023			
1. Assess	**2. Explore**	**3. Organize**	**4. Prioritize**	**5. Adoption**
OCTOBER - DECEMBER	JANUARY - MARCH	APRIL - JUNE	JULY - AUGUST	SEPTEMBER - OCTOBER
• Trip 1 **Kickoff** • Land Use Fiscal Analysis • Surveys & Analysis	• Future Land Use/Mobility • Growth Scenarios • Trip 2 **Growth, Land Use** • Parks/Public Space	• Plan Writing & Layout • Idea & Strategy Assembly • Trip 3 **Growth, Land Use** • Trip 4 **Implementation**	• Implementation Table • Tracking & Reporting Results • Final Plan Draft	• Final Plan Adoption • Community Summit • Trip 5 **Adoption Meetings**

KYLE 2030
A Blueprint for a Gold Standard Future

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Today's Discussion

What led us to where we are today

- Received feedback on pattern and nature of growth intended by council, P&Z, and staff, via work sessions

- Received feedback on place types, character, and the form of the built environment from public, via open houses and from staff and officials via work sessions

- Received feedback on appropriate locations for various development types from P&Z and staff, via discussion and refinement of draft Future Land Use Map

Today's Discussion

Presentation and Feedback on Scenarios

- Growth Scenarios are intended to represent two ends of a development spectrum tailored to Kyle's population demands

- 25K new residents by 2030, as provided by staff, with concurrence that the city can meet this service demand

- Scenario 1 assumes that development pattern remains largely unchanged

- Scenario 2 presumes that more diverse housing is allowed throughout the city, and that growth is pushed to happen principally within the existing footprint of built infrastructure
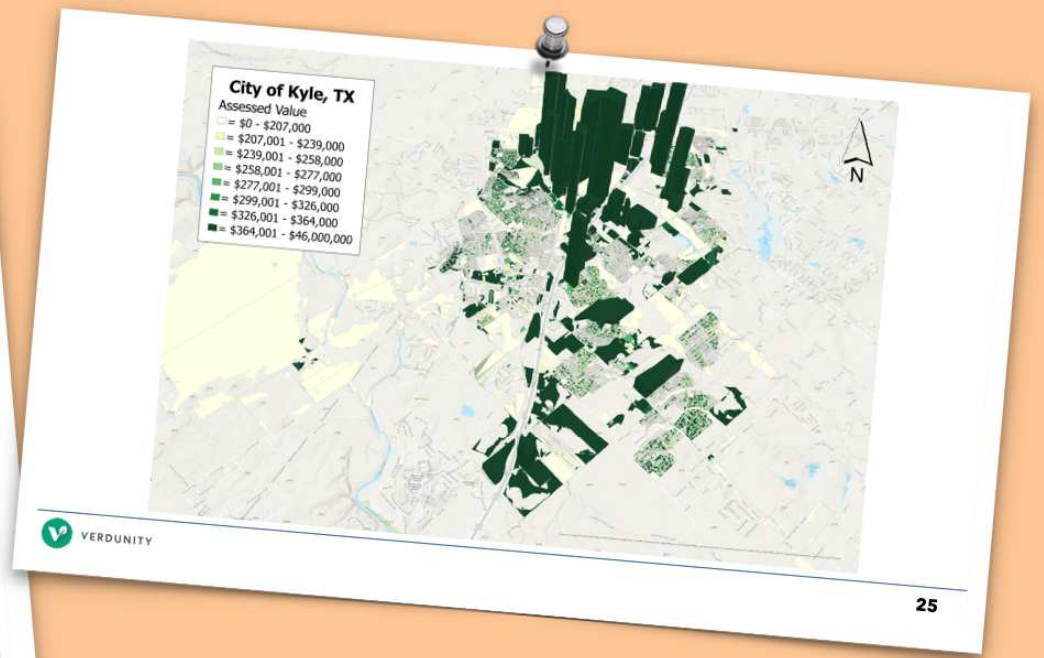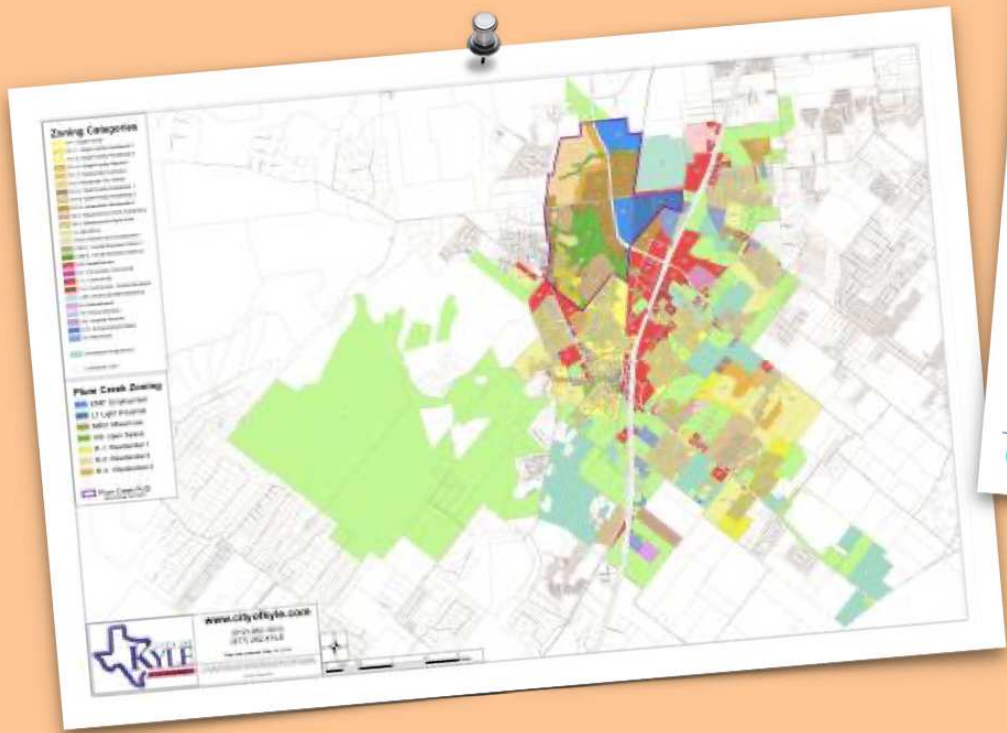
Purpose of Today's Discussion

To get feedback to refine and build a final growth scenario

- This is *not* a binary choice.

- We will start by asking which scenario you lean towards based on the presentation of tradeoffs.

- Then we will ask what parts of each scenario appeal to you - and which ones don't.

- This will help us craft a final scenario which is part of the Comprehensive Plan that is representative of the feedback we have heard throughout this trip, and tonight.

Scenario 1
## Existing Development Pattern

City of Kyle, TX
Assessed Value
- = $0 - $207,000
- = $207,001 - $239,000
- = $239,001 - $258,000
- = $258,001 - $277,000
- = $277,001 - $299,000
- = $299,001 - $326,000
- = $326,001 - $364,000
- = $364,001 - $46,000,000

2030 Scenario 1

Suburban Pattern, Unmanaged Growth, Infrastructure Independent

ADDED POPULATION	**25K**
NEW VALUE GENERATED	**$3.4B**
SERVICE COSTS INCURRED YEARLY	**$27M**
CONTRIBUTION PER HOUSEHOLD	**$3,000**
DEVELOPMENT PATTERN	Largely Suburban, and Rural, with heavily auto-oriented business based around auto corridors such as I-35 and Kyle Parkway, and Kohlers Crossing
NEW LAND AREA DEVELOPED	**4 mi²**
TAX RATE NEEDED TO BREAKEVEN	**.79** 56% Higher than the current tax rate
NET REVENUE AT CURRENT RATE	**-$9.7M**

NEW VALUE GENERATED
Represented by the volume of the geographic extrusions.

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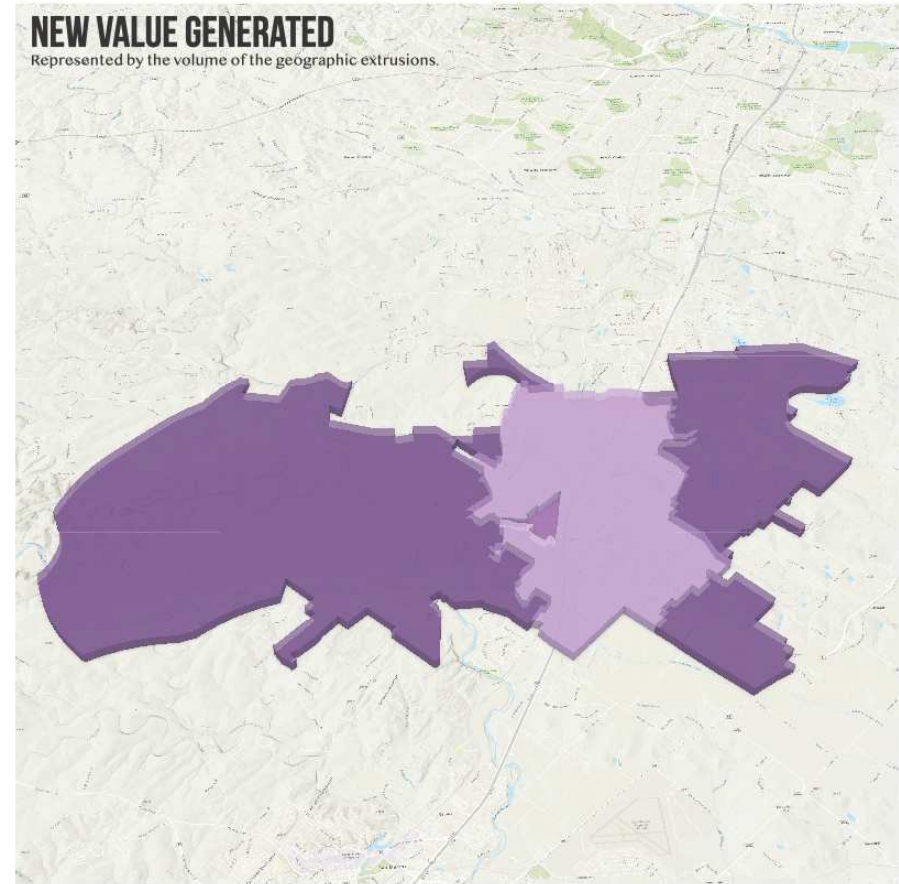
Scenario 2
Mixed Pattern, Infrastructure Dependent
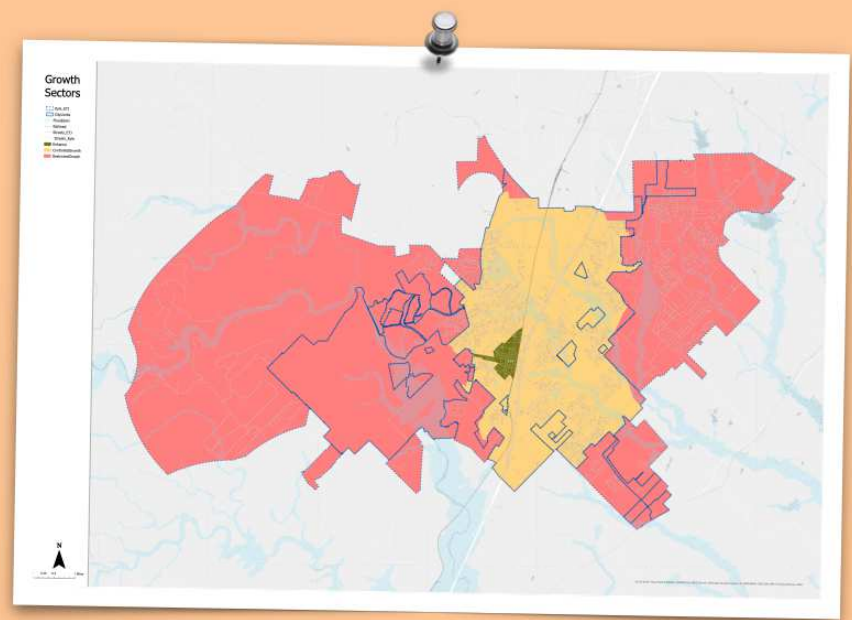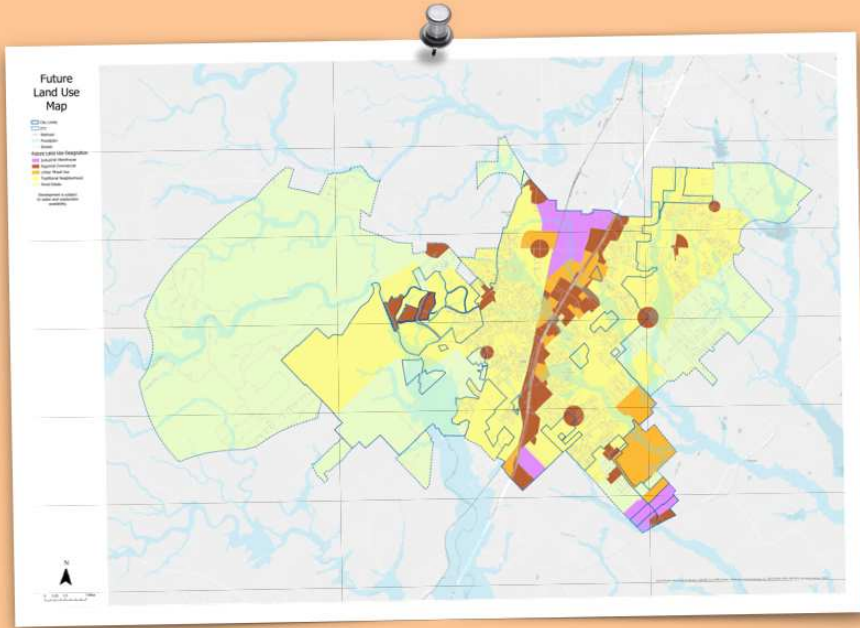
2030 Scenario 2
Mixed Pattern, Managed Growth, Infrastructure Dependent

ADDED POPULATION	**25K**
NEW VALUE GENERATED	**$6.3B**
SERVICE COSTS INCURRED YEARLY	**$20M**
CONTRIBUTION PER HOUSEHOLD	**$2,200**
DEVELOPMENT PATTERN	*Mix of traditional neighborhoods with appropriate scaled uses woven throughout the city.*
NEW LAND AREA DEVELOPED	**2 mi^2**
TAX RATE NEEDED TO BREAKEVEN	**.32** 38% Lower than the current tax rate
NET REVENUE AT CURRENT RATE	**$11.9M**

NEW VALUE GENERATED
Represented by the volume of the geographic extrusions.

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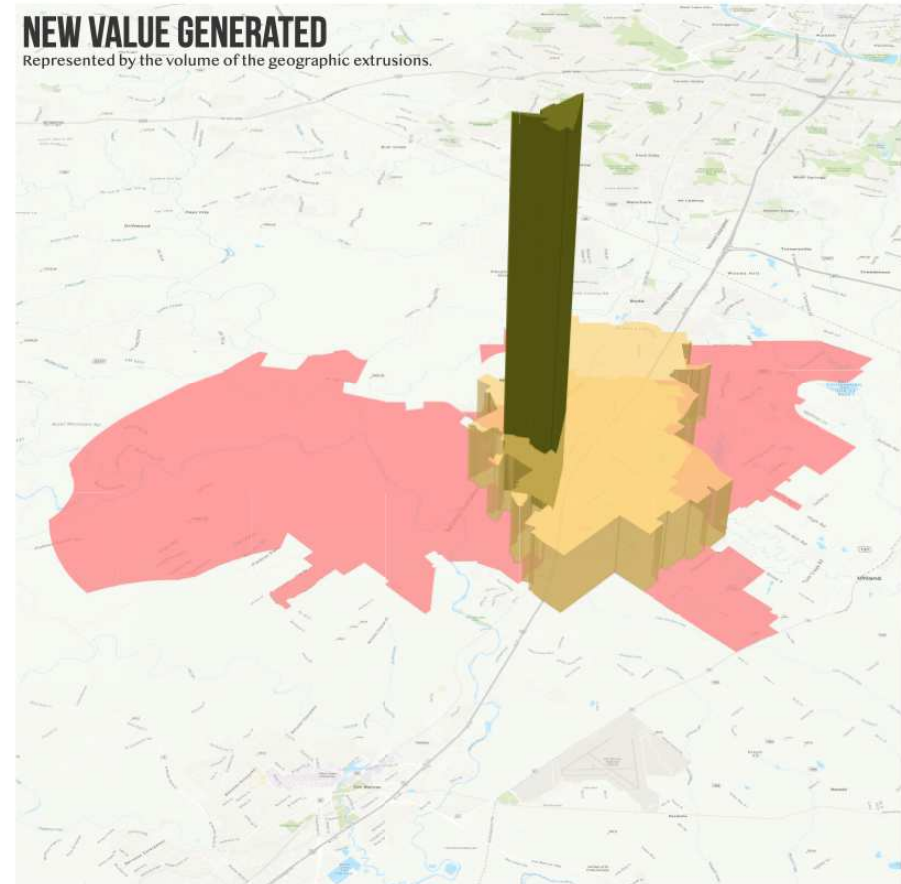
Recognizing Tradeoffs

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Scenario 1

Principally populated by single-family homes

Additional infrastructure necessary to serve larger geographic area

Commercial development in larger, dedicated pockets, generally focused around major roadways

Scenario 2

Allows for a broad mix of housing types

Existing infrastructure sufficient to serve a smaller total area

Commercial development at a smaller scale spread through existing and new neighborhoods

Scenario 1

Driving required to get from place to place

Larger number of rural and estate sized lots, and homes

Housing costs driven primarily by structure and lot size

Scenario 2

Driving optional to get from place to place

Higher proportion of compact neighborhood pattern

Housing costs reflective of an inventory that meets the needs of a larger cross section of population

Thank you.