The most common housing style which can be found in a wide range of development types. These vary from small modular, prefabricated homes on compact lots to large estate-style houses on large lots. Multiple single-family homes on one lot can be a good way to reduce infrastructure cost while adding housing capacity.

Accessory Units are most commonly found with detached single family homes, as those homes often have a large amount of unused land on the lot. Accessory units are also possible with other building typologies, or anywhere that there is spare land on which a small building could be placed. In residential areas, these are also often referred to as Accessory Dwelling Units, or ADUs.

Townhouses typically consist of two to eight small- to medium-sized single-family structures attached side by side. Each unit has street frontage.

A cottage court (sometimes called a bungalow court) is a collection of often smaller homes surrounding a common green space. Cottage courts generally are made up of detached homes, but duplexes can also be incorporated to diversify housing types. In a greenfield development, these can be used to create spaces that preserve large trees that would otherwise be in the way of a conventional suburban layout. In an infill context, cottage courts can produce smaller homes on existing lots, particularly in a configuration referred to as a rosewalk where homes line the outside edges of a property and are arranged around a central linear green that also includes pedestrian connectivity between the units and to pedestrian facilities outside the court.

The term smallplex (or simply a small multiplex) is a single structure consisting of anywhere between two to 10 units. The smallest of these are also referred to as duplexes, or duets, triplexes, and quads, or quadplexes. The units may be side-by-side or stacked on top of one another. When these types of buildings are thoughtfully designed, they fit seamlessly into most largely residential neighborhoods. On smallplexes as large as quads it is common to have a large porch and a single entry door that opens onto a hallway with access to the first floor units and a set of stairs to the second floor units. In this configuration the exterior of the building is virtually indistinguishable from a large single-family home. In the larger configuration they may either have their own individual entrance or may share an entrance along the front of the building.

One medium- to large-sized structure with multiple units that are accessed from a courtyard or a series of courtyards. The units may be side-by-side or stacked on top of each other. Units may each have their own entrance or share an entrance with several units.

It is important to understand that modern suburban apartment complexes with many dozen buildings and hundreds of units, set up in an auto-oriented suburban context are not encouraged. Instead, smaller sets of 16-20 units provide the ability for apartments to fit within the scale of existing neighborhoods near higher intensity intersections. The large suburban complexes provide an over-concentration of a single type of resident generally without access to services without a car, straining the mobility network. This kind of singular focus also makes for a more fragile urban environment.

In a mixed-use or high intensity context, consider the 'many-over' as a preferable alternative to urban apartments when commercial uses are needed in close proximity to housing. Urban apartments with a meaningful street interface, wherein the building is brought up to the street and parking is hidden, is always preferable to the suburban model.

These are small- to medium-sized structures that includes a dwelling unit above or behind a non-residential unit. These structures may be attached or detached. The non-residential use has the flexibility of being used for a variety of commercial uses that are compatible with the residential use. Both units are owned by the same entity and occupied by the same tenant or property owner.

Few Over describes a mixed-use building where a small number of units, either office or residential, are on a floor above a commercial use (generally retail). Office over retail is common in downtowns and main streets where there is not presently a demand for residential use. For these spaces to adapt and change over time to suit the needs of the community, it is important that the uses allowed inside these buildings be as broad as possible. Generally these buildings will not be more than three stories, and often not more than two.

Many Over describes a mixed-use building where a large number of units, either office or residential, are on floors above a commercial use (generally retail). Office over retail is common in downtowns and Main Streets where there is not a large demand for residential presently. In modern mixed use developments, these are generally retail on the ground floor with apartments above. This allows an immediate and nearby group of patrons for the commercial uses downstairs.

These are light- to medium-intensity commercial uses, located within and around neighborhoods to serve the surrounding communities; easily accessible by foot or car. These uses consist of those that are essential to the community such as restaurants, general retail stores, medical offices, and fuel stations, and sometimes small residential units.

Serving the larger region, this building typology features a more expansive mix of uses. These include commercial centers with grocers, restaurants, and retail, large office campuses, and higher density residential. Although these are auto-oriented and draw in a larger customer pool from across the region, they serve the surrounding neighborhoods as well. It is important to understand that an otherwise auto-oriented building can be part of a broader mixed-use development. There can be some overlap between this category and the Many Over building type, in that residential can be introduced to otherwise commercial-only places.

Industrial consists of primarily intense commercial or industrial buildings that may not be compatible with lower intensity and residential uses. These uses include technology industries, light to heavy manufacturing, and outdoor operations and storage.

Complete neighborhoods also incorporate a variety of parks and public spaces. The City's Parks and Trails Master Plan (adopted 2016) provides more detailed information on the locations and types of parks in the community, but these are the most common:

Harris Krikelis

Dennis Sylvester Hurd

Pocket Parks

Mini parks (or pocket parks) are the smallest unit in a community's parks system. They are typically centrally located in a neighborhood, serving as a focal point for neighbors living or working within a few blocks of the park. Mini parks often reflect and contribute to neighborhood character, and their small size and accessibility tend to make them convenient nearby destinations for everyday use. They often create branding opportunities for the surrounding neighborhood, and tend to have a positive impact on property values. While these parks can be used for passive recreation and relaxation elements like community gardens are a thoughtful addition to these spaces. Mini parks are particularly useful in traditional-style neighborhoods with denser grids and in downtown areas. Ease of access (on foot) is key to their success. These compact parks should be limited in purpose and should not be accompanied by off-street parking.

Parks in Kyle which fit this category include the park at Saddle Creek Apartments. For more information, refer to page 35 of the 2016 Parks, Recreation & Open Space Master Plan.

Neighborhood Parks

Neighborhood parks are often considered the cornerstone of any city's parks system. Like mini parks, they contribute significantly to the overall cohesiveness of a neighborhood, serving as an important recreational and social hub that is close to home for nearby residents. The neighborhood park typically features areas for both passive and (usually informal) active recreation activities, and can be combined with an elementary school to further enhance neighborhood character.

Parks in Kyle which fit this category include Amberwood Pool, Bunton Creek Pool, Lakeside Crossing, Meadows at Kyle, and Kirby Circle at Plum Creek. For more examples, refer to page 35 of the 2016 Parks, Recreation & Open Space Master Plan.

Tom Saunders

Community Parks

Community parks serve a broader purpose (and population) than neighborhood parks. The focus is on meeting wide-ranging community recreation and social needs, and park facilities will vary depending on those needs. Generally, these parks contain a special attraction that draws people from a larger area. Examples are a pond or lake, ice skating rink, trails, unique cultural or environmental features, or specialized sports complexes.

Quality community parks feature a balanced set of amenities—for both passive and active recreation—that can appeal to a broad range of users. Community parks bring people together to socialize, play, and find quiet space; active, programmed recreation should be encouraged, but it should not disrupt other activities on-site. Community park design should reflect the character of the community and take advantage of the region's particular landscape features where possible. It is important for community parks to be connected to the surrounding area via the trails and sidewalks. Community parks are major destinations for trail systems. Additionally, these parks need good road access.

Parks in Kyle which fit this category include Gregg-Clarke Park, Lake Kyle Preserve, Steeplechase Park, and Waterleaf Park. For more information, refer to page 34 of the 2016 Parks, Recreation & Open Space Master Plan.

Special Use Parks

These are parks or recreation facilities oriented toward specialized or single-use purposes that are not otherwise part of other neighborhood or community parks.

These may include historical/cultural/social sites, such as plazas, arboretums, or monuments. They may also include recreational facilities such as senior centers, community centers, golf courses, marinas, dog parks, skate parks, special-use athletic complexes, or practice fields.
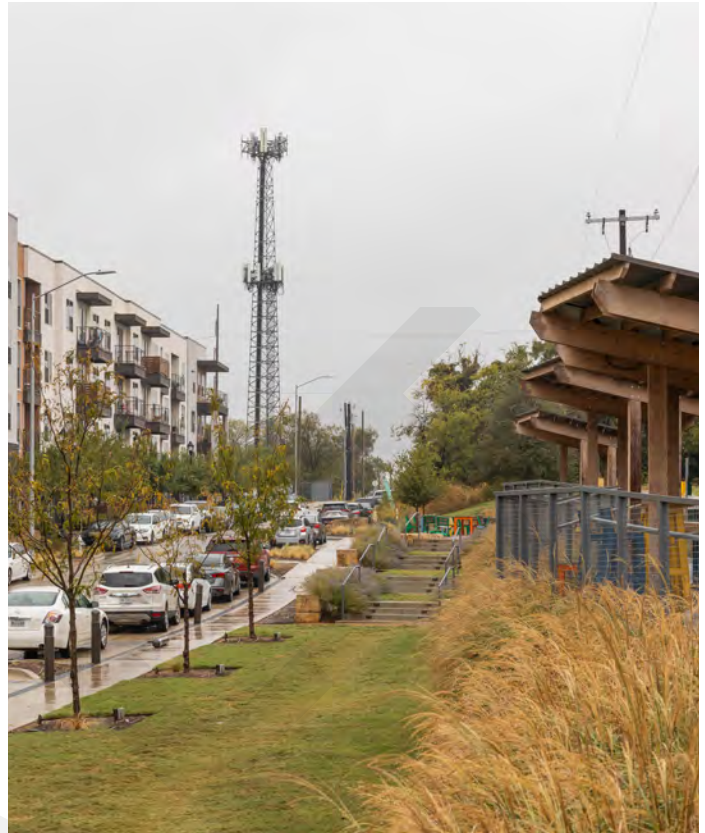
Parks in Kyle which fit this category include Bunton Creek Ball Field, and Plum Creek Golf Course. For more information, refer to page 35 of the 2016 Parks, Recreation & Open Space Master Plan.

Regional Parks

Regional parks are very large parks which mimic community or special use parks, but with regionally-serving destination amenities. These parks are typically anywhere from less than 10 acres to several thousand acres in size.

Regional and community parks are larger and require longer-term planning, land acquisition, and funding for facilities and programming. Neighborhood and pocket parks are more localized. In new developments, the city should work with developers to locate these parks so that everyone in the neighborhood has access to a park within a quarter mile. The size, character, and programming of each park should complement the surrounding environment and neighborhood identity.
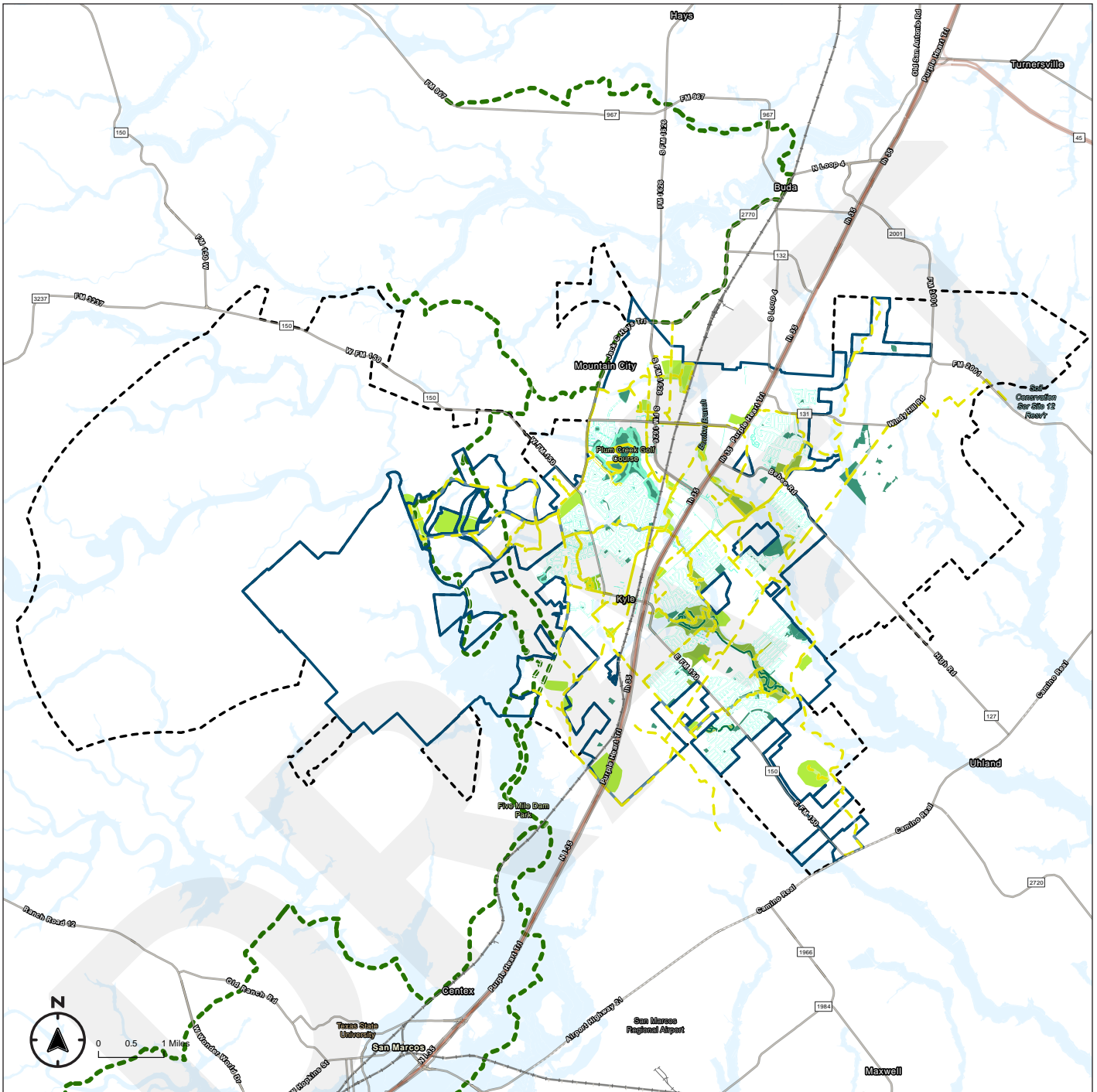
Linear Parks

Linear parks include open space and a variety of trail types such as greenway trails, thoroughfare connector trails, neighborhood connector trails, and in-park trails.

Parks in Kyle which fit this category include Bunton Creek. For more information, refer to page 34 of the 2016 Parks, Recreation & Open Space Master Plan.

Legend

Existing Nature Trail	**Proposed Vybe Concrete Trail**
Existing Concrete or Asphalt Trail	**Private Park** **Public Park**
Proposed Emerald Crown Trail	**Floodplain** **Vybe Spot**

For existing neighborhoods to grow and improve over time, and for new neighborhoods to feel welcoming and complete, a number of best practices should be applied across the city for new and existing development.

The Place Types introduced in the Land Use and Growth Management component cover how land is distributed between different scales of natural, residential, and commercial uses. Neighborhoods will generally reflect the use mix and context associated with the place type they are located within, but will also have their own unique mix of building, infrastructure, and public space elements that further support the character and lifestyle expected by those who choose to live there. The following base design guidelines should be utilized as a starting point when planning new development in each of the three primary neighborhood types (rural, transitional, and complete).

An important part of any cohesive neighborhood is a shared or unified sense of context. This means that the borders of a neighborhood, while not delineated visually by a line on the street, are apparent through the character of the place.

A number of elements can make up this context; scale, architecture, pedestrian access levels, and connection to the existing built fabric.

Auto-Pedestrian Continuum

The principal factor that changes between these neighborhoods is where they lay along an auto-oriented to pedestrian-oriented continuum. Rural is the most auto-oriented, and Complete is most pedestrian-oriented.
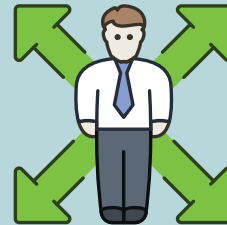
SCALE
WHICH IS MADE UP OF THE SIZE AND SHAPE OF BUILDINGS, AND HOW THEY INTERACT WITH THE PUBLIC SPACE (USUALLY STREETS).

ARCHITECTURE
WHICH DESCRIBES THE STYLE AND CHARACTER OF BUILDINGS THEMSELVES.

PEDESTRIAN ACCESS LEVELS
OR THE ABILITY FOR A PEDESTRIAN TO COMFORTABLY MOVE THROUGH A PLACE.

CONNECTION TO THE EXISTING FABRIC
WHEREIN NEW DEVELOPMENT RESPECTS THE CHARACTER AND HISTORICAL SIGNIFICANCE OF THE AREA IT INHABITS.

RURAL NEIGHBORHOODS

Amenities and non-residential uses in rural areas are limited and require driving to get to. Those living in rural areas can expect to have fewer neighbors, more open space, and less traffic.

BLOCK CHARACTER

Variable block configuration generally represented by longer blocks and some dead-end streets

Limited pedestrian infrastructure and connectivity

LOT CHARACTER

Larger homestead style lots

Private drive access to each property off the main public street or county road

PARKING ACCOMMODATION

Private drives and parking on private property

STREET CHARACTER

Rural roads with limited access and connectivity

Bar ditches and trees in their natural locations

PARKS & OPEN SPACE

Limited, if any public parks

Natural open spaces such as floodplain and conservation land

Large private lots in lieu of public parks

ARCHITECTURAL DIVERSITY

Variety of architectural styles suited to rural environment and character

CIVIC SPACE

Passive recreation in floodplain and conservation areas

SECONDARY USE

Home-based businesses

TRANSITIONAL NEIGHBORHOODS

Transitional Neighborhoods are most commonly found in the Residential Neighborhood place type and are intended to have a mix of residential options with pockets of neighborhood scale commercial located within walking distance. Because of the focus on residential, some commercial uses will be consolidated into larger neighborhood and regional commercial nodes that are accessible via a short drive. Streets and public space in these neighborhoods should prioritize pedestrians and walkability with a few collector style corridors that balance slow speed vehicular access and shared use trail connections to the larger citywide network.

BLOCK CHARACTER

Moderate block lengths.

Provide connectivity between blocks and developments.

Some flexibility in street connectivity around environmental constraints, but pedestrian connectivity is essential.

Cul-de-sacs are rarely used and where they must exist pedestrian access is provided.

LOT CHARACTER

A variety of lot sizes should be used in proximity within a neighborhood.

Utilize larger lots at logical points like end cap, T intersection, corner, and entry point lots.

Utilize alley lots on busier or prominent streets to limit driveways that interrupt continuous sidewalks.

PARKING ACCOMMODATION

On street

Driveways

Garages:

- Rear-Entry
- J-Swing
- Pull-Through
- Front-Entry
  (where deemed appropriate)

Non-residential uses requiring parking should have neighborhood-scaled and screened lots.

STREET CHARACTER

Primarily slow, narrow streets with parking on one or both sides.

Street trees are encouraged and sidewalks on both sides are required.

Encourage connectivity to major collector streets. More connection points means less traffic per street.

PARKS & OPEN SPACE

Green space within ¼ mile of all homes.

Connect all parks and open space through sidewalks and trails.

Integrate detention areas as meaningful parts of open space network, or should be created as scenic focal points.

ARCHITECTURAL DIVERSITY

Variety of architectural styles

Utilize common design themes across architectural styles.

Styles should encourage porches, stoops, and balconies - to add visual interest.

Encourage alternative exterior materials that are more durable and sustainable long term.

Add details such as pocket parks, or outdoor dining at terminated vistas to add interest to neighborhood design. These points where people must pause before continuing are opportunities for small investments that greatly enhance the overall beauty of a place.

CIVIC SPACE

Schools and houses of worship should feel integrated into the overall neighborhood.

Include pedestrian connectivity to the site.

Ensure parking lots are not predominate in site design, as much as possible hide parking behind buildings and bring buildings closer to the street.

SECONDARY USE

Commercial nodes should primarily serve adjacent residential areas and be integrated into the overall neighborhood.

Site design to serve pedestrians and cyclists first and automotive access second.

Complete Neighborhoods are most commonly found in the Mixed-Use Neighborhood place type and are most complete in terms of use mix, access, and activity. Those living in these neighborhoods should expect constant change where the scale and use of properties is incrementally evolving to meet the residential and commercial needs of those living and working there. Residential and commercial uses can be mixed on the same block or grouped into small nodes that make the majority of needs convenient and accessible by biking or walking. Streets and public spaces are designed to prioritize pedestrians, walkability, and human interaction. Where higher levels of vehicular access are required, streets are designed to be slow-speed and accommodate on-street parking.

BLOCK CHARACTER

Generally, shorter block lengths

Provide connectivity between blocks and between developments.

Some flexibility in street connectivity around environmental constraints, but pedestrian connectivity is imperative.

Cul-de-sacsshould not be permitted.

LOT CHARACTER

A variety of lot sizes should be used in proximity within a neighborhood .

Utilize larger lots at logical points like end cap, T intersection, corner, and entry point lots.

Utilize alley lots on busier or prominent streets to limit driveways and increase yard space.

PARKING ACCOMMODATION

On street

Driveways

Garages:

- Rear-Entry
- J-Swing
- Pull-Through
- Front-Entry
  (where deemed appropriate)

Non-residential uses requiring parking should have neighborhood-scaled and screened lots.

STREET CHARACTER

Primarily slow, narrow streets with parking on both sides.

Street trees and sidewalks on both sides are required.

Encourage high levels of connectivity to collectors.

PARKS & OPEN SPACE

Green space within ¼ mile of all homes.

Connect all parks and open space through sidewalks and trails.

Integrate detention areas as meaningful parts of open space network, or should be created as scenic focal points.

ARCHITECTURAL DIVERSITY

Variety of architectural styles

Utilize common design themes across architectural styles.

Styles should encourage porches, stoops, and balconies - to add visual interest.

Encourage alternative exterior materials that are more durable and sustainable long term. Such as cement fiber board in lieu of wood for craftsman and farmhouse styles.

Add details such as pocket parks, or outdoor dining at terminated vistas to add interest to neighborhood design. These points where people must pause before continuing are opportunities for small investments that greatly enhance the overall beauty of a place.

CIVIC SPACE

Schools and houses of worship should feel integrated into the overall neighborhood.

Include pedestrian connectivity to the site.

Ensure parking lots are not predominate in site design, as much as possible hide parking behind buildings and bring buildings closer to the street.

SECONDARY USE

Commercial nodes should serve adjacent residential areas and destination users.

Sites should be integrated into the overall neighborhood.

Site design to serve pedestrians and cyclists first and automotive access second.

DOWNTOWN NEIGHBORHOODS

Downtown, like other neighborhoods in the city, can be placed along the auto-pedestrian continuum. Downtown development occurs on a density/intensity spectrum. For example, denser building forms should take place most closely to the central core of downtown. Careful attention should be made so that each transitional zone of the downtown should step down to the next, ultimately blending into the neighborhoods that are on the other side of the boundary. This will ensure that the downtown urban form is compatible between districts and respectful to adjacent neighborhoods.

LOT CHARACTER

Orient pedestrian entrances to the primary street with automotive and service entrances on the alley or secondary street

Utilize alley access to limit driveways

STREET CHARACTER

Primarily commercial streets with parking on both sides.

Street trees and sidewalks on both sides are required.

Encourage high levels of connectivity

PARKS & OPEN SPACE

Connect all parks and open space through sidewalks and trails

Provide key trailheads and wayfinding to larger trail network

CIVIC SPACE

Government buildings, schools and houses of worship should be key architectural features of the neighborhood

Buildings should predominate with parking behind (surface parking is discouraged)

PARKING ACCOMMODATION

On street

Shared use parking garages

Parking Lots screened by building or landscaping (surface parking is discouraged)

ARCHITECTURAL DIVERSITY

Pedestrian-scaled Buildings

BLOCK CHARACTER

Shortest block lengths

Provide connectivity between blocks and between developments

Some flexibility in street connectivity around environmental constraints, but provide pedestrian connectivity

Cul-de-sacs are not permitted

There has been a resurgence in the smaller development community in recent years. "Small developers" tend to be local residents who have an interest in adding housing in their neighborhood, owning property, or starting a business. Unlike large developers that acquire big tracts of land and build out multiple lots at once, small developers focus on constructing unique, context-sensitive development on single lots that can activate and revitalize downtowns and aging neighborhoods. Organizations such as the Incremental Development Alliance and Small Developers Group on Facebook have been formed to connect and share resources with this rapidly growing group. The City should encourage incremental development, especially for infill projects and redevelopment in downtown and surrounding neighborhoods.
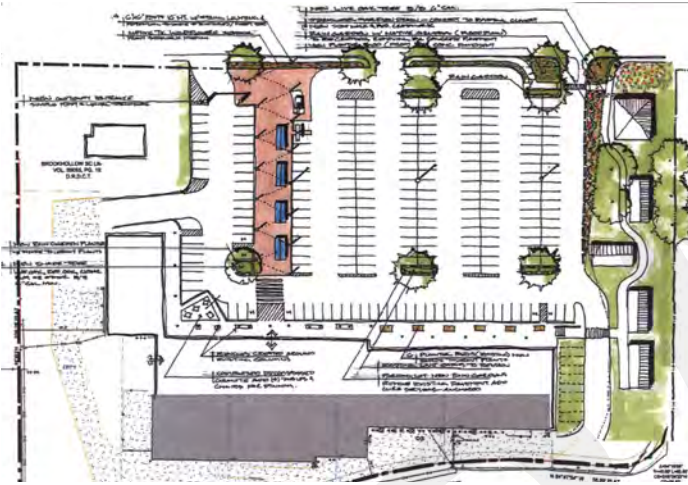
ABOVE: This new urbanist style neighborhood is being built in Midlothian incrementally over 20 years. A neighborhood commercial urban center has been built one building at a time, and a combination of single and multifamily residential and public space is being built in phases around it.

ABOVE: This project in DeSoto is converting a vacant Ace Hardware building and parking lot into a neighborhood commercial node with the main building redone as a business incubator for office, retail, and restaurants, and the parking area filled in with a food trailer plaza, kiosks, open space, and micro apartments.

ABOVE: This project provided a new mixed-use building in the heart of downtown Duncanville. The building is designed to frame the street corner with parking behind the building, and includes a mix of office, art, restaurant, and residential spaces.