

Comprehensive Plan Adoption

Planning & Zoning Commission Presentation

Marshall Hines – January 9th, 2024

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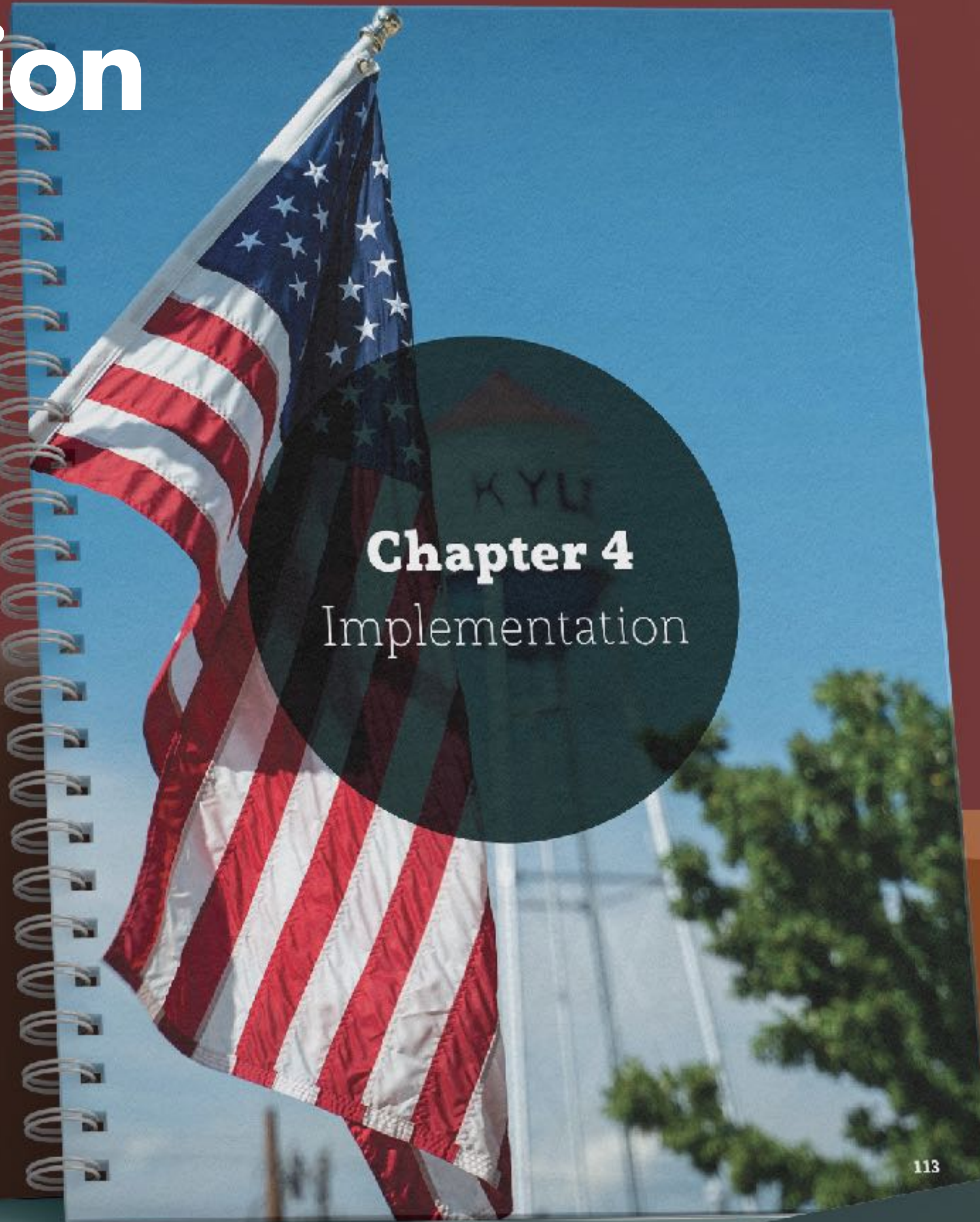
Plan Organization

1. Introduction

2. Land Use Fiscal Analysis

3. Major Components

4. Implementation



Plan Intent

1. Inform & Educate
2. Communicate Kyle's Fiscal Story
3. Provide a Framework for Decision-Making



Kyle
2030

*A Comprehensive Plan
for the future of Kyle, Texas*

THE SUBURBAN GROWTH EXPERIMENT

For thousands of years, cities all over the world were built and grew incrementally out (horizontally), up (vertically) and were intensely (higher density) as resources allowed. This traditional pattern of development was characterized by a compact grid, narrower streets, and diverse building types (whose uses were flexible) all geared toward a human scale, and it was built in increments when the demand and money were available. New structures or streets were built next to existing buildings or infrastructure, because this was the most cost-effective way of growing.

When the automobile was invented, it led to what engineer and Strong Towns founder Charles Marohn coined the "sub-

urban experiment." The creation of the highway system, increasing car ownership, and massive housing programs rolled out after WWII combined to create a new environment on the edge for lower costs, and the suburbs were born. Streets and buildings became more spread out than ever before, and buildings were designed with unique character or built to last. Instead they were designed to be cost-effective and mass-produced. Unlike the previous incremental growth, cities began being built over a much larger area in a short amount of time—typically just one or two decades.



1958

1958-1958



2022

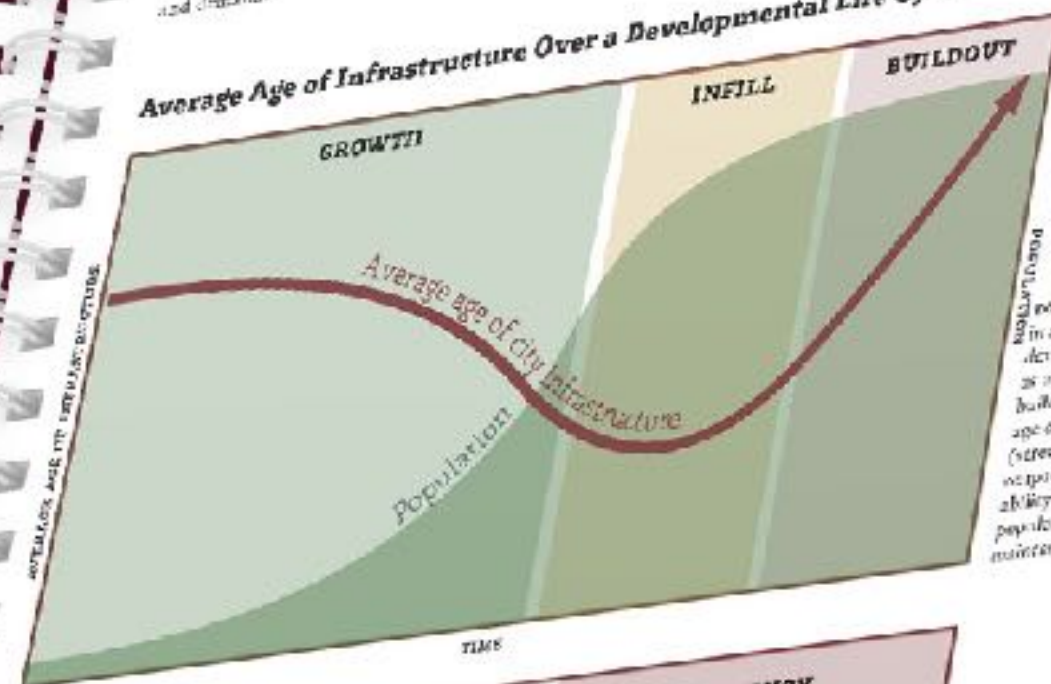
Google Earth, 2022

THE EFFECTS OF RATE AND PATTERN OF GROWTH

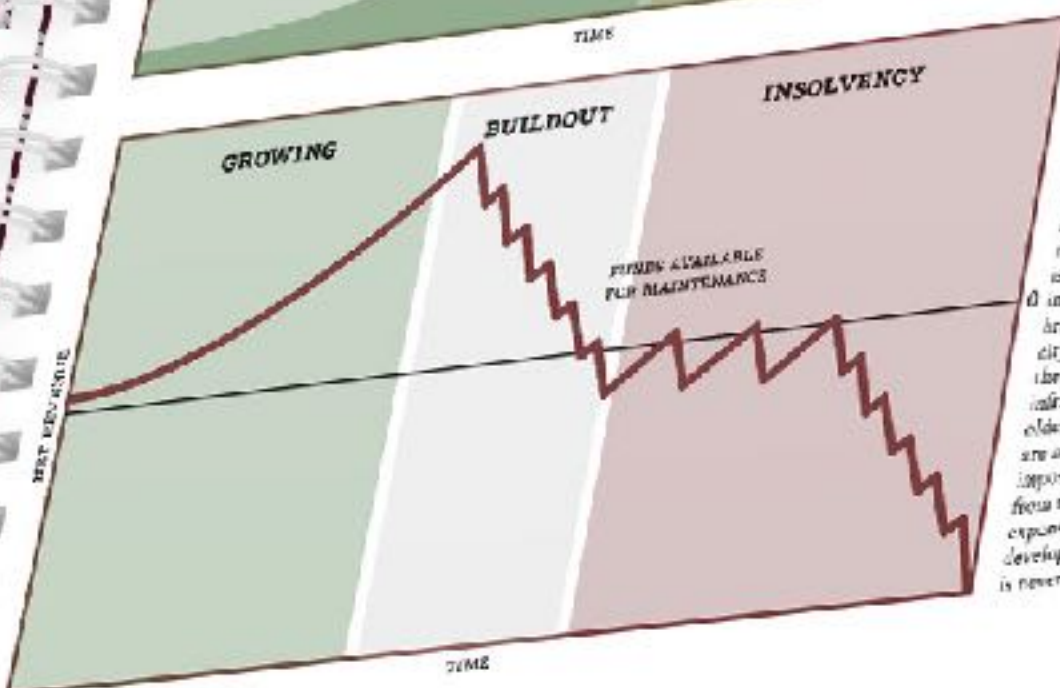
As the suburban growth model caught on, cities across the country began to embrace and encourage rapid growth without fully considering long-term impacts. Private developers built subdivisions after subdivisions, putting in miles of additional streets and tax revenue. This creates what Marohn refers to as an "illusion of wealth" where the overall look and feel of the community is new and affluent. During this time, there is typically pressure to keep property taxes down. Rates can eventually fluctuate up and down based on market conditions and demand.

Today, the significant costs of this approach are revealing themselves. As cities continue to age and expand, development and the revenue boost from additional homes and businesses slows down. The neighborhoods, facilities, and infrastructure built decades prior have reached the end of their life cycle and are in need of replacement. Community leaders are left struggling to keep up with expenditures for basic services, replacement and lifestyle. However, they have limited resources to do so. This is a cycle where cities fix what they can, and post-pandemic shifts left. Eventually, neighborhoods deteriorate to the point where residents with the ability to do so move out, while those less fortunate are forced to remain in an environment of decline and neglect.

Average Age of Infrastructure Over a Developmental Life Cycle



NOTES: Typically, in a suburban development pattern as a city reaches buildout, the average age of infrastructure (streets & utilities) outpaces the ability of the city's population to fund maintenance costs.



NOTES: While a city grows, new revenue comes in. No major maintenance is required because infrastructure is brand new. When a city stops growing, the existing infrastructure is older and repairs are needed. It is impossible to recover from those repair expenses if the development patterns is never adjusted.

HOW ENGAGEMENT INFORMED THIS PLAN

Vibrant Community Assessment



Baseline Established

Community Surveys & Stakeholder Meetings



Identified

Council and PZ Worksessions



Refined Into...

Recommendations & Aspirations

VIBRANT COMMUNITY ASSESSMENT

The Vibrant Community Assessment, a tool created by Quinn Snyder and endorsed in his book, *Building a Vibrant Community*, was used at the outset of this process. The assessment provided the opportunity for residents to rank Kyle across a number of characteristics based on their perception of the community. In the first part of 2022, citizens provided answers to eleven questions using a ten-point scale. The questions are listed below, next to a number representing the average score citizens assigned to Kyle for each question.

It is notable that the assessment scores indicate a large gap between where citizens want the community of Kyle to be, and where they feel it is right now. The lowest scores were in categories: the ability to keep talent in town, and the ability to attract new business and talent. However, a clear interest in solving problems and making the community better was shared by nearly every participant. This bears witness to the fact that residents want to be involved in improving Kyle.

Results

- How engaged are your community's citizens? **4.6**
- How likely is it that young people will live and work in the community after graduating from high school or college? **3.7**
- How attractive is your town to new businesses and/or talent? **5.4**
- How strong is your education system? **5.4**
- How vibrant is your community? **3.7**
- How successful are you at getting wealth off the sidelines and encouraging people to invest in the community? **3.9**
- How easy is it to create and run a small business in your community? **4.5**
- How likely are small business owners to receive the training and development they need to thrive long-term? **3.9**
- How proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them? **4.4**
- To what extent are local government entities aligned and successful at working together to create a better quality of life for your community? **4.6**

With 10 being most committed, how committed are you to making your community the best it can be?

7.6

Urban Mixed-Use

INTENSITY
HIGH



An urban mixed-use place is intended to be a bustling center of activity with active streets and a focus on people walking and cycling. Filled with high-density development, it is also one of the most fiscally resilient place types and, in the right proportion, it can subsidize low-value development patterns. Key to this are many smaller urban mixed-use pockets throughout the city, which helps to disperse traffic and create a more vibrant character in each geographic context.

Streets are narrow with on-street parking making the streetscape comfortable for people who walk and cycle. The mix of uses and businesses is diverse. When uses which require large amounts of parking are built, parking is hidden with continuous building frontage, this is especially true in the case of

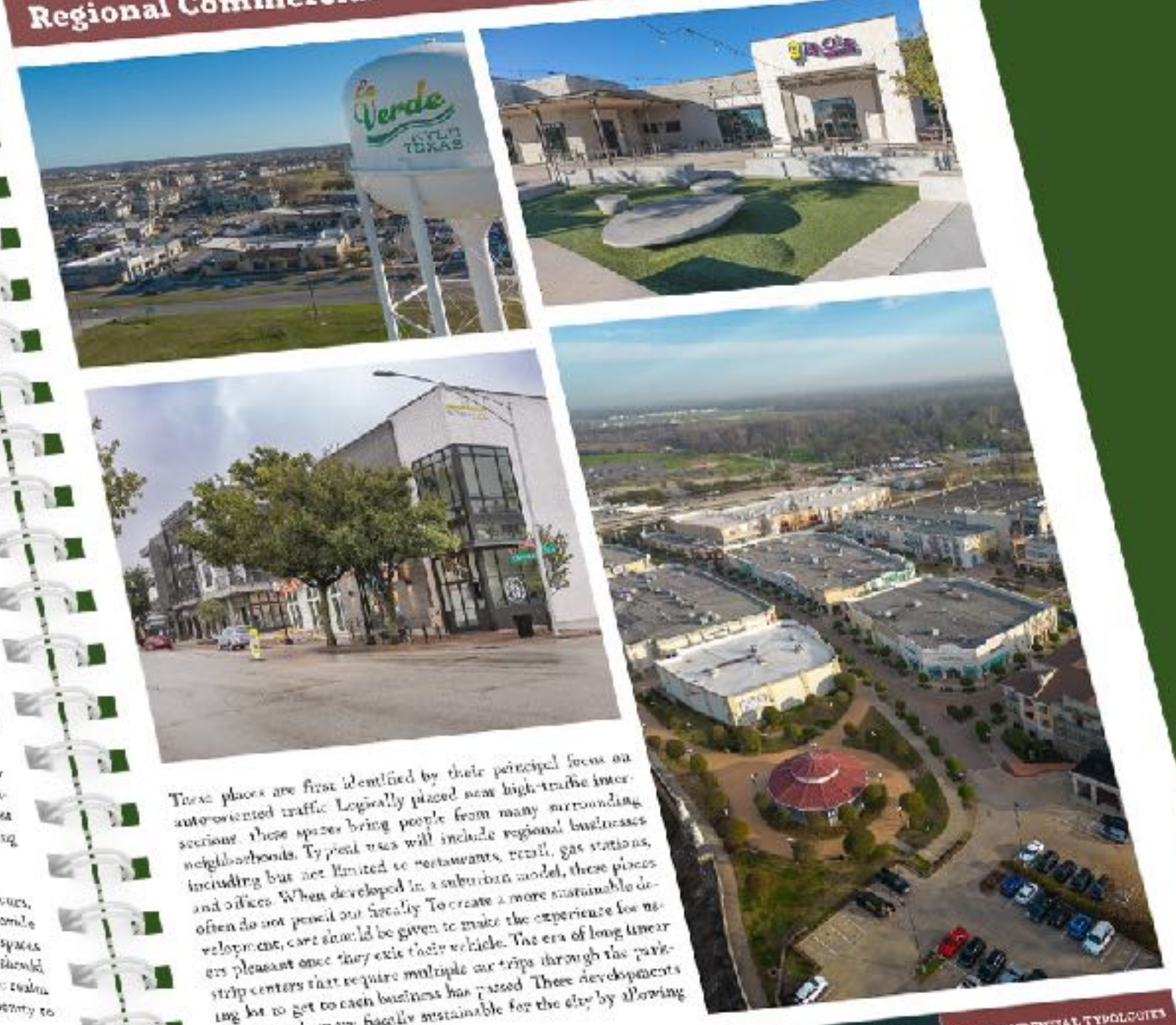
apartment buildings. Commercial uses on the ground floor should have a higher proportion of glazing to create a more interesting interface between the public and private realm. Most commercial uses make sense in this context as long as the building form meets pedestrian-scale and their principal uses.

Especially where the highest intensity of development occurs, it is critical to ensure that the urban elements which promote high quality of life are paired with this pattern. Public spaces should be near enough to walk to, and the streetscape should be a pleasant place in which to walk and cycle. The public realm should be covered as an outdoor room and then an amenity to be maintained.

RESIDENTIAL TYPOLOGIES					MIXED USE TYPOLOGIES			NON-RESIDENTIAL TYPOLOGIES			
SINGLE FAMILY HOUSE	ADU	COTTAGE COURT	TOWN HOUSE	SMALL FLUX	APARTMENTS	LIVE-WORK	FEW OVER	MANY OVER	NEIGHBORHOOD SCALE	REGIONAL SCALE	INDUSTRIAL

Regional Commercial

INTENSITY
HIGH



These places are first identified by their principal focus on auto-oriented traffic. Logically placed near high-traffic interchanges, these spaces bring people from many surrounding neighborhoods. Typical uses will include regional businesses including but not limited to restaurants, retail, gas stations, and offices. When developed in a suburban model, these places often do not provide the fiscal benefits. To create a more sustainable development, care should be given to make the experience for users pleasant once they exit their vehicle. The era of long linear strip centers that require multiple car trips through the parking lot to get to each business has passed. These developments can be made more fiscally sustainable for the city by allowing multi-family over commercial.

RESIDENTIAL TYPOLOGIES					MIXED USE TYPOLOGIES			NON-RESIDENTIAL TYPOLOGIES			
SINGLE FAMILY HOUSE	ADU	COTTAGE COURT	TOWN HOUSE	SMALL FLUX	APARTMENTS	LIVE-WORK	FEW OVER	MANY OVER	NEIGHBORHOOD SCALE	REGIONAL SCALE	INDUSTRIAL

RURAL NEIGHBORHOODS

Activities 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 lots with single lots. Private drive access to each property off the main public street or country 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. No land open space such as floodplains and conservation land. Large private lots in rural public parks.

ARCHITECTURAL DIVERSITY

Variety of architectural styles suited to rural environment and character.

CIVIC SPACE

Passive recreation in floodplains 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 context 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 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 basic or promissory streets to limit driveway front and disrupt continuous driveways.

PARKING ACCOMMODATION

On street. Driveways. Garages.

- Rear Entry
- Side Entry
- Full-through
- Front Entry

 Where desired 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 5 miles 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 or recreational areas to add interest to neighborhood design. These rooms where people meet provide 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 over-dominant 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 automobile access second.

Land Use & Growth Management Recommendations

1. Collect data and assess fiscal impacts of decisions

Data is critical when determining the levels of success that the Kyle has as they pursue various projects and initiatives. From city investments to development projects, the discussion of fiscal sustainability can only be fruitful when data is collected, analyzed, and presented to tell the complete story.

2. Maximize the types of housing offered in Kyle

Maximizing the types of housing offered in Kyle is essential for creating a diverse and inclusive community that meets the needs of its residents. By providing a wide spectrum of housing options, the community is better able to attract residents with various income levels, family sizes and lifestyle preferences. Additionally, maximizing housing options can contribute to sustainable growth, minimize commuting distances and foster vibrant neighborhoods.

3. Align future development with current/projected capacities

Aligning future development with current and projected capacities is crucial for the City of Kyle to ensure sustainable growth and efficient use of resources. Existing limitations should be well documented and included in every consideration process. By doing this, the City can avoid overburdening its infrastructure systems, direct development where it is best accommodated, and ensure that it can adequately support the needs of the growing population.

4. Adopt/accept an incremental approach to connectivity

Adopting an incremental approach to connectivity can ensure efficient and effective infrastructure development. This strategy prioritizes the step-by-step expansion of connectivity networks based on evolving needs, funding availability, and community demands. By improving connectivity incrementally, the City can avoid large-scale investments that may not align with immediate needs or become outdated. Instead, it can focus on targeted improvements and upgrades to address specific gaps, maximize existing infrastructure, and meet the changing demands of residents and businesses.

5. Encourage a development pattern that preserves green spaces

The City can promote preserving green spaces to maintain sustainability, enhance the quality of life, and promote well-being. This can be achieved by incorporating green space requirements into zoning regulations, incentivizing developers to include green spaces, and promoting sustainable land use practices. This approach can mitigate environmental impacts, improve air quality, provide recreational opportunities, and support biodiversity.

6. Introduce a land use strategy without a single focus on the separation of uses

Kyle's land use strategy can be greatly improved by promoting mixed-use developments that bring together various activities within the same space. Doing this has the potential to reduce commuting times, improve the overall quality of life, stimulate economic growth, foster sustainability, and promote social connections.

Item #	Item Description	Category	Priority	Impact	Timeline	Responsible Party	Notes
10001	Implement a comprehensive data collection and analysis system to track development projects and fiscal impacts.	Infrastructure	High	Positive	2024-2025	City of Kyle	Requires funding for data collection and analysis tools.
10002	Conduct a study to assess the fiscal sustainability of various housing types and their impact on city revenue.	Research	Medium	Neutral	2024-2025	City of Kyle	Requires funding for study and analysis.
10003	Develop a housing strategy that maximizes the types of housing offered in Kyle, including affordable housing options.	Housing	High	Positive	2024-2025	City of Kyle	Requires funding for housing development and incentives.
10004	Align future development with current and projected capacities by reviewing infrastructure and resource limitations.	Infrastructure	High	Neutral	2024-2025	City of Kyle	Requires funding for infrastructure assessment and planning.
10005	Adopt an incremental approach to connectivity by prioritizing infrastructure improvements based on community needs and funding availability.	Infrastructure	High	Positive	2024-2025	City of Kyle	Requires funding for infrastructure improvements.
10006	Encourage a development pattern that preserves green spaces by incorporating green space requirements into zoning regulations.	Zoning	Medium	Positive	2024-2025	City of Kyle	Requires funding for zoning regulation updates.
10007	Introduce a land use strategy that promotes mixed-use developments to reduce commuting times and improve quality of life.	Land Use	High	Positive	2024-2025	City of Kyle	Requires funding for land use strategy implementation.

Planning Commission & Council Feedback

Chapter 2

Discussion Items from Draft Comments, and Joint Worksession

- Designated areas of green space
- Density for green space 1:1?
- Level 3 Fiscal Analysis, and delta since process began
- Traffic with Infill Development



Chapter 3

Discussion Items from Draft Comments, and Joint Worksession

- Downtown Boundaries
- Schools and where they develop
- Concern that Future Land Use Plan does not accommodate for people wanting SF Housing



Discussion