



Chapter 3
Major
Components

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incrementally, the City can avoid large-scale investments that may not align with immediate needs or become outdated.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 prioritize 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.

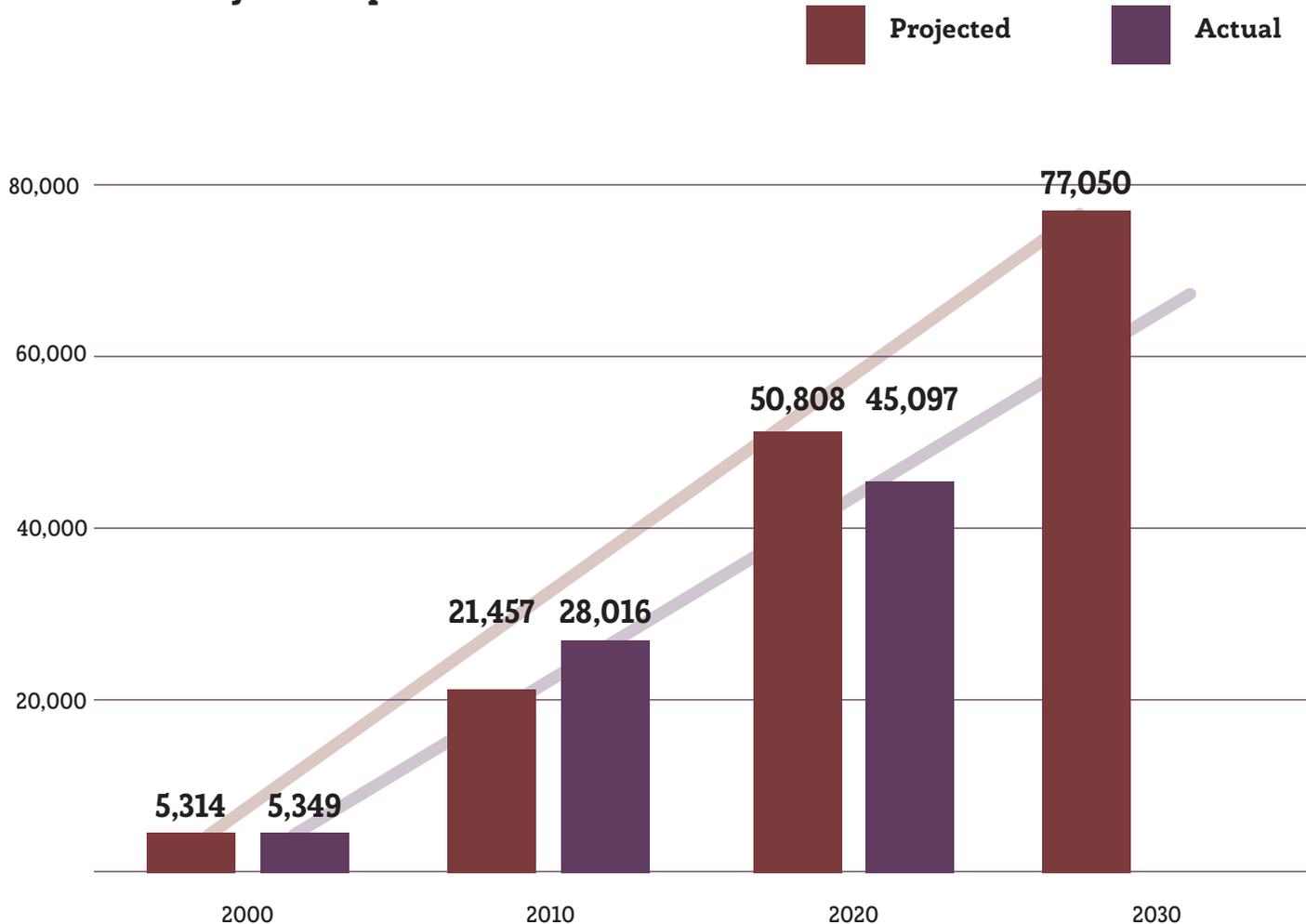
Working Toward Sustainable, Inclusive Growth

Land is the most valuable resource a city has. When land is developed, it is often done with current conditions and immediate benefits in mind, such as additional rooftops, businesses, and the tax base that comes with them. However, what is built also has long term impacts on the community. Housing mix and affordability, pedestrian safety and walkability, infrastructure condition, water quality and supply, and the financial health and resilience of the city are all examples of things that are impacted by development decisions over time. Therefore, decisions about where and how development occurs must look at both short and long-term implications.

The Land Use & Growth Management component of this Plan provides the framework for guiding decisions and setting policy about what will be built, where, and when so the City can capitalize on near term opportunities while also ensuring long-term sustainability and affordability.



Actual and Projected Population

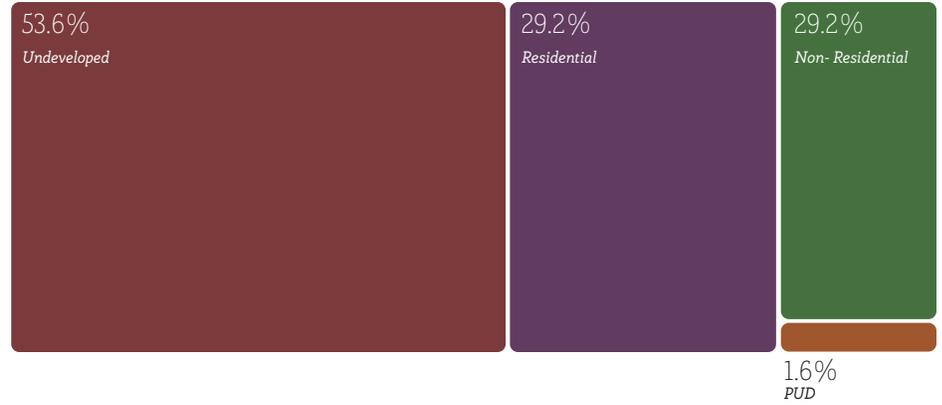


US Census and City of Kyle Population Estimates

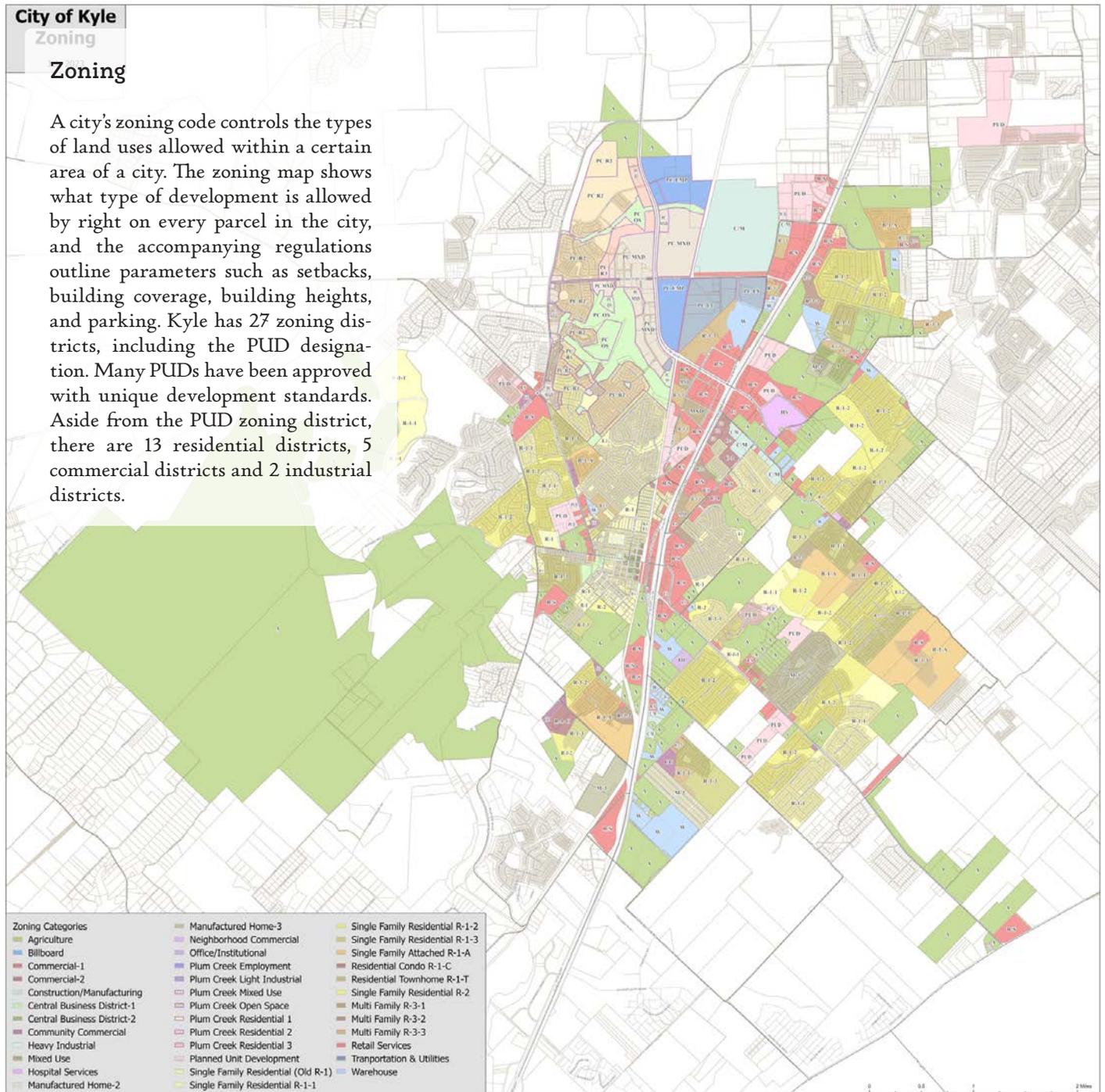
Current Use Breakdown

The majority of Kyle's developed land area is used for residential development. While commercial developments exist in Kyle, much of them are separated from residential uses, by requiring an automobile to access them. Commercial uses generally follow major corridors in the city, which adds to the geographic separation from homes in a way that requires an automobile to access them.

Current Land Uses



Current Zoning Map

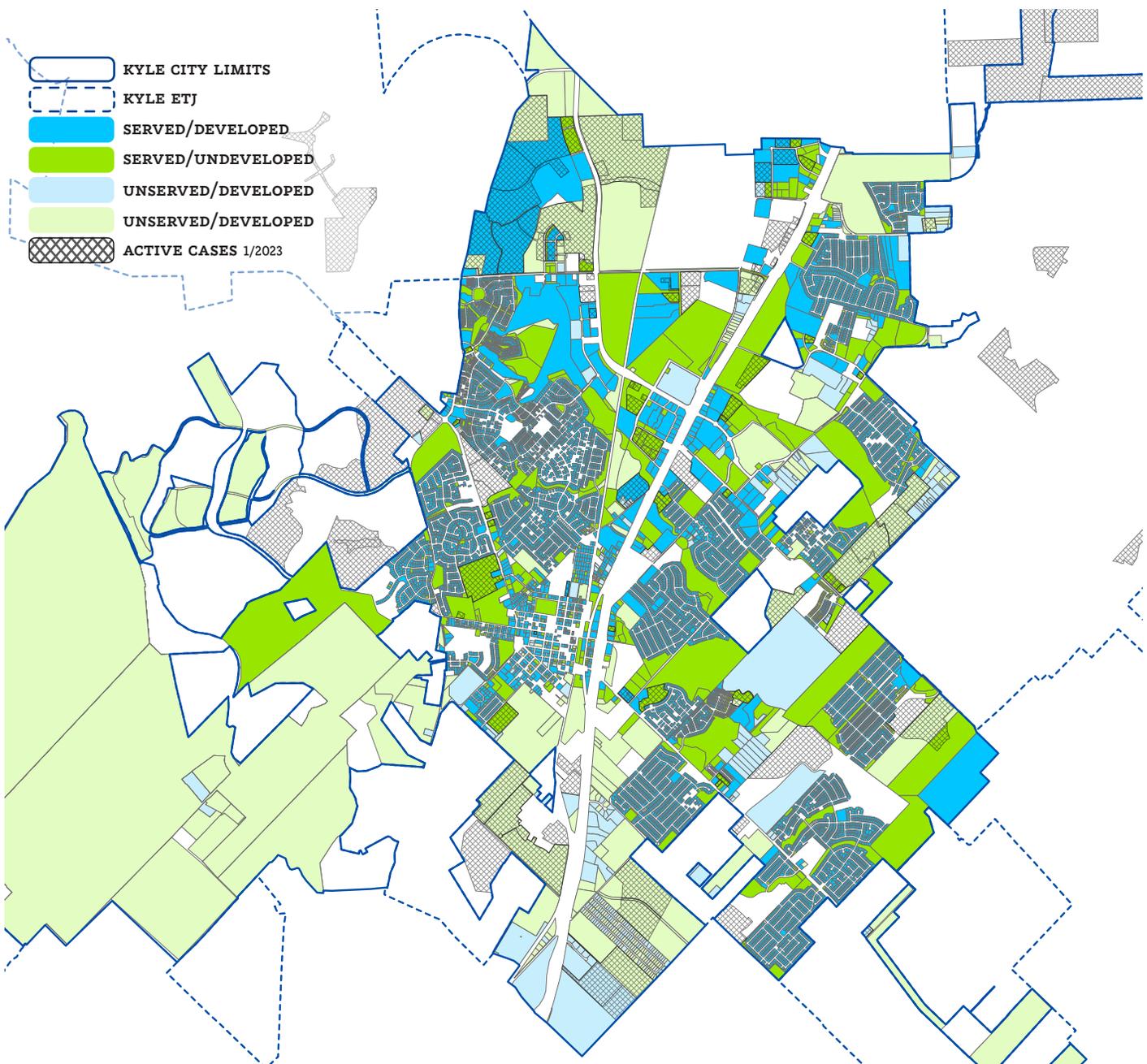


WHERE DOES IT MAKE SENSE TO GROW?

A common approach in communities in recent years has been to expand city limits and extend street and utility infrastructure to greenfield areas to spur growth. However, this approach is also one of the primary causes of fiscal gaps in cities. When cities expand infrastructure, the infrastructure's life cycle begins the day the construction is finished. The longer it takes to develop the property served by the infrastructure, the more critical it becomes for the development that is built to produce higher taxable value so that the city has revenue to pay for maintenance and replacement of the infrastructure when it reaches the end of its life cycle.

Kyle has already built out infrastructure to the majority of its city limits with the exception of a few undeveloped pockets and developments served by other water supply corporations. The focus now should be on infill development of vacant and underdeveloped lots to generate additional tax revenue in areas the city is already paying to serve. Additionally, any remaining greenfield development should be designed and phased in a way to maximize value productivity of development and minimize the time it takes to build development after infrastructure is put in.

States of Development



Water Availability

Areas within the City that do not currently have adequate water infrastructure built to them include the following:

- 1 A large area in the southeastern City Limits near the Nance/Blanco River property.
- 2 A section in the northern portion of the City Limits, northwest of IH-35.
- 3 A northern section of the City Limits on the east side of IH-35, including areas around Bebee Road.

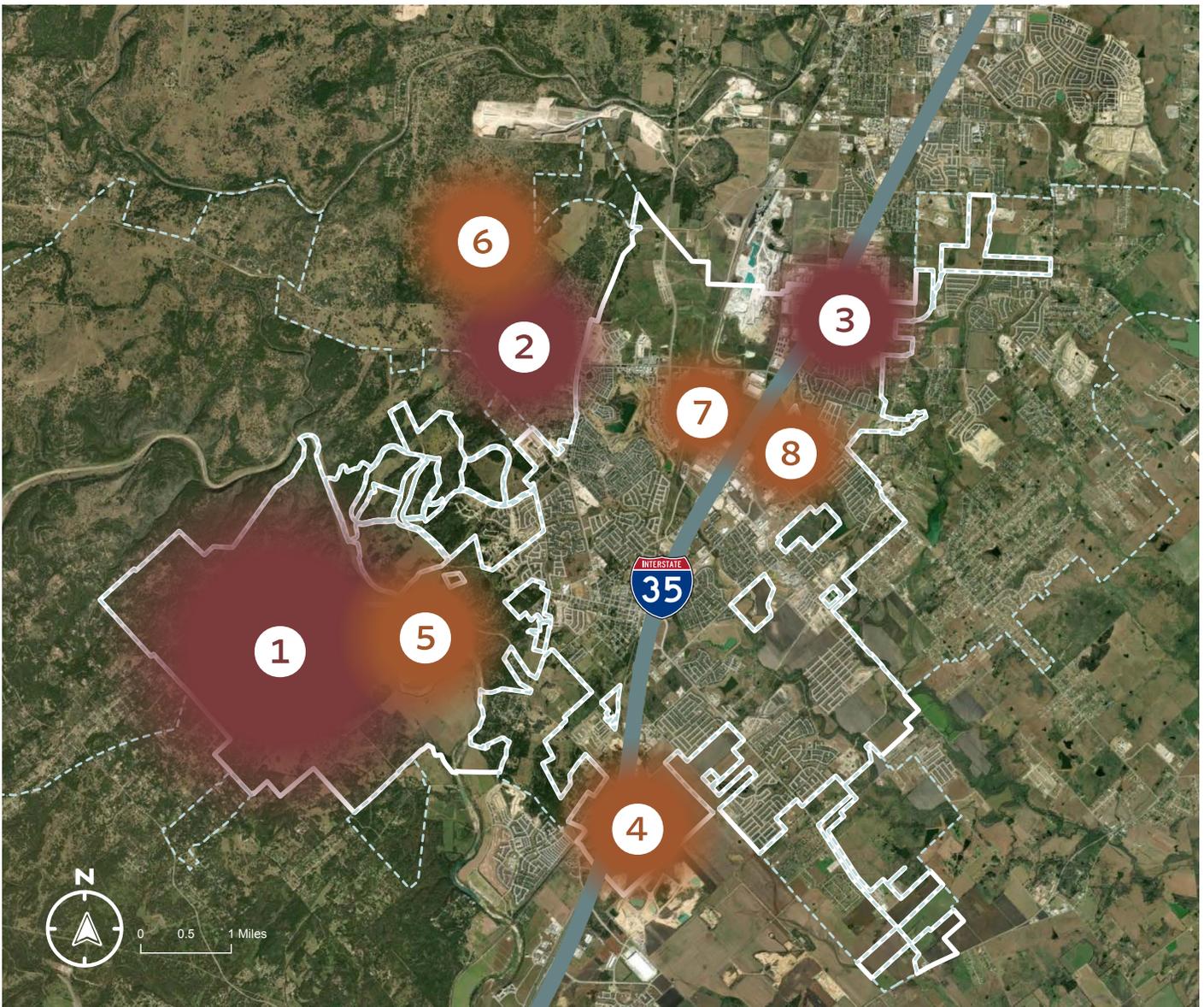
Notably, most of the larger residential developments in the southern portion of the City Limits and east of IH-35 are serviced by other entities such as County Line Water Supply Company (WSC), Goforth WSC, Seton WSC, and Bluebonnet WSC.

Sanitary Sewer Availability

The trend for sanitary sewer access similarly follows the areas described within the previous text associated with water infrastructure. Areas within the city limits without adequate sanitary sewer infrastructure include:

- 4 The southernmost portion of the City Limits, on both sides of IH-35.
- 5 A large portion of the southeastern City Limits near the Nance/Blanco River property.
- 6 A northwestern portion of the City Limits, west of IH-35.
- 7 The western side of IH-35, generally between Old Bridge Trail and Kyle Crossing.
- 8 The eastern side of IH-35 from Lowes to Amberwood, including areas near Bebee Road.

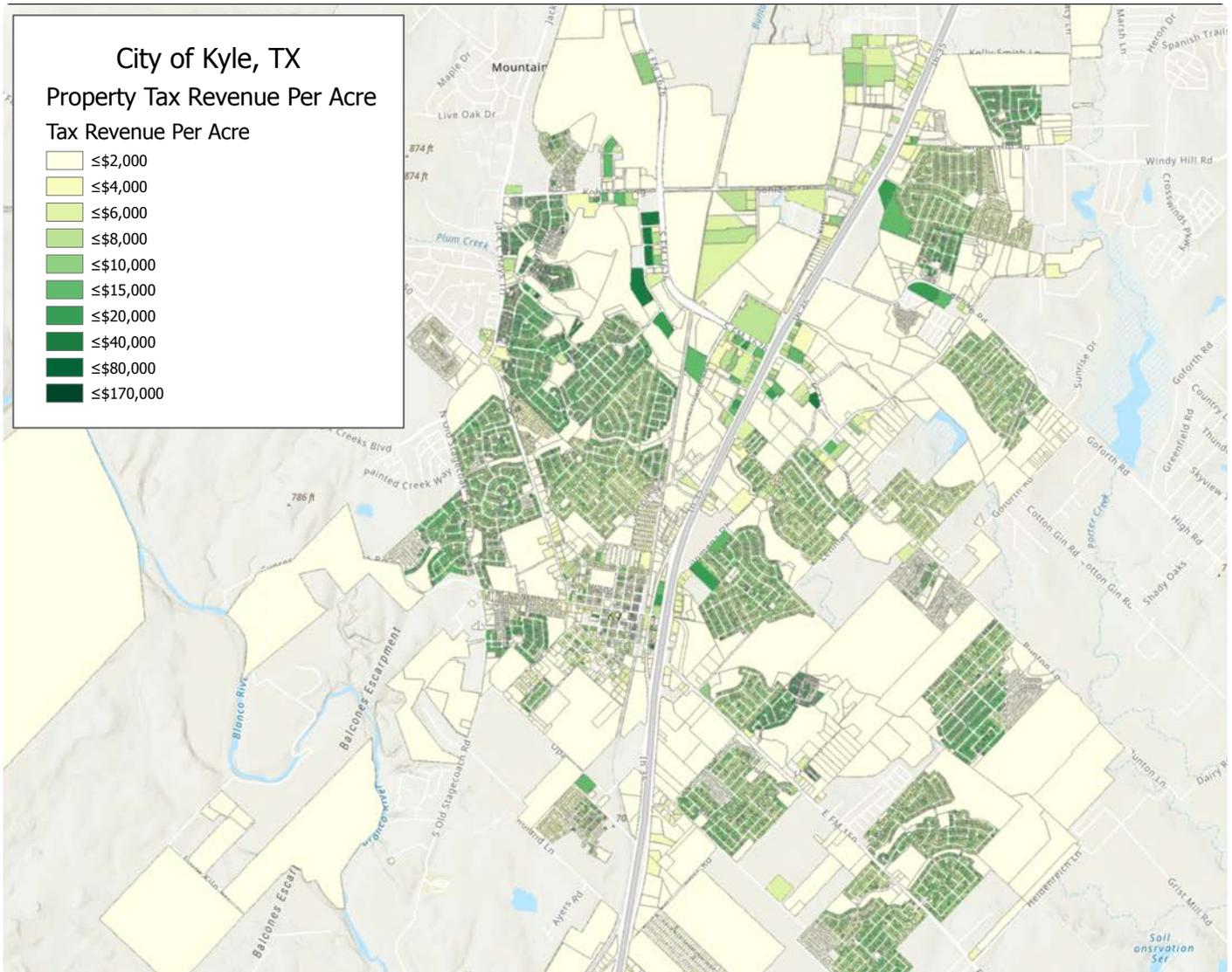
Limited Service Areas



CURRENT FISCAL HEALTH OF KYLE'S LAND USES

What Will Current Values Cover?

This map shows a breakdown of levy per acre calculations of individual parcels citywide. What we see is that the vast majority of the city's land area is not producing enough value to account for the infrastructure maintenance needs of today. To meet today's needs, the average levy per acre citywide needs to be \$2,000 per acre. Today that number is only \$765 per acre. On an individual parcel basis we see that some parcels have a dramatically higher levy per acre. If we have enough of these very high value parcels in the developed part of the city, they effectively subsidize the lower performing outer edges of the city. This makes clear how a development pattern that is more valuable is necessary for Kyle to remain solvent.

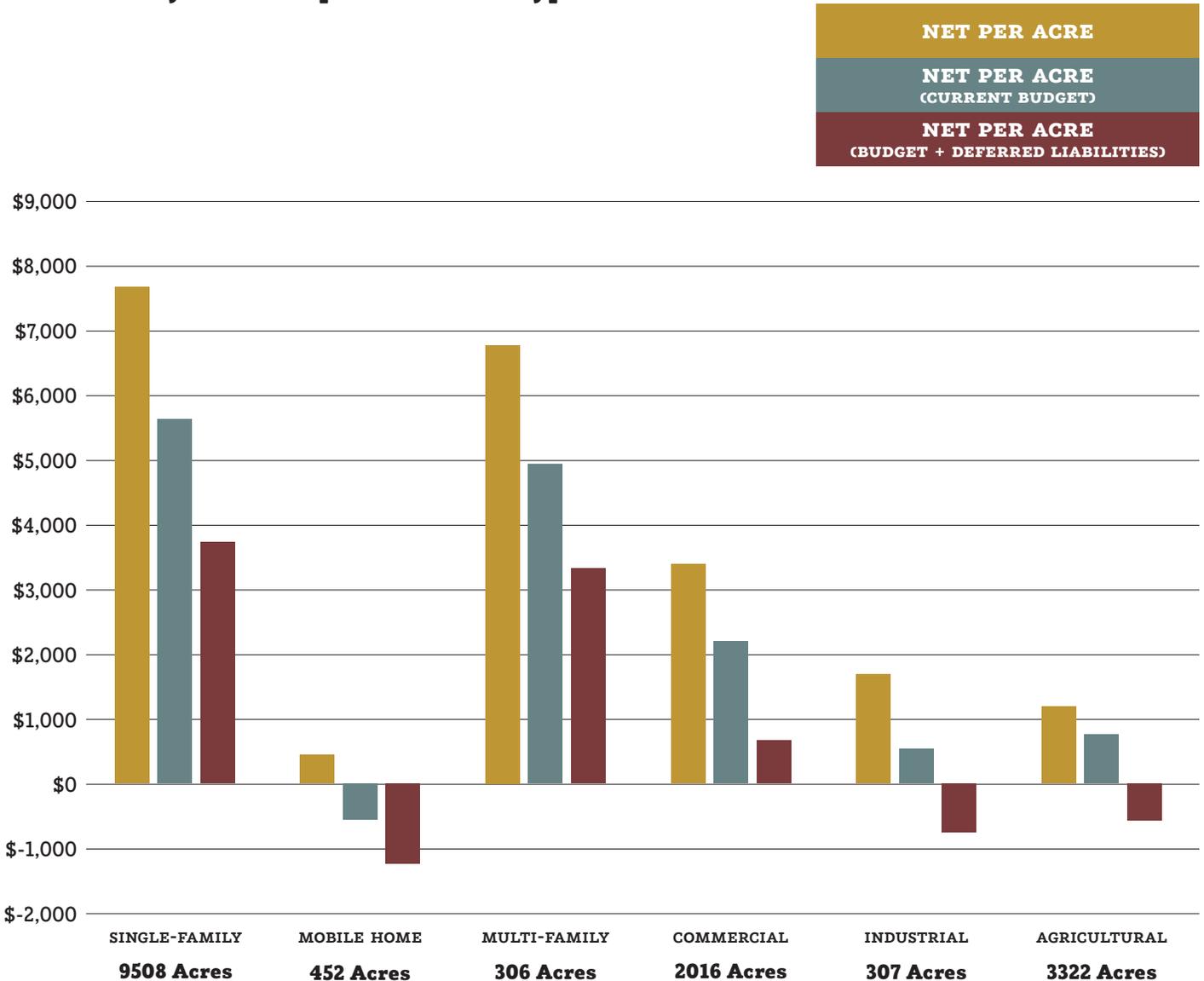


Land Use Type Productivity

Below we can see that some land uses are currently more productive than others. Single-family homes, for example, appear to generate revenue when accommodating for the current budgeted amount of maintenance costs for streets. The picture somewhat changes when calculating the financial needs to guarantee continued maintenance of streets already built (the net per acre with budgeted liabilities included). In that case, only some single-family homes generate enough, which is why the bar is roughly half. These highly productive single-family homes are currently propped up in their fiscal productivity because of their high appraisal values and their relatively new construction status. Over time, they will not retain their value. This means that the level of fiscal productivity currently being captured from these single-family homes will decrease.

In contrast, the multi-family properties – almost all of them – generate enough revenue and will retain their value better. What prevents multi-family uses from producing even better in Kyle right now is the suburban nature of the multi-family products that exist. They consume massive amounts of land for parking and sprawling building placement. If they were compact, using the land more economically, and if they were supplemented with moderate intensity multi-family housing types, they would outperform single-family homes. If Kyle wishes to remain solvent, work must be done to make the other categories more productive. This should start with an infusion of less intensive multi-family housing.

Productivity of Developed Land Use Types



Insufficient Data for Considering Fiscal Impacts



Currently, when new development is presented to the city, there is not a complete process to evaluate the short- and long-term fiscal impacts on revenues, services, and infrastructure liabilities for the city and its taxpayers. As discussed earlier in this plan, this means that the costs associated with long-term maintenance are not fully accounted for, if considered at all. Without a robust fiscal analysis on incoming development projects, officials are deprived of a complete and honest picture of any given project and thus hindered in their ability to determine what will fit with the City's finances today and in the future.

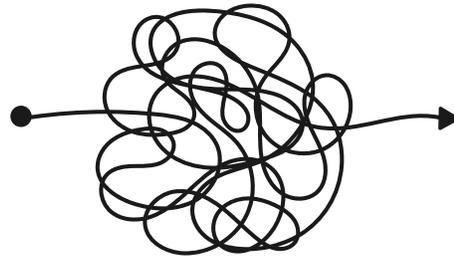
Rapidly Growing Housing Costs and Lack of Variety



Kyle is already feeling the pinch of housing costs that are endangering the level of affordability that has factored strongly into its growth in recent years. As prices continue to rise for new housing, single family detached homes will become increasingly unattainable for many. By pri-

oritizing blocks and blocks of only this housing type, those who cannot afford the higher price points may have to locate elsewhere. This can impact not only the growth of Kyle, but creates other effects on industry and services who are dependent on Kyle for their employment base. With the development already in place and continuing to evolve at Plum Creek, Kyle has established that a mix of size and scale is something the community is open to. However, until a comprehensive plan and accompanying development standards are adopted that make this type of development likely, housing costs will continue to be affected. By diversifying the housing options locally, it is more likely that there is something within reach for a broader group of Kyle residents and prospective residents.

Complex Codes and Insufficient Tools



Kyle as a community has been vocal about their desire to ensure attractive developments that preserve its rich history while creating visual interest and unique places. When this is done in a piecemeal approach, it fosters an environment of uncertainty and lack of clarity for property owners and prospective developers. The intricate web of zoning regulations and reliance on negotiated standards, such as Planned Unit Development (PUD) Districts, is a significant barrier for those seeking entry into Kyle. This suppresses innovation and competition in the area. It also means development is not evolving to meet the changing needs of the community. Outdated codes hinder progress and create a stark disconnect between residents' aspirations for Kyle and the reality of what exists today. Design suggestions that are vague and

unenforceable introduce confusion. They fail to achieve the cohesive feel that marries Kyle's historic and established assets with new investment.

Absence of Widespread Documentation about Utility Capacity and Service Limitations



Planning for improved development patterns and fiscal sustainability is only as effective as the data upon which that planning is based. There is currently no central resource available to the public, development community, and officials that illustrates where capacity limitations exist, and to what extent. This prevents clear communication and can lead to costly decisions and delays. Thoughtful and thorough discussions about guiding development in ways that best utilize existing infrastructure are not possible without having more complete information. When this information is inaccessible, City departments and the development community face a huge challenge in guiding potential projects to the appropriate locations. Elected officials and the general public also miss out on crucial information about the needs of their community and understanding what investments are required.

PLACETYPES

On the heels of the Industrial Revolution, a primary focus on separating land uses from one another emerged. It was argued by some as critical to preserving quality of life and conditions. Zoning laws formalized this approach, and the increasing dependence on cars led to this sprawling development pattern. It remains a common practice today, though that is beginning to change as cities modernize a more organic and flexible stance on land use regulation. The shift is in part spurred on by the realization that strict separation of uses limits flexibility for buildings and neighborhoods to evolve over time as the market changes. Also, it requires much more infrastructure (roads, water, and sewer) for cities to maintain with limited resources. The pressure it places on roads is extreme, since it makes driving a necessity for everyone.

By integrating uses and building types that are cohesive and result in more complete neighborhoods where a variety of needs and desires are satisfied close to home, cities realize many benefits. This development pattern is more fiscally productive, flexible and resilient. It also produces unique places that offer multiple ways to travel, and a sense of community that is created when streets are active with pedestrian and bike traffic, not just the car. Site design elements like landscaping and open space, exterior building elements, building scale, and sidewalks can help create transitions without serving as barriers. The quality of the environment created makes various levels of density feel less intrusive and more pleasant. As discussed earlier in this document, higher density development is advantageous because it maximizes revenue per acre, better offsetting service and maintenance costs and contributing to fiscal resiliency for the community as a whole.

The following pages define and describe each of the place types created in collaboration with the community. Each place type has a title ribbon matched to the Future Land Use Map, showing where these place types are projected to continue, or to develop in time. The Future Land Use Map is the result of several months of study, research, and discussion with the city staff, city officials, and local residents. Each place type is accompanied by an intensity guide - a descriptor of the level of intensity expected in that place type.

Each place type's page includes a definition and series of photos to both verbally and visually describe it. These definitions were collectively created and vetted. The photos include examples from Kyle, and other examples from nearby and similar cities to provide inspiration - they are not intended to dictate a particular type of architectural design or style. They provide an "at a glance" idea of each place type's character, which is key to successful implementation. The bottom of each place type's page shows the types of buildings expected and appropriate, given the character of that place type.

More information, and descriptions of each of these building typologies are included in the neighborhoods section of this plan beginning on page page 90.



This place type is generally characterized by large lots with single-family homes in rural settings away from the city center and public services. This type of development leaves ample surrounding open space and should involve minimal infrastructure investment.

Parking and public space concerns are low as most lots have enough of both to suit their users, but opportunities for natural preserves should be explored when possible.

Though this place type will almost exclusively be single-family homes, it is to be expected that home-based businesses may thrive in this environment.

It is imperative to understand that development using this place type must accommodate a lower level of service to guarantee fiscal productivity for the city. Large single-family lots with city-maintained roads paired with ongoing maintenance of water and wastewater infrastructure simply do not produce enough value to cover their share of maintenance and services. If rural development occurs, it should only be done with limited or no access to city services and preferably with privately maintained roads.

RESIDENTIAL TYPOLOGIES						MIXED USE TYPOLOGIES			NON-RESIDENTIAL TYPOLOGIES		
SINGLE FAMILY <small>DETACHED</small>	ADU	COTTAGE COURT	TOWN HOUSE	SMALL PLEX	APARTMENTS	LIVE-WORK	FEW OVER	MANY OVER	NEIGHBORHOOD SCALE	REGIONAL SCALE	INDUSTRIAL

Traditional Neighborhood

INTENSITY

MEDIUM



A traditional neighborhood recreates the pre-suburban development pattern with smaller lots, smaller setbacks, shorter blocks, diverse housing typologies, and a mix of uses. This mixing of activities and uses allows the area to adapt and change over time to suit the needs of its inhabitants. Services or commercial uses should be at a scale commensurate with the urban fabric surrounding it. In predominantly residential areas, small coffee shops, corner stores, and similar development should match the style and scale of adjacent buildings. As the intensity of use increases, so too should the location of those uses. A small corner store that is constantly using a few on-street parking spaces should be located nearer to higher trafficked streets.

Though it is not required for uses to always be mixed within the same building, it is essential to note that large single-use developments (such as large multiplex apartments or retail centers with large land area devoted to parking) do not suit traditional neighborhoods. Additionally, overly high proportions of any one housing type can reduce the natural and organic feel of an authentic neighborhood, and thus middle-scale housing should be spread evenly throughout these types of development whenever possible.

In areas with a more suburban road system already in place, opportunities for mixing uses in new and innovative ways should be supported and encouraged. Housing typologies that make use of empty portions of land can help these areas become more fiscally sustainable.

RESIDENTIAL TYPOLOGIES						MIXED USE TYPOLOGIES			NON-RESIDENTIAL TYPOLOGIES		
SINGLE FAMILY <small>DETACHED</small>	ADU	COTTAGE COURT	TOWN HOUSE	SMALL PLEX	APARTMENTS	LIVE-WORK	FEW OVER	MANY OVER	NEIGHBORHOOD SCALE	REGIONAL SCALE	INDUSTRIAL

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-yield development, it is also one of the most fiscally resilient place types and, in the right proportion, it can subsidize low-value development patterns. Kyle should have many smaller urban mixed use pockets throughout the city, which helps to disperse traffic and create unique character in each geographic context.

Streets are narrow with on-street parking making the streetscape comfortable for people who inhabit and patronize the homes and businesses here. 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 ur-

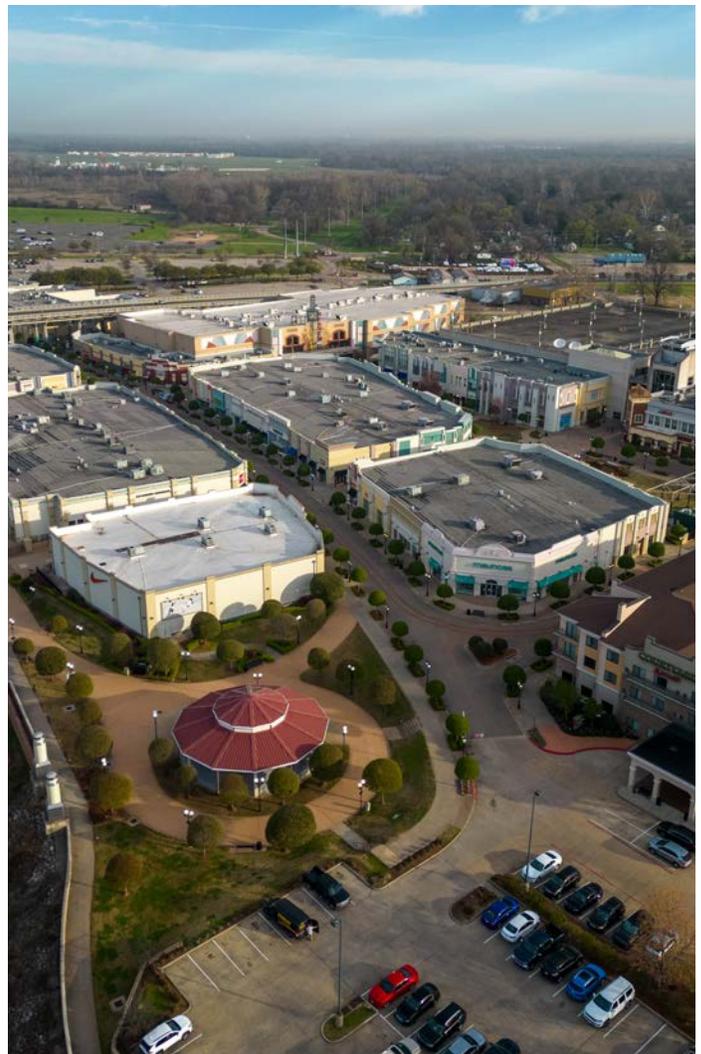
ban apartment buildings. Commercial uses on the ground floor should have a higher proportion of glazing to create a more interesting interface between the public and private realm. Most commercial uses make sense in this area as long as the building form treats pedestrians as their principal user.

Especially when the highest intensity of development occurs, it is critical to ensure that the urban elements which provide 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 rest. The public realm should be treated as an outdoor room and thus an amenity to be maintained.

RESIDENTIAL TYPOLOGIES						MIXED USE TYPOLOGIES			NON-RESIDENTIAL TYPOLOGIES		
SINGLE FAMILY DETACHED	ADU	COTTAGE COURT	TOWN HOUSE	SMALL PLEX	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 intersections, 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 pencil out fiscally. 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 DETACHED	ADU	COTTAGE COURT	TOWN HOUSE	SMALL PLEX	APARTMENTS	LIVE-WORK	FEW OVER	MANY OVER	NEIGHBORHOOD SCALE	REGIONAL SCALE	INDUSTRIAL

Industrial Warehouse

INTENSITY
MEDIUM-HIGH



The Industrial Warehouse place type is designed to accommodate the highest intensity form of Industrial development. Uses like maker-spaces, and light manufacturing can fit into Traditional Mixed Use when the form of the building is suited to its context, but major warehouse distribution and similar developments simply need to be on their own away from more community-focused places. Generally, these are located along roadways that have adequate capacity to serve the larger industrial vehicles. It is important to consider that limited housing capacity should be allowed in this place type as many smaller producers may have need for on site housing for themselves. Parking requirements should be determined by the users of the development but should generally be placed behind structures and away from roadways.

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

GROWTH SECTORS

The Growth Sectors and accompanying Map provide a framework to guide development to maximize land productivity (via increased tax revenues) and infrastructure investments. By prioritizing growth into certain areas of the city and controlling development in others, the City can increase tax revenues, provide reliable service delivery, improve infrastructure, and improve housing affordability and options - all without necessarily having to raise the tax rate.

When a new residential or commercial project is built in an undeveloped part of the city, it increases city revenues but also increases the demands on the city's infrastructure systems (roadways/traffic, water and wastewater) and services (police, fire, parks and recreation, etc.). The most fiscally productive manner for a city to grow is to prioritize infill and vertical expansion where there is already existing development and infrastructure. When new development is desired, it should be added incrementally in areas immediately adjacent to current development and infrastructure. Annexation should be managed such that the shape of the city can have as much contiguous growth as possible, minimizing "fingers" and out-parcels. The Growth Sector Map shows where development is desired in order to improve fiscal productivity and align service costs with what residents are willing and able to pay.

The Growth Sectors are shown on page page 79. Paired with the map on page 80, they capture Kyle's desired approach to growth management. This approach is centered on prioritizing growth in areas where the city has already invested in infrastructure and services, maximizing those investments. The color bars shown alongside the description and representative images of the Sectors match the references to those sectors in the information presented on the map.

Infill & Enhance

Properties in this sector have existing development and full service, but are located in areas where additional population, higher development intensities, and integration of uses is desired. There may also be areas that are vacant, underutilized, or poorly developed. Growth policies for this sector should aggressively support infill, redevelopment, and infrastructure projects that accommodate more residents and small businesses and improve walkability. The encouragement of redevelopment with accessory dwelling units, smallplexes, and micro commercial that provides incremental increases in density and tax revenue is essential. Development should match the existing character and improve walkable access to businesses and amenities for people living and working in the vicinity. Furthermore, it should contribute to diversifying the housing and neighborhood options in the city.



Controlled Growth

Land in this sector includes vacant tracts that are currently under development or entitled for future buildout, as well as property that is in close proximity to existing development and has access to existing or planned infrastructure. Development in this sector should align with the guiding principles of this plan, particularly those related to diversifying the housing and neighborhood options in the city.

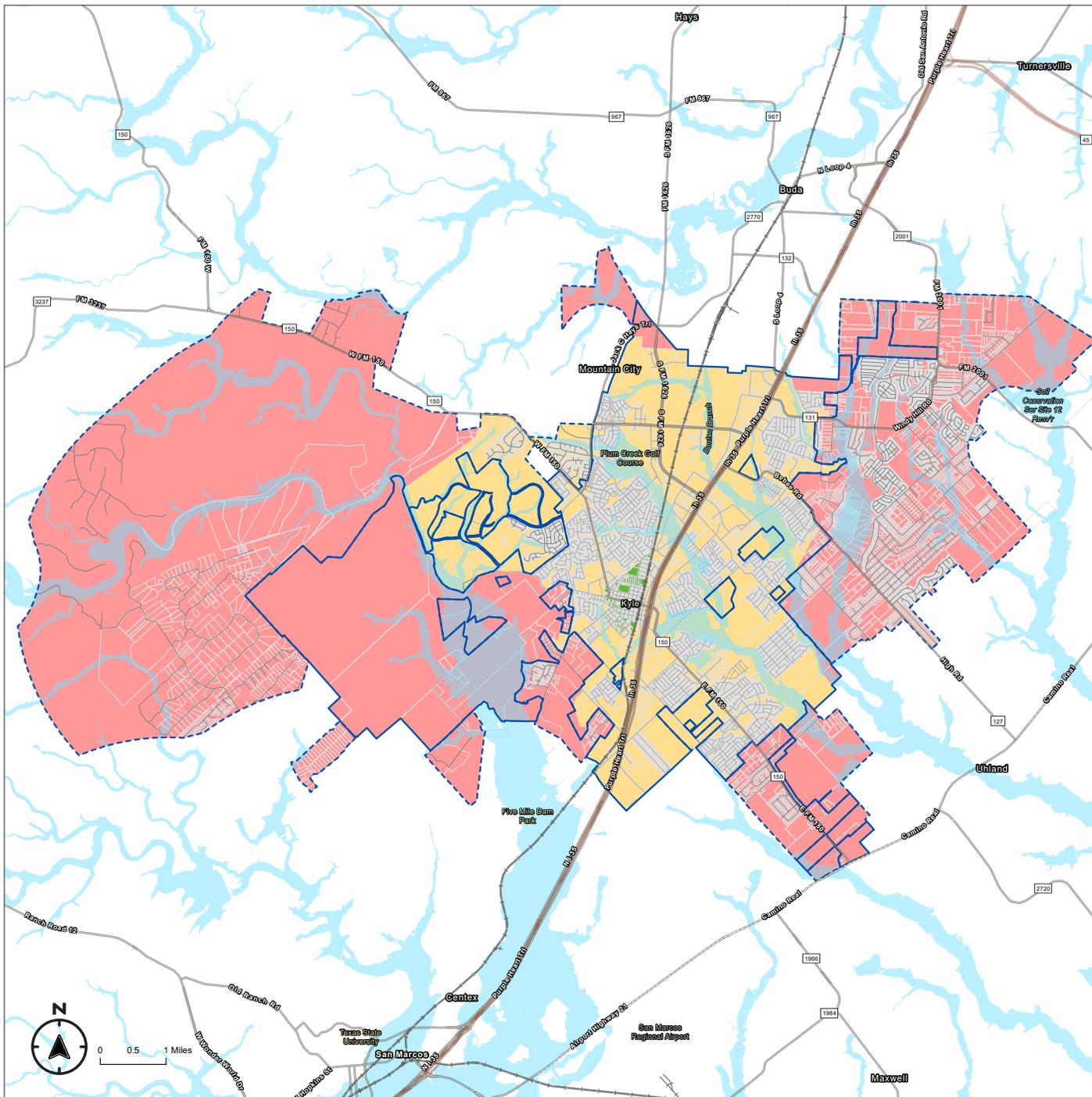


Restricted Growth

This sector includes areas within the farthest extents of the city limits and ETJ that aren't adjacent to existing development and that would require new city infrastructure to access or connect into. These areas are primarily large lots and vacant land that has value as open space or agricultural use. Expansion of infrastructure and development in these areas should be discouraged, at least during the duration of this plan.



GROWTH SECTOR MAP



Legend

Infill & Enhance

Floodplain

Controlled Growth

Restricted Growth

FISCAL BENEFITS OF THIS PLAN

It is possible to assess how much value could be created if the City of Kyle commits to the Future Land Use Map, using the place types as a placemaking tool and an inside-out growth management plan as directed by the Growth Sectors. Doing this allows us to see differences between the status quo growth pattern being used today and the alternative dictated by this Comprehensive Plan.

Broadly speaking, the Place Types described in this chapter will create more value in a given area than the development patterns found on the edges of Kyle today (the status quo). Thus, if we adopt policies which prioritize, and provide for this new pattern of development we can be sure that the values, and therefore net revenue to cover municipal services, can be paid for by the development alone. This improved development pattern, paired with a growth management strategy, is the surest way to see improvement in the city's bottom line. This strategy must focus on thickening the development in the Infill & Enhance Growth Sector. It must also insist upon high performing development in the Controlled Growth Sector. Finally, it should discourage development in the Restricted Growth Sector. At a minimum, city resources should not be invested in infrastructure outlays in this sector, nor should the City accept maintenance responsibility of privately-installed infrastructure.

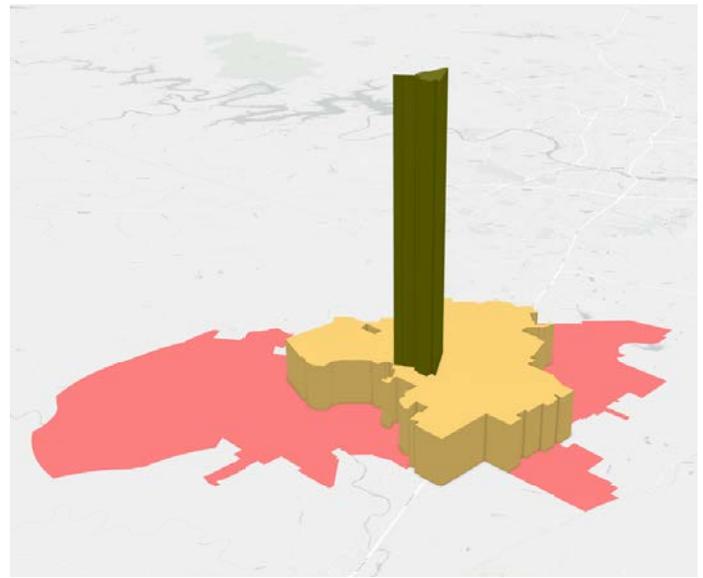
Assumptions are necessary to make projections of future values for each place type and the service costs associated with them. It was important to ensure projections are true to the Kyle area and to prevent them from being skewed by data from other parts of the state. This was accomplished by locating representative examples of similar development patterns in the Central Texas area. The values and service costs for those similar development patterns were then averaged across ten to twenty acre sections. In the case of the Urban Mixed Use place type, a small number of examples were also drawn from the Dallas-Fort Worth metroplex where this place type is more prevalent than in Central Texas.

Once value and service cost averages are finalized, the next step is executed. That next step is to determine how much of each place type can be physically achieved through redevelopment and new development by 2030. In a short seven year span, the complete Future Land Use Plan cannot be fully achieved. This is true in any city, because a shift in land uses takes time, especially in areas that are currently in use. Factors that were incorporated into determining how much of each place type could be activated by 2030 include population projections and how similar (or different) each area is at present from its future place type. The percentage that is likely is also referred to as an attainment rate. For the Infill & Enhance growth sector, that attainment rate is estimated at 50%. For the Controlled growth sector, it is estimated at 9%. The Infill & Enhance growth sector is different; the existing pattern already present is fairly consistent with its future place type, so it has already,

in large part, achieved the attainment rate.

These projections in total indicate that 26,000 new residents could be accommodated by this plan for 2030. As a reminder, population projections already predict that an additional 25,000 residents will move to Kyle by that same year. Therefore, this plan slightly exceeds the needs for the City of Kyle to be ready for that growth. It has the added benefit of reducing inflation in housing prices due to demand for housing exceeding the supply of housing. Instead, the supply and demand are balanced.

The modeling results shown below are designed to provide a clear picture of the value that infill development (which in Kyle's case will be development that doesn't require major infrastructure improvements) can provide. The market value inside the city limits can be more than doubled, without upending the character of the existing city. That said, there are projects already entitled within the city limits that will create both liabilities - in the form of infrastructure requiring maintenance - as well as value, in the form of property tax. What is important to bear in mind is that the new development with new infrastructure needs to generate a levy per acre much higher than the citywide average so that it doesn't require subsidizing by older parts of town. In contrast, development in vacant areas inside the Infill & Enhance and Controlled Growth sectors produces a net benefit to the city at much lower total market valuation.



ABOVE: In this extruded map, the height of each shape corresponds to how much value can be generated in each of the growth sectors by adopting this comprehensive plan and actively applying its tenets.

Fiscal Outcomes

	NEW VALUE ADDED	APPROXIMATE POPULATION ADDED BY 2030
INFILL & ENHANCE	\$844,550,000	3,000
CONTROLLED	\$6,301,881,000	23,000
RESTRICTED	-	-
	\$7.15B	26,000

The value added by developing mixed-use places is easiest to see in the Infill & Enhance Growth Sector. While the population increase in this sector is modest, the associated value added is staggering.

The Controlled Growth Sector includes almost all recently developed land, as well as vacant tracts that already are served by water and wastewater infrastructure. In this instance, massive fiscal gains are made by adopting a more mixed and diverse development pattern.

The reason no additional value or population gains are shown in the Restricted Growth Sector is because it is assumed, if adopted, that Kyle will be following the growth management plan. This plan is to avoid new growth in these areas. This is considered a best case result. It's unlikely that no development will occur here. To ensure that future development is fiscally responsible, these developments should require limited or no City-maintained infrastructure and use what is already available to adhere to resource constraints.

Property Tax and General Fund Contributions

\$765	\$3004
CURRENT LEVY/ACRE	FUTURE LEVY/ACRE OF FUTURE SCENARIO
<i>This number does not meet today's infrastructure maintenance needs.</i>	<i>This number meets the target determined in the fiscal analysis future fiscal sustainability.</i>

The takeaway of this analysis is clear: if the future land use and growth management elements of this Plan are followed, Kyle's infrastructure gap can be significantly narrowed. The new revenue generated by a more mixed and compact development pattern is enough to ensure a levy per acre target that meets both present and future needs.

Neighborhoods

Recommendations

1. Encourage neighborhood scale services where appropriate

By promoting neighborhood-scale services, Kyle can enhance convenience for residents and foster a stronger sense of belonging and social cohesion. This approach entails providing essential amenities within residential areas, reducing reliance on long-distance travel, and improving resource efficiency.

2. Provide opportunities for housing needs to be met within existing neighborhoods

Kyle can capitalize on existing neighborhoods where infrastructure is already present to gently introduce housing options that meet the diverse housing needs of its residents while respecting the existing historic fabric and scale. This provides opportunities to individuals and families who must find suitable homes in locations that are close to services, jobs, and recreation. It also maximizes infrastructure already paid for and installed and increases the tax base without expanding the city's footprint.

3. Support the creation of complete and cohesive neighborhoods citywide

For neighborhoods to be complete, they must contain elements of housing, commerce, outdoor space, streets, and programming - they are more than simply housing areas. They are flexible places with life cycles that evolve and change, and that have a unique character that unite people, not separate them. This can be accomplished in both existing and new neighborhoods around the city.

4. Connect services and neighborhoods

With a focus on enhancing connectivity, the City can improve active transportation networks, pedestrian and cycling paths, and other mobility systems to ensure seamless access to essential services, amenities, and recreational areas. By strategically linking neighborhoods, a high level of services, convenience, inclusivity, and quality of life for residents can be achieved. This has a positive impact on traffic levels, quality of life, and local, place-based economic development.

5. Exercise equitable distribution of resources

By supporting the creation of cohesive neighborhoods throughout the city, disparities between the east and west sides of Interstate 35 can be addressed and remedied. Bridging the gaps between these areas, promoting community development initiatives, and placing equity considerations firmly at the center of investment decisions promotes unity and shared identity. The results are targeted investments, infrastructure improvements, and inclusive policies that speak directly to what residents have shared should be a focus.

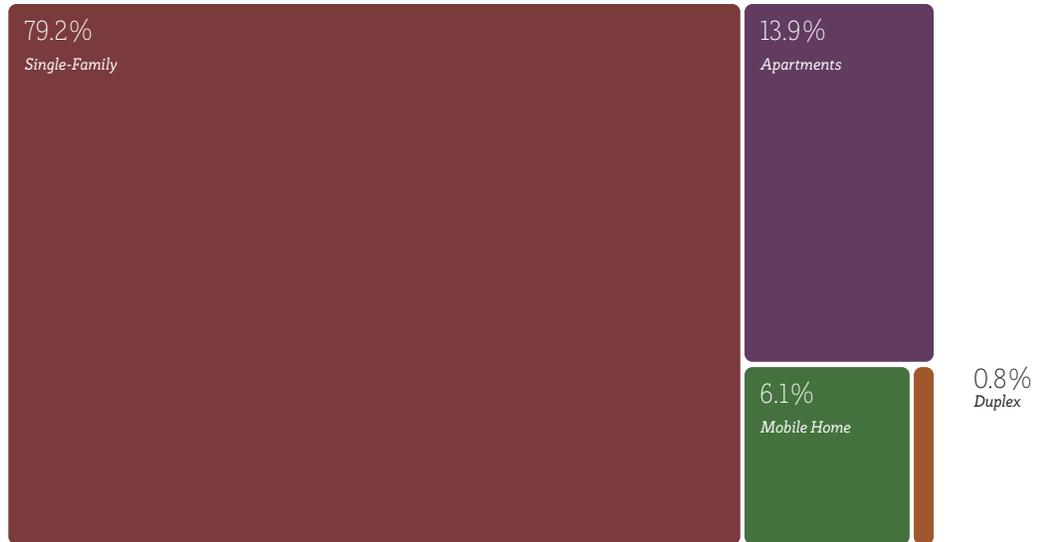
Providing Housing for Everyone

Kyle has been and wants to continue to be a community that appeals to people of all ages, backgrounds, interests, and income levels. However, the majority of development built over the past decade has been in a suburban, single family subdivision style. This accomplished a goal of expanding options on the higher end of the price point spectrum and generating additional tax base for the city. However, if the city continues to build out the remainder of its city limits in this pattern, it will skew the housing mix too far in the high direction, making housing in the city less affordable for most people.

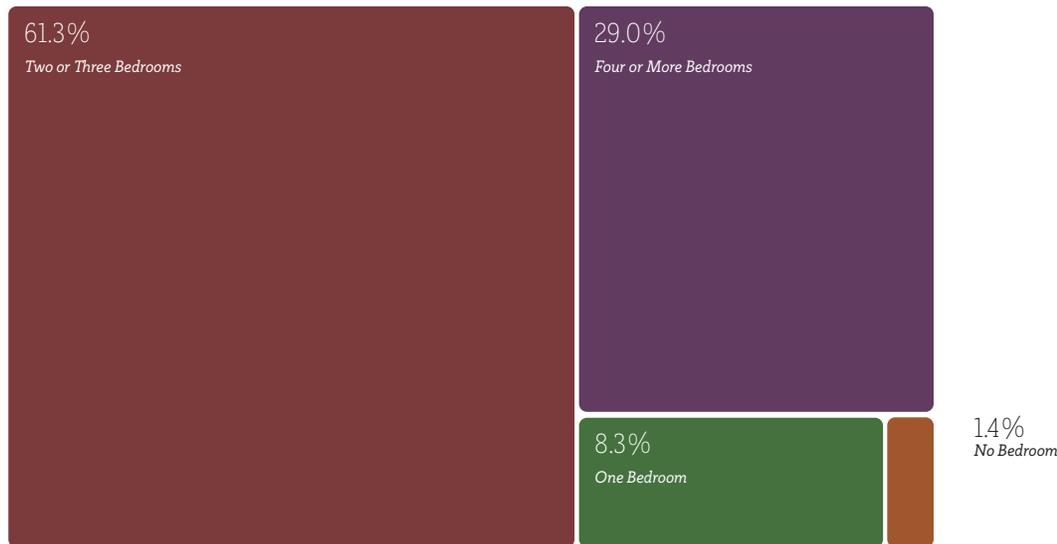
In order to keep housing attractive and affordable for everyone, Kyle must build a variety of housing and neighborhood types. Affordability and quality of life mean different things to different people, so it's important for the City and its developer partners to work together to understand and meet these different expectations. Kyle will accomplish this by building neighborhoods, not subdivisions.

There are several elements that must work together to create complete, affordable neighborhoods. The primary ones include housing and commercial options, parks and public space, streets, and programming. The place types outlined in the Land Use and Growth Management component provide the basic context for character, scale, and mix of uses for rural, urban, and suburban style neighborhoods. Thoroughfare classifications and street sections are covered in the Mobility component. The Neighborhoods component of the plan provides information on housing and commercial building typologies and other ancillary elements necessary to create more complete, affordable, and inclusive neighborhoods.

CURRENT HOUSING TYPOLOGIES



CURRENT HOUSING SIZE



Source: 2020 ACS 5-Year Estimates



LEFT: Walk Scores range from 0 to 100, with 90-100 being a Walker's Paradise.

Data Source: Walkscore.com

Neighborhoods or Subdivisions?

Most large residential developers focus on building subdivisions. They acquire and subdivide property, build and sell single family homes, and then move on to another location. Depending on city codes, standards and the market they are trying to serve, there may also be a park or amenity center to add a recreational component. Commercial uses and other housing options beyond single-family detached houses are typically excluded, requiring those living in subdivisions to drive to daily needs, and making it difficult for those who can't afford or don't want a detached single-family home to live there. And while sidewalks are usually included and streets are intended to be safe for pedestrians, higher vehicle speeds allowed by wider suburban style streets and longer blocks make the environment less safe for residents and children walking, biking, or playing than it needs to be.

Neighborhoods, on the other hand, are designed and built to intentionally mix uses together so that the majority of daily needs are accessible within a safe and walkable distance - commonly defined as a quarter mile or a 15 minute walk. A diverse housing inventory reaps financial benefits for the city,

but also provides life cycle housing and housing for everybody regardless of their socioeconomic situation and life stage. The full-life cycle is intended to describe all stages of life — young singles, professionals, families with children, families without children, empty-nesters, retirees and seniors. Full-life cycle housing incorporates homes of various sizes, including large lots, small lots, townhomes, lofts, assisted living, multifamily complexes, condominiums, mother-in-law suites, carriage homes, garden homes, etc. Non-residential uses may include schools and child care facilities, parks and recreational facilities, small restaurants and coffee shops, corner stores, and other small businesses that fit a neighborhood context and require limited parking. Streets and public spaces are designed to prioritize walkability and human interaction over automobiles, often having narrower travel lanes laid out in a grid network with short blocks and more sidewalks, trails, and bike paths.

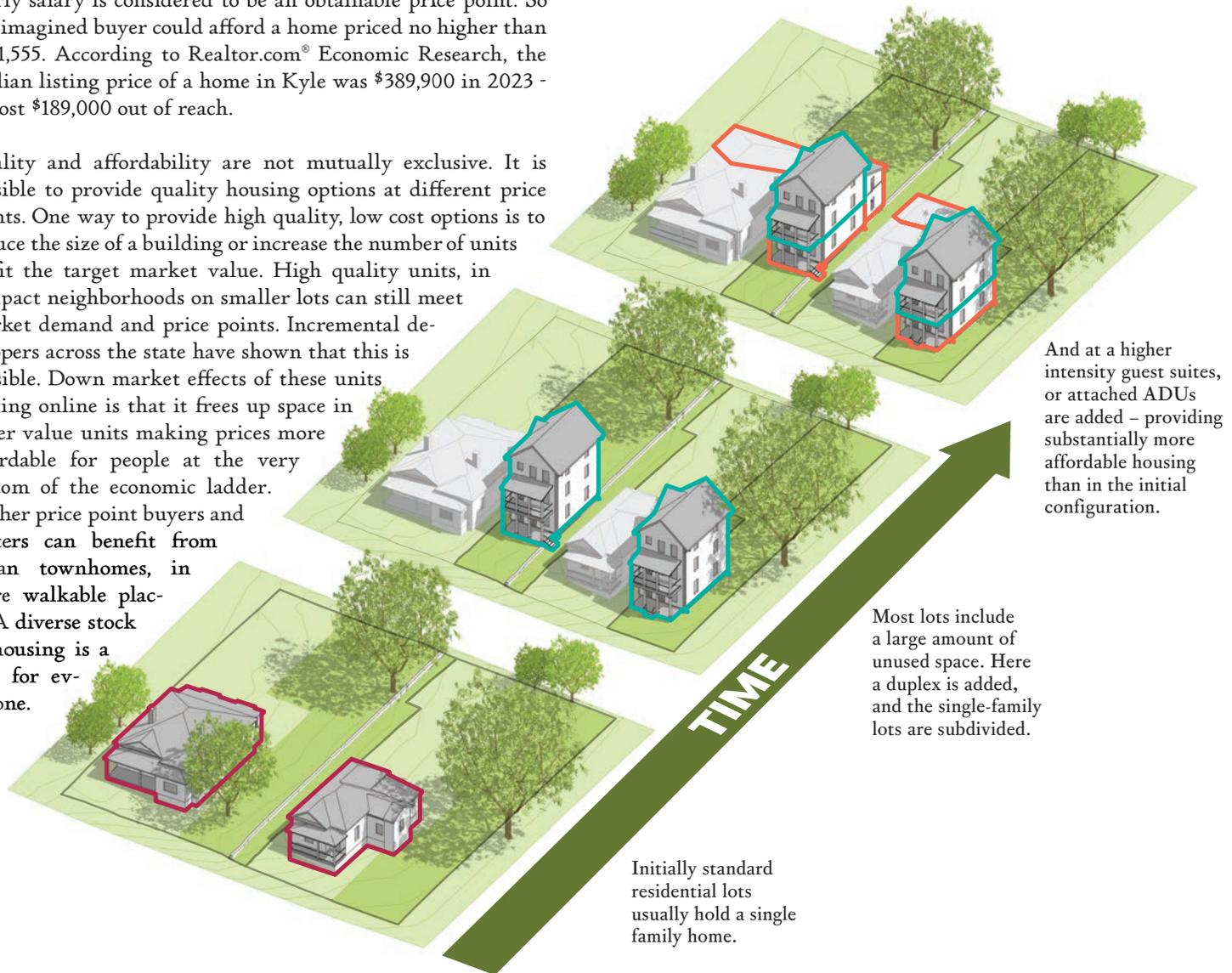
Our built environment significantly influences how people interact with one another. Being purposeful in the layout and design of our neighborhoods can go a long way to creating a sense of belonging and community.

MAKING HOUSING AFFORDABLE

Often when the term “affordable housing” is used, it is recognized as housing that is being subsidized in one way or another to provide a dwelling unit to someone who otherwise could not afford that same space at market value. But housing affordability in the broader sense is simply a measure of whether or not someone has the means to afford a given residence, either for purchase or rent.

It is generally accepted that a household can afford to spend up to 30% of their income on housing costs. This includes a mortgage or rent, and utilities. The median household income in Kyle in 2021 was \$80,622. That means that anyone meeting that median income needs housing that costs no more than \$2,015/month. A similar process can determine purchasing power for this same scenario. Two and a half times a household's yearly salary is considered to be an obtainable price point. So our imagined buyer could afford a home priced no higher than \$201,555. According to Realtor.com® Economic Research, the median listing price of a home in Kyle was \$389,900 in 2023 - almost \$189,000 out of reach.

Quality and affordability are not mutually exclusive. It is possible to provide quality housing options at different price points. One way to provide high quality, low cost options is to reduce the size of a building or increase the number of units to fit the target market value. High quality units, in compact neighborhoods on smaller lots can still meet market demand and price points. Incremental developers across the state have shown that this is possible. Down market effects of these units coming online is that it frees up space in lower value units making prices more affordable for people at the very bottom of the economic ladder. Higher price point buyers and renters can benefit from urban townhomes, in more walkable places. A diverse stock of housing is a win for everyone.

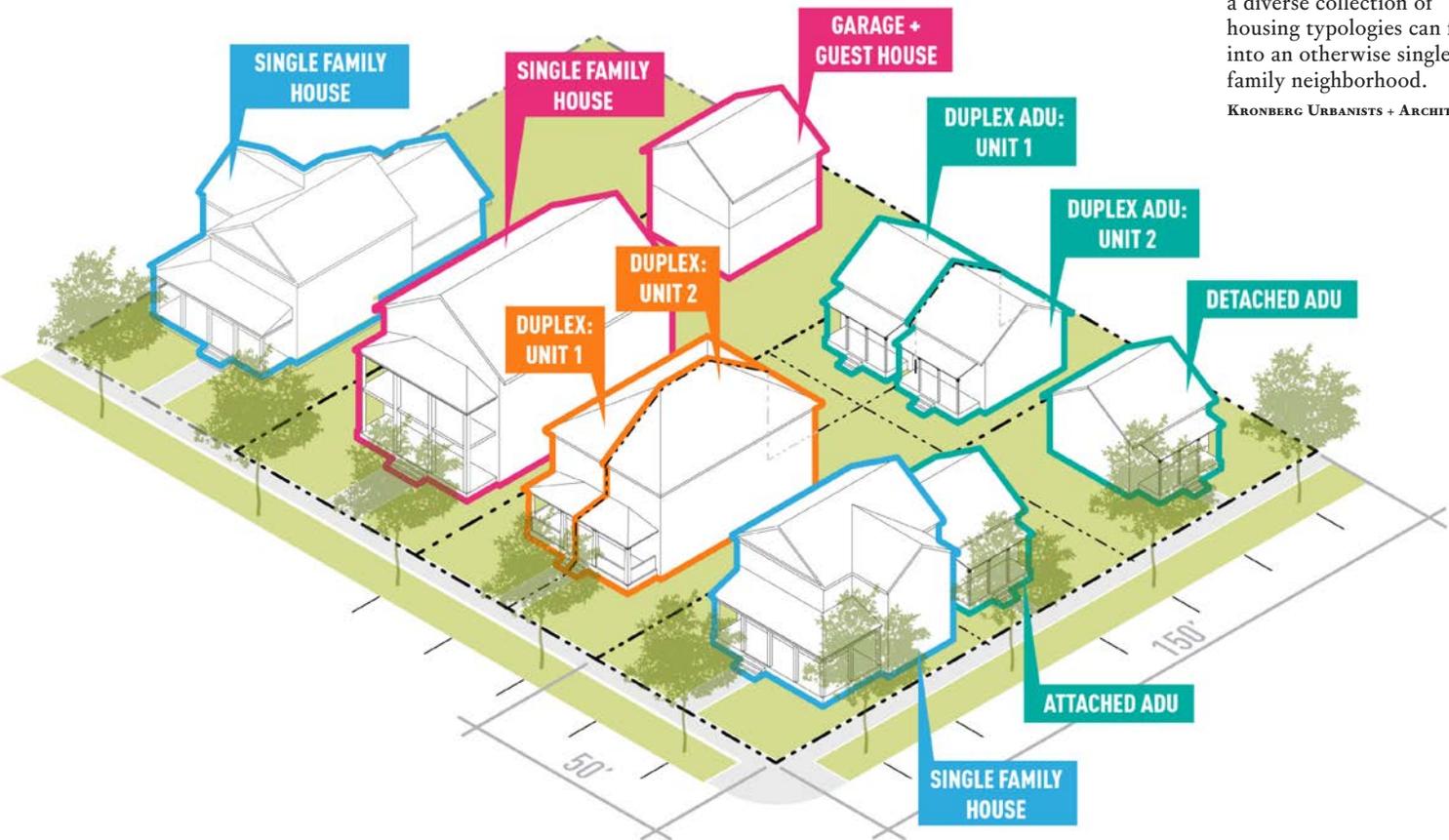
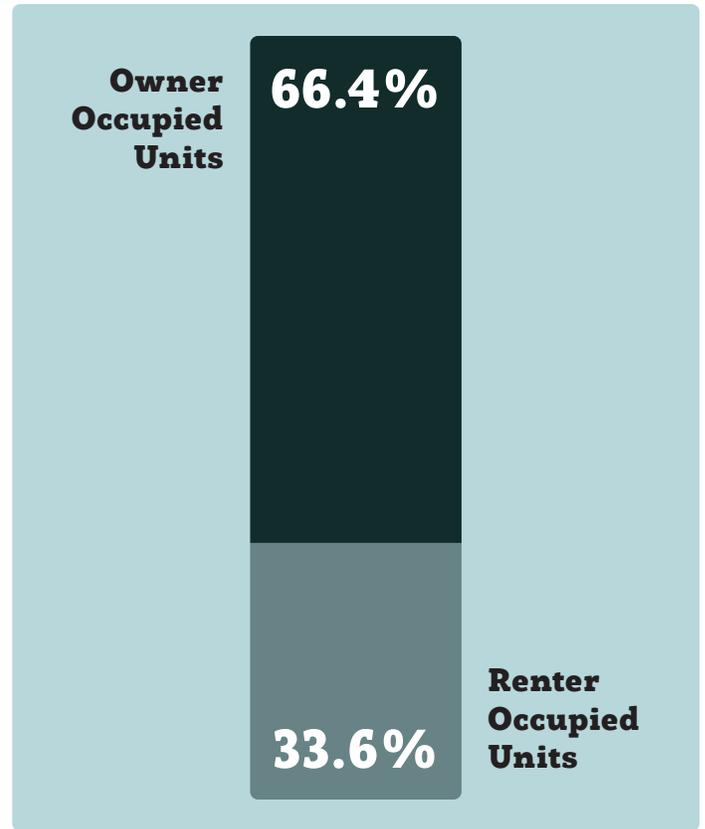


Ownership and Rental Mix

REGIONAL CONTEXT

Kyle is feeling mounting pressure in the housing market as new buyers come in search of affordable housing and rents. Nearby Austin's growing metro area is pushing out long-time residents and potential new residents are finding it difficult to locate there. Families continue moving outward in search of a high quality of life in a setting they can afford. This is an opportunity to add highly-skilled workers and young families to Kyle. However, these potential residents will come expecting neighborhoods that include amenities like walkability and access to services that they have come to expect in larger metro areas.

Kyle is in need of more housing, and it must provide a diversity of types and price points. While ownership levels are on par with the remainder of the state, a lack of compact urban form in much of the city and an overly car-reliant lifestyle will make it less desirable.



LEFT: This graphic makes it obvious how easily a diverse collection of housing typologies can fit into an otherwise single-family neighborhood.
KRONBERG URBANISTS + ARCHITECTS

Absence of Cohesive Neighborhoods East of I-35



Existing neighborhoods east of I-35 face a critical barrier to success that both affects them directly but also impacts the city as a whole. These neighborhoods lack essentials that make places feel like destinations. These essentials include parks, gathering spaces, neighborhood-scale retail, and other amenities. This has fueled the perception of division and favoritism regarding the location of new development and redevelopment within Kyle, specifically related to one side of I-35 over the other.

Blurred Distinction Between Neighborhoods and Housing Developments



The absence of clear definitions distinguishing neighborhoods from housing developments poses an issue. Often, developers tend to focus exclusively on building single-family homes for entry-level buyers, which can lack essential amenities and limit residents' options in terms of affordability and housing types. Kyle can redefine what it means for a development to be considered a neighborhood, which can strengthen the resale market and work towards relieving the burden on the City related to service and infrastructure costs.

Lack of Walkable, Connected Existing Neighborhoods



Existing neighborhoods within Kyle are grappling with a pressing problem: a lack of walkability and connectivity. Easy access to trails, bike lanes, alternative transportation, and complete sidewalk systems can have many positive impacts. This access could support active lifestyles, foster community bonds, and improve overall quality of life. Unfortunately, many existing neighborhoods lack some or all of these features, and therefore these positive elements are missing. Addressing these challenges is crucial to enhance the well-being of Kyle residents and create vibrant, livable places.

NEIGHBORHOOD HIERARCHY

Kyle's aim is to be a neighborhood-centric community. From a planning perspective, this means shifting thinking from what all residents need at the citywide scale to what is needed by people in different parts of the city at a more local scale, and then mixing different types of neighborhoods together across the city to offer a variety. The neighborhood should become the central planning unit—and the city's goal needs to be making every neighborhood a complete neighborhood.

Kyle's neighborhood planning needs can be categorized into three different tiers:

NEIGHBORHOOD SCALE



The local (neighborhood) scale is where most residents' daily needs are met, and where they spend most of their time. For most neighborhoods, this means amenities and destinations are easily reached on foot. At this scale, traffic patterns should favor pedestrians and bicyclists, and access to transit should be available. Housing is mixed, and in less rural neighborhoods, uses are mixed more freely. Neighborhoods themselves differ from one to the next, so plans should be created with substantial input from current residents regarding their needs in that area.

DEVELOPMENT ZONE



The development zone is the next tier—a halfway point between the local scale and the citywide scale. At this level, the City provides services that are not offered at the neighborhood scale—fire stations, community parks, middle schools, and libraries. Additionally, development zones should provide neighborhood scale commercial services to serve the nearby neighborhoods, filling in the commercial gaps that those neighborhoods may have (such as supermarkets).

CITYWIDE SCALE



At the citywide scale are those services and amenities that serve the whole population, and sometimes the broader region. These include places such as City Hall, the post office, regional retail/office/commercial centers, large regional parks and conservation areas, athletic complexes, high schools, and regionally-connected trails.