

# CITY OF KYLE

## Planning and Zoning Commission Workshop Meeting

Kyle City Hall, 100 W. Center Street, Kyle, TX 78640;  
Spectrum 10; <https://www.cityofkyle.com/kyletv/kyle-10-live>

SPECIAL NOTE: Pursuant to the March 16, 2020 proclamation issued by Governor Abbott, this meeting will be held in-person and by videoconference in order to advance the public health goal of limiting face-to-face meetings (also called 'social distancing') to slow the spread of COVID-19. Some P&Z Commissioner's will be present in the chamber while others will attend the meeting via videoconferencing. This meeting can be viewed live online at <https://www.cityofkyle.com/kyletv/kyle-10-live> OR Spectrum10.



Notice is hereby given that Planning and Zoning Commission of the City of Kyle, Texas will meet at 6:40 PM on April 27, 2021, at Kyle City Hall, 100 W. Center Street, Kyle, TX 78640; Spectrum 10; <https://www.cityofkyle.com/kyletv/kyle-10-live>, for the purpose of discussing the following agenda.

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

*Posted this 23rd day of April, 2021, prior to 6:40 PM*

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1. Call meeting to order
2. Roll Call
3. Citizen Comments

A. Members of the public that wish to provide citizen comment may speak In-Person at Kyle City Hall or by Virtual Attendance - Submit the online registration form found at: <https://www.cityofkyle.com/bc/citizen-comment-sign>. Registration must be received by

12 p.m. on the day of the meeting.

#### 4. General Discussion

##### B.Future Land Use Map progress update

- Continued discussion of the Future Land Use Map (Proposed)
- Next Steps - Schedule of events and procedure to receive comments

##### C.Discussion regarding amendments to Section 41-146 (Street Lights).

#### 5. Adjournment

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

# CITY OF KYLE, TEXAS



Members of the public that wish to provide citizen comment may speak In-Person at Kyle City Hall or by Virtual Attendance - Submit the online registration form found at: <https://www.cityofkyle.com/bc/citizen-comment-sign>. Registration must be received by 12 p.m. on the day of the meeting.

**Meeting Date: 4/27/2021**  
**Date time:6:40 PM**

**Subject/Recommendation:** Members of the public that wish to provide citizen comment have the following options:

1. In-Person at Kyle City Hall
2. Virtual Attendance - Submit the online registration form found at: <https://www.cityofkyle.com/bc/citizen-comment-sign>. Registration must be received by 12 p.m. on the day of the meeting.

**Other Information:**

**Legal Notes:**

**Budget Information:**

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**ATTACHMENTS:**

**Description**

No Attachments Available



# CITY OF KYLE, TEXAS

## Future Land Use Map progress update

**Meeting Date: 4/27/2021**  
**Date time:6:40 PM**

**Subject/Recommendation:** Future Land Use Map progress update

- Continued discussion of the Future Land Use Map (Proposed)
- Next Steps - Schedule of events and procedure to receive comments

**Other Information:**

**Legal Notes:** N/A

**Budget Information:** N/A

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**ATTACHMENTS:**

**Description**

- Land Use District Sheet Update\_PDF
- Land Use Districts Map Update
- FLUM 7th Meeting Notes
- Staff Memo
- East Gateway District

## Exhibit A

### Landuse Recommendations from the 2017 Comp Plan

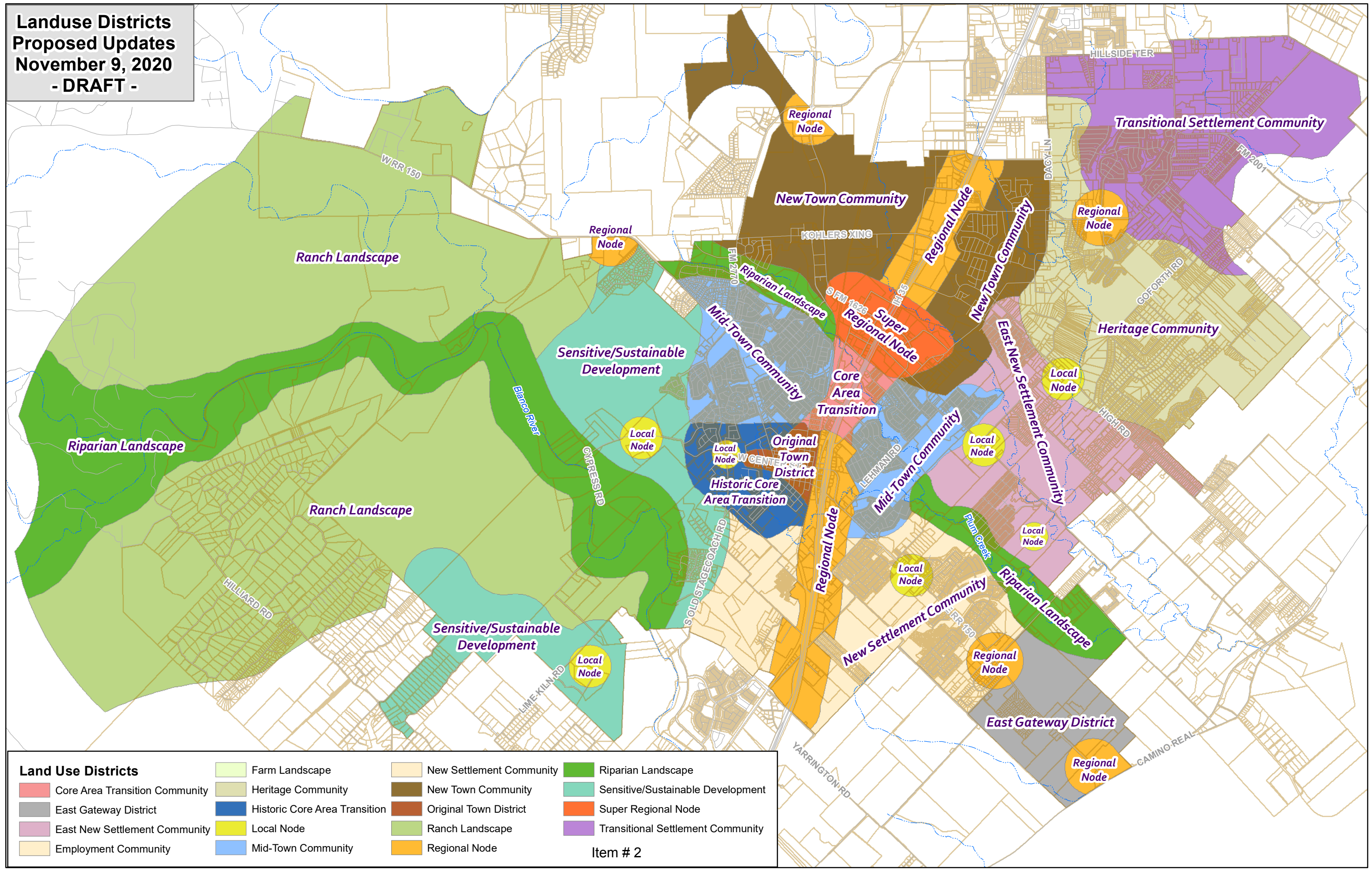
With updates from Ordinances #654, #794, #950 & 2019 & 2020

Farm Landscape	Recommended: A, UE Conditional: R-1-1, NC  <u>Conditional by Development Agreement</u> <ul style="list-style-type: none"><li>Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC</li></ul>
Ranch Landscape	Recommended: A, UE Conditional: R-1-1, NC  <u>Conditional by Development Agreement</u> <ul style="list-style-type: none"><li>Blanco North: R-1-1, R-3-3, R/S</li><li>Blanco Central/West: R-1-2, R-3-3, R/S</li><li>Blanco South: R-1-2, R-3-3, R/S</li></ul>
Riparian Landscape	Recommended: A, UE Conditional: R-1-1  <u>Conditional by Development Agreement</u> <ul style="list-style-type: none"><li>Blanco North: R-1-1, R-3-3, R/S</li><li>Blanco Central/West: R-1-2, R-3-3, R/S</li><li>Blanco South: R-1-2, R-3-3, R/S</li><li>Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC</li></ul>
Original Town District	<b>Recommended: CBD-1, CBD-2, R-1-T, NC, CC E, MXD</b> <b>Conditional: R-1-A , R-1-3, R-1-C, R-2, R-3-2, R-3-3, R/S</b>
Core Area Transition	Recommended: E, R/S, CC, NC, MXD, O/I, Conditional: HS, R-1-A, R-1-T, R-1-C, R-3-2, R-3-3
East Settlement	Recommended: R-1-1, R-1-2, UE Conditional: R-1-3, R-2, R-1-C, R-1-A, NC, CC, R-1-T, M-1, M-2, M-3, T/U, MXD, R/S
Historic Core Area	Recommended: R-1-1, R-1-2, R-1-3, R-1-A Conditional: A, R-2, R-3-1, R-1-T, UE, NC, E, R/S, MXD  <u>Conditional by Development Agreement</u> <ul style="list-style-type: none"><li>Blanco South: R-1-2, R-3-3, R/S</li></ul>

Mid-Town District	<p>Recommended: R-1-1, R-1-2, R-1-3, NC  Conditional: E, R-1-A, R-1-T, R-3-1, R-3-2, CC, R/S, MXD, O/I</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> <li>• Blanco North: R-1-1, R-3-3, R/S</li> </ul>
New Settlement	<p>Recommended: O/I  Conditional: E, R-1-A, R-1-1, R-1-2, R-1-3, R-1-C, R-1-T, R-2, T/U, UE, NC, CC, MXD, R/S, W, M-2, M-3</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> <li>• Blanco South: R-1-2, R-3-3, R/S</li> <li>• Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC</li> </ul>
New Town District	<p>Recommended: R-1-1, R-1-2, R-1-3, R-1-C, R-1-T, R-2, R-3-2, R-3-3, CC, NC, R/S, MXD, O/I  Conditional: E, A, C/M, R-1-A, R-3-1, RV, T/U, UE, HS, W, M-2, M-3</p>
Transitional Settlement District	<p>Recommended: R-1-1, A, C/M, UE  Conditional: R-1-2, R-1-3, R-1-A, R-1-C, R-1-T, R-2, R-3-1, R-3-2, R-3-3, W, NC, CC, HS, E, M-2, M-3, R/S, RV, T/U</p>
Sensitive/Sustainable Development	<p>Recommended: A, UE  Conditional: R-1-1, R-1-2, R-1-A, R-2, R-1-T, R-3-3, T/U, NC, R/S</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> <li>• Blanco North: R-1-1, R-1-2, R/S</li> <li>• Blanco Central/West: R-1-2, R-3-3, R/S</li> <li>• Blanco South: R-1-2, R-3-3, R/S</li> </ul>
Heritage District:	<p>Recommended: A, R-1-1, R-1-2, UE, NC  Conditional: C/M, E, M-2, M-3, R-1-3, R-1-A, R-1-T, R-2, R-3-1, R/S, RV, T/U, W, CC</p>
Local Node	<p>Recommended: R-1-C, R-3-2, R-3-3, CC, NC, MXD  Conditional: R-1-T, R-3-1, R/S</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> <li>• Blanco North: R-1-1, R-1-2, R/S</li> <li>• Blanco Central/West: R-1-2, R-3-3, R/S</li> </ul>
Regional Node	<p>Recommended: R-1-C, R-3-2, R-3-3, CC, NC, R/S, MXD  Conditional: CBD-1, CBD-2, E, HS, R-3-1, O/I, W, C/M</p> <p><u>Conditional by Development Agreement</u></p> <ul style="list-style-type: none"> <li>• Pecan Woods: R-1-1, R-1-2, R-1-A, R-1-T, R-1-C, R-2, R-3-1, R-3-2, R-3-3, MXD, R/S, NC, CC</li> </ul>
Super Regional Node	<p>Recommended: E, HS, R-3-2, R-3-3, R/S, MXD, O/I  Conditional:</p>

East Gateway District    Recommended: R-1-1, R-1-2, R-1-3, R-1-C, R-1-T, R-2, R-3-2, R-3-3, CC, NC,  
RS, MXD, O/I  
Conditional: E, A, C/M, R-1-A, R-3-1, RV, T/U, UE, HS, W

**Landuse Districts  
Proposed Updates  
November 9, 2020  
- DRAFT -**



Land Use Districts			
Core Area Transition Community	Farm Landscape	New Settlement Community	Riparian Landscape
East Gateway District	Heritage Community	New Town Community	Sensitive/Sustainable Development
East New Settlement Community	Historic Core Area Transition	Original Town District	Super Regional Node
Employment Community	Local Node	Ranch Landscape	Transitional Settlement Community
	Mid-Town Community	Regional Node	



## STAFF COMPREHENSIVE PLAN UPDATES

- Edit Farm Landscape between New Settlement Community District and SH-21
- Edit Local Node near E FM 150 & Creekside Trail
- Consider additional zoning districts in Regional Node along IH-35
- Incorporate land boundaries for development agreement properties on west side of Kyle.
- Edit Nance-Bradshaw main parcel to include a land use district
- Edit New Town & East Settlement Community Districts at Dacy Lane & Bebee Road
- Edit Transitional Settlement & Heritage Community Districts at Shadow Creek Blvd & Windy Hill Road
- Edit Transitional Settlement Community District at FM 2001 & Windy Hill Road
- Edit New Town Community District near Plum Creek Uptown District
- Edit Mid-Town Community District at intersection of W RR 150 & FM 2770
- Edit Sensitive/Sustainable Development at commercial area of Blanco River Ranch
- Edit Sensitive/Sustainable Development & New Settlement Community Districts at intersection of FM 150 Bypass & S. Old Stagecoach Road.
- Edit New Town Community District to allow additional housing types (zoning)
- Edit Farm & Ranch Landscapes to allow additional housing types (zoning)
- Edit New Settlement Community District to allow additional housing types (zoning)

## P&Z THOUGHTS/RECOMMENDATIONS 10/27/2020

### Paul Scheibmeir

- Carey Breslar/Sheldon-Tanglewood to be Regional Node or Super Regional Node (Carey asked) – remove from Plum Creek PUD (LI district).
- W or CM along N. IH-35 (west) and on Caraway property (conditional), also S. IH-35 (recommended), possibly Bullock property. Create separate nodal type areas that allow and recommend W, CM, OI, (non-residential).
- SH-21 & E FM 150 – Regional or Super Regional Node – radial distance of appx. 2500' (matches IH-35 & FM 1626).

### Priscilla Harrell

- Change names to “Original Town District” & “Historic Core Area Transition District” to match wording of districts.
- No change to Mid-Town District.

### Megan McCall

- Core Area Transition – No change.
- Move Local Node onto Creekside Trail & E FM 150
- Move Local Node onto Bebee Rd & Goforth Rd

### Michelle Christie

- Ranch & Riparian Districts (West ETJ) = continue land use districts west to ETJ.
- Transitional Settlement & Heritage Districts continue to ETJ as expected.

### Rebecca Voss

- Rename or remove Farm Landscape from Comprehensive Plan (development pressures overtaking this area).
- New Town West mostly following Plum Creek zoning (industrial, logistics).
- Gateway District (E FM 150 Farm landscape between Heidenreich & SH-21 node, similar to New Town District)
- New Town District – add M-2 & M-3 conditionally

### Alex Guerra

- New Settlement – only O/I recommended, everything else conditional (add R-1-1 through R-1-3 recommended). Certainly revisit – add M2 & M3 conditionally?
- Remove Post Oak from Regional Node (subdivision boundary)
- East Settlement – Change R-2-3 to R-1-3 and make conditional
- Include Farm landscape into East Settlement (absorb).
- Include Local Node in East Settlement (Grist Mill Rd & 700 Bunton Lane property).

### **SECOND DISCUSSION FROM THE NOVEMBER 10<sup>TH</sup> P&Z MEETING**

- Expand the Regional Node at SH 21 & RM150 to south more (*not yet on the map, attached*)
- Cut out Single Family Residential from IH-35 Regional Node
- Cut out Arroyo Ranch from Regional Node (along westbound RR150)
- Adding *Warehouse & Construction/Manufacturing* in the Regional Node, conditionally



# CITY OF KYLE

## Community Development Department

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April 27, 2021

To: Kyle Planning & Zoning Commission  
From: Howard J. Koontz, AICP  
Director, Planning & Community Development  
Re: 2010 Future Land Use Map amendment – 7<sup>th</sup> meeting memo

Dear Commissioners:

At Kyle's Planning & Zoning Commission regular voting meeting on November 10, 2020, staff presented map amendments agreed upon in October; in addition, discussion followed on a few additional customizations that made the changes proposed more consistent. That draft was accepted as a working draft document suitable for public comment. Discussion at the work session on November 24 was heavy on content (East Gateway district and the new eastern Regional Node) but light on scheduling due to volume of work load balancing.

At this meeting the language amendments have been largely completed and summarized in the attached set of notes. The major text amendment will be the creation of the East Gateway District character area language, which itself and its associated map boundaries will be added to the 2010 Comprehensive Plan Future Land Use Map amendment project document.

These notes will serve as the basis for the solicitation of public input for the proposed changes that should take place as early as late-May but most likely in early-June. Following that, the public process for ratification of all the amendments, both the map amendments and the associated text amendments, will begin. Staff would expect completion of the process to occur in the July/ August timeframe.

## EAST GATEWAY DISTRICT

### **CHARACTER**

The East Gateway district should contain resilient, high-quality development projects that lend credibility to the idea that Kyle is an emergent full-service community that focuses on its future. Its location along two major state corridors (Highways 21 and 150) should be capitalized upon as an ideal location for high-activity uses such as upscale office/commercial, local and regional retail, and high-density multifamily land uses in a mixed-use activity area that not only employs Kyle's working population, but provides life and vitality along these transportation routes from early morning until well into the evening. The character of the built environment should be paramount in consideration of the sense of place, utilizing a high-grade componentry and concentrating on creating spaces that draw-in the motoring public, as well as providing pleasant areas for the employees and residents of the district. Class 'A' office uses would serve as the main attractant of daytime users, and ample access to retail and service uses would support not only the daytime population but also the local and regional residents after working hours and on weekends. The concentration of commercial office square footage in the District should create a significant work force destination that will be vital to the employment goals of the city's economic development master plan goals. The availability of high-classification automobile infrastructure provides the desirable condition of a district easily accessible by both local, in-town workers and those living outside the city. The successful development of this District should generate high-grossing taxable real estate, and secondary value in those uses and businesses that capitalize on the local permanent population and daytime work force.

### **Intent**

The purpose of the East Gateway District is to create a workforce empowerment zone that fosters ancilliary uses which support those employees located therein. Situated at the intersection of Texas Highways 150 and 21, these high classification roadways are best suited to bring in out-of-region employees/patrons with the least impact to Kyle's local street network. Emergent employment opportunities should be targeted by city staff and external site selectors alike, highlighting complimentary commercial/retail uses and opportunities for increased value capture. In light of the rural, greenfield nature of the district, appropriate transitions to the surrounding community should be considered mandatory when examining the cross-section of the developed neighborhoods. The anchor of the East Gateway District should be employment and long-tenure activity

throughout the day, and the import of daytime population created by those positions, and the East Gateway District should have the highest quality design aesthetic of all the city's character areas.

## **Jurisdiction**

The East Gateway District is located along the eastern and western frontage of Highway 150, as well as the entire southbound frontage of Highway 21 inside the city's corporate limits and extra-territorial jurisdiction. The Highway 150/21 Regional Node exists within and above the boundaries of the East Gateway District.

## **Authority**

The following chart defines the appropriateness of various density ranges (residential and non-residential) by tying density to the development approval process. The three levels of development approval are:

- Preferred: No conditions required for approval.
- Conditional: Review by City staff required. Design improvements shall be made to ensure compliance with intent and character objectives of the East Gateway District.
- Not Recommended: Development plan is not appropriate for the East Gateway District.

Preferred: R-1-3, R-1-T, R-2, R-3-2, R-3-3, CC, NC, O-I, MXD, R/S

Conditional: E, R-1-A, R-1-C, HS, PUD

Not Recommended: A, UE, R-1-1, R-1-2, R-3-1, RV, T/U, C/M, W



# CITY OF KYLE, TEXAS

## Street Light Amendment Discussion

Meeting Date: 4/27/2021

Date time:6:40 PM

**Subject/Recommendation:** Discussion regarding amendments to Section 41-146 (Street Lights).

**Other Information:** See attached.

**Legal Notes:** N/A

**Budget Information:** N/A

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### ATTACHMENTS:

#### **Description**

- ☐ Street Light Code Amendment\_Redlined

**Sec. 41-146. - Streetlights.**

(a) *Street classification.* Streetlights shall be placed in accordance with the placement criteria in this section. Streetlights shall be located as follows:

- (1) At the intersection of two arterial streets, an arterial and a collector street, and at the intersection of two collector streets;

a. One streetlight per each approach per intersection on the major street.

**Commented [WA1]:** To ensure adequate lighting for safety.

- (2) ~~At any intersection where the traffic count is projected to reach 7,000 vehicles per day;~~ At any intersection where the following traffic conditions are met:

**Commented [WA2]:** To ensure adequate lighting for safety.

Major Street Functional Classification				
	Principal Arterial (TH)	Minor Arterial (TH or CSAH)	Collector (CSAH or CR)	Local (CR or TWN Rd)
Priority	Major street volumes in vehicles per day (% of major street volume that is recommended on the minor street)			
High	>5,000 (20%)	>2,000 (20%)	>1,000 (20%)	>500 (20%)

- (3) In the turnaround of culs-de-sac where the cul-de-sac length is longer than 300 feet; and

(4) Intersections with high accident rates

**Commented [WA3]:** To ensure adequate lighting for safety.

(5) Traffic Circles (roundabouts) to ensure adequate visibility

**Commented [WA4]:** To ensure adequate lighting for safety.

- (4) (6) Pursuant to a street lighting plan submitted and approved in conjunction with application for subdivision plat approval pursuant to this chapter; which plan shall, generally, provide not less than one streetlight for each 500 linear feet of streets within or abutting the subdivision.

(b) *Safety considerations.* Streetlights shall, additionally, be placed to illuminate street curves, significant topographic conditions, mid-block crosswalks, and other safety hazards.

**Commented [WA5]:** To ensure adequate lighting for safety.

(c) *Spacing.* Streetlights shall be placed in accordance with the following spacing requirements:

- (1) Typical spacing of lights shall be one per each approach of the intersection at the intersections described in subsection (a)(1) of this section;

**Commented [WA6]:** To ensure adequate lighting for safety.

- (2) Lights shall be provided along arterial and collector streets, with a maximum spacing between lights of 300 feet;

- (3) If the block length is over 600 feet but less than increments of 300 feet, the light shall be placed in mid-block to the degree practical. For the purposes of this subsection, streetlights are still required at intersections. See example below, Figure 32.

**Commented [WA7]:** Ensure adequate lighting.

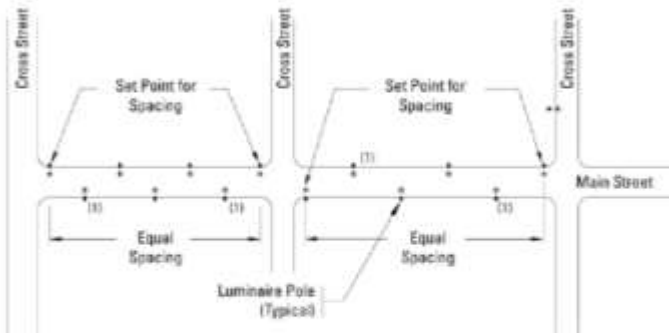


Figure 32 – Pole Spacing

To lay out poles, the designer must undertake lighting calculations to define optimal pole spacing. Once maximum pole spacing is defined, one can lay out poles on the road drawings using a calculator and scale rule. The design should lay out poles locating a pole at a start points such as cross street, then spacing the poles evenly within the maximum pole spacing defined by the calculations, as shown in Figure 32. The pole spacing may need to be adjusted to suit driveways and utility conflicts.

- (4) In a cul-de-sac turnaround, if the cul-de-sac length is longer than 300 feet;
- (5) Streetlights shall be placed in the subdivision in compliance with the finally approved lighting plan.
- (6) For decorative streetlight spacing, see Sec. 41-146(f)(3) and Sec. 41-146(g)(3).

**Commented [WA8]:** To allow flexibility for decorative spacing internal subdivisions.

(d) Light size.

Street Type	Light Size (LED)/Lumens
Thoroughfare (heavy traffic)	<del>400</del> 110w/ <del>50,000</del> 9,900
Arterial/Collector (medium traffic)	<del>250</del> 40w/ <del>27,000</del> 3,600
Residential (low traffic)	<del>150</del> 38w/ <del>7,000</del> 3,000

- Continuous lighting typically uses 50' light poles with either 400 watt HPS or the equivalent size LED. This configuration can light a roadway to minimal freeway levels up to 60' across the roadway from the luminaire.



- Safety lighting typically uses 40' light poles with either 250 watt HPS or the equivalent size LED. This configuration can light a roadway to minimal levels up to 50' across the roadway from the luminaire.

## Configurations

Lighting assemblies specified by Item 610 (TxDoT) use three typical configurations based on the purpose of the lighting:

- Safety lighting typically uses 40' light poles with either 250 watt HPS or the equivalent size LED. This configuration can light a roadway to minimal levels up to 50' across the roadway from the luminaire.
- Underpass lighting is typically mounted to the bridge structure at 16' mounting height, with either 150 watt HPS or the equivalent size LED.

TxDOT roadway illumination assemblies are designated by the RIP standards.

### (e) *Subdivision lighting plan.*

- (1) The developer shall submit a streetlight plan as a part of the final subdivision plat package in conjunction with the utility plans and in conformance with these standards. [This plan will determine location of lighting, wattage, coverage, height of poles, etc.](#)
- (2) The staff shall review, coordinate with the electric utility, and ~~recommend~~ [approve](#) street lighting plans, ~~to the planning and zoning commission and council.~~
- (3) Metal poles shall be required for all street lighting and the developer shall pay all utility company charges for street lighting (e.g., underground, metal poles, special fixtures, charges for electricity, etc.) at the final plat phase. [Standard streetlight poles and cutoff fixtures \(i.e. cobra head design\) will remain as public improvements and must be Dark Sky compliant. However, if the developer or HOA choose to install city approved decorative poles, the developer or HOA will fully maintain the poles, head lamps, bulbs, etc., and pay the associated utility bills. Such decorative streetlight will be Dark Sky compliant.](#)
- (4) Installation will be completed during the construction of the other infrastructure and public improvements, or, with city approval, coordinated with building permits issued in the area. Priority shall be given to arterial and collector streets in the subdivision to facilitate circulation; within each block face, when 50 percent of lots have been permitted, lights shall be installed. The developer shall give security as necessary to ensure installation of lighting required but scheduled for future installation. This light installation schedule may be accelerated in accordance with an agreement made with the developer whereby the developer pays the city the full cost of power during the time period necessary to reach this level of permitting.

**Commented [WA9]:** Staff approves construction plans administratively.

**Commented [WA10]:** Dark Sky compliance and to ensure clarity for maintenance and bills.

(5) The planning and zoning commission and the council may disapprove any subdivision where the developer fails to comply with the standards set forth in this section.

(f) Private street lighting and HOA maintained decorative street lighting. In those instances when the criteria in this section do not warrant streetlight placement in a particular location where a property owners association, commercial or industrial property desire additional lighting, the city encourages privately funded and privately maintained lights by neighborhood residents and property owners. All privately funded lights shall be totally owned and maintained by the private property owners or residents. All utilities shall be entirely paid for by the private property owner or residents. The city shall never be obligated to pay for the maintenance or utilities of any privately funded light. Such lighting may be placed within easements where not inconsistent with the easement use, but shall not be placed within dedicated public right-of-way.

**Commented [WA11]:** Title clarification

(1) A developer or HOA shall have a choice between standard streetlights and city approved decorative streetlights. If decorative streetlights are chosen, the developer or HOA will fully maintain the streetlights and pay the associated utility bills.

**Commented [WA12]:** To ensure clarity for maintenance and bills.

2) The developer or HOA must utilize a standard, city approved decorative street light, that is Dark Sky compliant.

**Commented [WA13]:** Standardized streetlight and Dark Sky compliance.

3) Placement for decorative street lights shall be between 90-120 feet, or per manufacturer's recommendations. Decorative street lights typically have lower lumen output and are likely to require more frequent/closer placement than non-decorative streetlights.

**Commented [WA14]:** Allow flexibility (for safety purposes) for placement of lights.

(g) Municipal or Other Government Capital Improvement Projects

1) Municipal or other government led capital improvement projects are encouraged to use a standard decorative streetlight, similar to those installed with the Burleson Street or Philomena Drive projects. The light poles will be Dark Sky compliant.

**Commented [WA15]:** To ensure the City, County and TxDOT do our best to comply with decorative requirements. Depends on budgetary restrictions.

2) Decorative street lights will be considered for streets:

a) outside residential or commercial subdivisions; and/or

b) all arterial roads (major and minor) inside or outside subdivisions;

c) certain collector roads (to be determined as appropriate by city staff).

**Commented [WA16]:** This is to limit where city projects are required.

3) Placement for decorative street lights shall be between 90-120 feet, or per manufacturer's recommendations. Decorative street lights typically have lower lumen output and are likely to require more frequent/closer placement than non-decorative streetlights.

**Commented [WA17]:** Allow flexibility (for safety purposes) for placement of lights.

4) The City of Kyle will coordinate with other governmental entities (Hays County, TxDOT, etc.) to ascertain appropriate streetlight design.

**Commented [WA18]:** It's possible that other entities have standardized streetlight design, which have more design restrictions. Decorative poles may not be suitable in these cases.

(Ord. No. 296, art. V, § 13, 10-1-1996; Ord. No. 439, art. V, § 13, 11-24-2003)