



CITY OF KYLE, TX



Unified Development Code

CODE DIAGNOSTIC REPORT

December 2025

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Part 1: Diagnostic Introduction

Purpose of the Diagnostic Report

The purpose of this Diagnostic Report is to outline the key topics identified by Freese and Nichols' (FNI's) review of the City of Kyle's (the City's) existing development regulations. The Diagnostic Report also includes initial proposed revisions to the following chapters of the City's regulations:

- Chapter 17 – Floods (Flood Damage Prevention Regulations)
- Chapter 29 – Sign Standards and Permits
- Chapter 32 – Site Development
- Chapter 38 – Streets, Sidewalks and Other Public Places
- Chapter 41 – Subdivisions
- Chapter 47 – Local Traffic Regulations
- Chapter 50 – Utilities
 - Article IV – Utility Districts
 - Article IX – Stormwater Regulations
- Chapter 53 - Zoning
- Chapter 54 – Landscaping and Screening Requirements
- *Kyle Design Guidelines*

Additionally, the following chapters of the City's regulations were reviewed and included in the Diagnostic Report with recommendations designed to meet specific stakeholder requests and prevent contradictions created by any changes to other parts of the code:

- Chapter 2 – Administration (as relevant to Boards, Committees, and Commissions)
- Chapter 8 – Building Regulations
- Chapter 11 – Business Regulations
- Chapter 26 – Parks and Recreation
- Chapter 50 – Utilities (other articles)

This Diagnostic Report is intended to serve as a consensus-building tool to ensure that all parties understand the major issues of and anticipated revisions to the regulations before drafting the amendments. To this end, comments from stakeholder engagement meetings and workshops are included to provide context to FNI's code review and suggest direction for changes not included in the preliminary recommendations.

While this report outlines a structured list of items to guide the regulatory update process, it is essential to acknowledge that it does not encompass every potential issue or consideration. As the revision process unfolds, further analysis and adjustments are anticipated. Consequently, this report should be viewed as a starting point rather than a definitive and exhaustive catalog of all potential revisions.

Background

The City's development regulations are scattered across multiple chapters of the City's adopted code of ordinances. The regulations have been adopted in a piecemeal fashion and amended over time. Most regulations, including the zoning regulations, have not had a comprehensive update. Amendments in 2023-2024 updated parts of the signs, floods, administration, and streets sections, and smaller updates refreshed select sections in the years between 2018 and 2024. The subdivision enabling regulations of Texas Local Government Code Chapter 212 underwent their most significant reform in 30 years during the 2023 Texas Legislature, prompting need for further updates.

The City updated its long-range planning policies in the January 2024 approval of the Kyle 2030 Comprehensive Plan (the Plan), which identifies and articulates the community's vision and objectives to establish Kyle's preferred development patterns. A key priority of the Plan is to review and update the City's development and land use regulations. The extent to which the Plan's land use vision should be implemented is both the most important and most complex element of the City's Unified Development Code (UDC) process.

This Diagnostic Report follows the initial phase of the City's code rewrite process and incorporates interview data from City staff, policymakers, residents, and customers. It begins with a summary of the general approach to the code's language and format, details key topics to be addressed in the rewrite, summarizes the City's recent plans, then catalogues the goals, feedback received, and recommendations for each reviewed chapter. The report concludes with a high-level outline proposal for the rewritten code.

Beyond substantive changes, this proposed comprehensive update will also address common issues such as correcting typos, resolving conflicts, and updating graphics to ensure the overall integrity of the development code. Other priorities include modernization of regulations and improving usability for the public, applicants, and decision-makers.

Development of the Recommendations

The Diagnostic Report has been prepared based on a review of the existing regulations and plans, informed by the direction of the recent Kyle 2030 Comprehensive Plan (the "Plan", 2024), Kyle Design Standards & Downtown Master Plan (2022, draft), the Vybe Trails Plan (2021), and others. Based on the content of these plans and FNI's best practices, **this report is guided by the following foundational principles:**

- **Provide a Holistic but Carefully Tailored Series of Development Regulations**

Kyle is a community that has historically been more residentially focused but has transformed particularly over the last decade. Market interest in the area is prompting diversification of its development patterns, uses, and intensity. Kyle's Plan notes that flexibility in the development regulations is necessary to provide for the expanding needs and interests of its residents. The development regulations must be tailored to cover all the community's different development contexts. Rapid growth often results in a need to maximize fiscal performance to ensure continued commitment to the quality and community characteristics that influence why people, businesses, and institutions chose Kyle in the first place.

- **The Development Regulations Should Reflect Community Input**

Incorporating stakeholder input into the development code rewrite is an iterative process. FNI incorporates feedback from previous stakeholder engagements, like those of the Kyle Design Standards, and feedback from new workshops focused on development code topics. This process will ensure that the code's proposed processes and metrics are understood and supported by the community. The comprehensive plan was adopted in January 2024, less than two years ago, and included a strong engagement component as well as specific recommendations based on that engagement. Implementation of adopted plans is part of the engagement spectrum to build public trust by demonstrating the public's views were not only heard but acted upon. That said, additional stakeholder input is necessary given the more specific technical purpose, and to evaluate the procedural/user-experience elements of the current regulations.

- **The Development Regulations Should be User-Friendly with Streamlined Processes**

Development should have streamlined processes with standards that align with the preferred development pattern(s) as identified in the comprehensive plan. Key to this effort is creating processes that are efficient and easily understandable for code users. The development regulations should be logically arranged, easy to navigate, and include language and graphics that are attractive and clear. It should seek to remove or avoid red tape without sacrificing regulatory rigor. The most desired outcomes should have the clearest and most predictable paths, while the least desired outcomes should have appropriate safeguards. Structuring the development code in this way avoids wasting people's time, whether they are applicants, city staff, decision makers, or community residents.

- **Development Regulations Reflective of Best Practices, Texas State Law, and American Case Law**

The current land use regulations are a set of conventional ordinances that guide development. The development regulations should be innovative but reflect best practices and comply with Texas State law and American case law. For example, HB 3699 in 2023 made wholesale revisions to Chapter 212 of Local Government Code, providing a variety of new approach opportunities for subdivision processing. Likewise, SB 929 in 2023 modified Chapter 211 of Local Government Code establishing new notification requirements related to nonconformities in addition to the recent *Acuña v. City of Austin* case. At the time of this report, the Texas Legislature has concluded its 2025 session, which provided updates to regulations relating to public hearing notifications (HB 24, HB 4506, HB 1522), signs (HB 3611), home-based businesses (HB 2464), and manufactured homes (SB 785). Updates to account for these legislative changes will be included.

- **Development Regulations Should Provide Flexibility but Deliver Certainty**

While certain zoning approaches like form-based codes tie design to precise standards (conceptually identified as placetype zoning in the Plan), limited guardrails can create an environment in which flexibility is abused. Conversely, excessively tight standards can discourage design creativity and preferred development patterns. The development regulations should balance the benefits of clear, objective standards with common sense flexibility that preserves consistency with the community's development expectations. The result should be quality development, but with multiple creative pathways to quality.

- **The Development Regulations Must be Enforceable**

Development regulations are legal documents that provide jurisdictions with the authority to regulate and condition development. However, the regulations must be enforceable to meet their intended purpose. The approach should explore tools to improve enforceability, such as reporting requirements, compliance plans, and improved notification procedures in alignment with Texas State Statutes.

This report also reflects input from frequent code administrators and users, including representatives from the following entities:

- City staff, including representatives from the Development Services (Planning, Engineering, and Public Works) and Parks Departments and City of Kyle Economic Development.
- Elected and appointed City Council and Planning and Zoning Commission representatives.
- Residential and commercial land developers, including local homebuilders, engineers, and real estate professionals.

Key Themes for the Code Update

Several major themes and ideas were generated for the Diagnostic Report throughout the consultant team's review of the existing regulations and engagement process. This section identifies these key themes and provides strategies to implement them through the rewriting process:

1. Create a User-Friendly Code

The City's development regulations should be well-organized, well-written, and easy to use. Staff, developers, applicants, consultants, and other users of the ordinance should be able to navigate the new ordinance easily. All development regulations should align with adequate and accurate cross-references between sections and relevant topics. Strategies to address this theme include:

- Merge the existing code chapters into a Unified Development Code (UDC) for ease of cross-referencing and simplification.
- Review overall language choice for the appropriate use of permissive (e.g., "may," "should") and prescriptive (e.g., "shall," "must") language.
- Simplify technical and legal language to enhance readability.
- Create a logical order to the UDC which follows the typical development process and provides a uniform structure and appearance.
- Implement graphics, including charts, tables, and flowcharts, to explain review procedures and dimensional requirements throughout the UDC.
- Centralize all definitions into a dedicated definitions chapter at the end of the UDC.
- Structure the UDC following the recommended outline documented in Part 4 of this report and consolidate repeated provisions (purpose statements, enforcement and penalties, etc.) into one dedicated section (see page 50).
- Consolidate processes and procedures in one place in the UDC to prioritize regulatory limits from a code-user's point of view.
- Add cross-references between relevant code sections, such as between the zoning, subdivision, and building regulations and the plat, site plan, or building permit stage sections.
- Enable staff to adopt fee schedules and submittal checklists independent of the UDC.

2. Separate and Update the Engineering Design Criteria

Engineering design criteria encompass the requirements, performance measures, standards, and specifications related to various engineering specifications for public and

private improvements. For example, while the subdivision and zoning regulations may identify the maximum permitted length of a street block, the engineering design criteria may identify the pavement material, thickness, and appropriate road subbase. Because these criteria are highly technical, locating them outside of a UDC is generally preferred for ease of review and amendment as new technologies and best practices arise. If included within the UDC, public hearings and notification are required for consideration by the Planning and Zoning Commission and City Council.

The City has adopted the City of Austin Engineering Criteria Manuals that are already separately maintained from the zoning and subdivision ordinances. The following Austin Criteria Manuals will be incorporated into a City of Kyle Engineering Criteria Manual (ECM) which incorporates local exceptions and preferences:

- Austin Drainage Criteria Manual
- Austin Environmental Criteria Manual
- Austin Utilities Criteria Manual
- Austin Transportation Criteria Manual
- Austin Pavement Criteria Manual

Additionally, certain sections of the subdivision ordinance that document engineering specifications (see Section 41-137(m), for example) are better suited for an external manual or document will be incorporated into the new supplement. Strategies to address this theme include:

- Relocate elements like those from the subdivision ordinance mentioned above to the ECM, referencing the manual within the UDC "as amended" to verify that the reference is always relevant and enforceable.
- Consider consolidating relevant ordinances into a design manual for ease of reference and distribution.

3. Update the Zoning Regulations

Rewrite Chapter 53 – Zoning to Consolidate Zoning Districts

The City has many zoning districts – some are extraneous, without substantial differences from other districts and others apply only to a handful of parcels. Additionally, a majority of the City's parcels are zoned for legacy districts which are not detailed or discussed in the current code.

The following table adapted from the City's GIS data shows the number of parcels and total acreage by zoning district included in the current code.

Zoning District	Abbreviation	Total Acreage	Total Parcels
Agricultural	A	8794.693	150
Urban Estate	UE	0	0
SF Residential 1	R-1-1	772.4119	11
SF Residential 2	R-1-2	1829.988	27
SF Residential 3	R-1-3	693.3162	14
SF Attached/Garden Home	R-1-A	622.994	10
Residential Townhouse	R-1-T	89.33612	8
Residential Condo	R-1-C	33.02289	2
Residential Two-Family	R-2	32.66964	69
MF Residential 1	R-3-1	25.8032	3
MF Residential 2	R-3-2	73.40949	7
Apartments Residential 3	R-3-3	153.8518	11 (1 RS with R-3-3 overlay)
Manufactured Home	M-1	0	0
Manufactured Home Subdivision	M-2	109.3058	99
Manufactured Home Park	M-3	303.5448	3
Central Business District 1	CBD-1	23.49161	13
Central Business District 2	CBD-2	11.76365	24
Retail and Services	RS or R/S	1078.024	194
Billboard	B	0.243208	1
Warehouse	W	286.1617	27
Construction and Manufacturing	CM	453.0855	12
Entertainment	E	0	0
Transportation and Utilities	TU or T/U	0.0238	1
Hospital Services	HS	69.15291	1
Recreational Vehicle Park	RV		0
Neighborhood Commercial	NC	5.314574	4
Community Commercial	CC	68.40025	13
Mixed-Use Zoning	MXD	43.21283	3
Office/Institutional	O/I	14.62688	1
PC Employment	PC EMP	246.11	3
PC Light Industrial	PC LI	187.2092	3
PC Mixed Use	PC MXD	486.6897	11
PC Open Space	PC OS	375.4833	12
PC Residential	PC R1	128.7064	3
PC Residential	PC R2	618.8661	11
PC Residential	PC R3	85.4121	2
Total		17716.33	1506

This table shows the number of parcels and total acreage by zoning district for districts not detailed in the current code.

District	Abbreviation	Total Acreage	Total Parcels
Agricultural-Development Agreement	A-DA	1493.438	40
SF Residential 1	R-1	897.7054	2656
Commercial	C-1	12.66703	1
Commercial-General Business	C-2	46.23372	12
Heavy Industrial	HI	0.259223	1
Total		2450.30	2710

These data show that many zoned parcels are not treated in the current code. FNI recommends eliminating the following districts with few or no parcels: RV, W, B, E, TU, and UE. Further, consolidating similar districts into new districts with flexible standards would allow more variation in development types while reducing the complexity of the code. FNI recommends an approach that uses an equivalency table to combine similar districts into new categories reflecting the flexible, performance-focused categories of the Comprehensive Plan.

Revise the Planned Development Process

An important part of the zoning regulations update is reworking the Planned Unit Development (PUD) district standards. Traditionally, PUDs are used to accommodate a mix of uses or unique development criteria that are not otherwise supported or envisioned by a standard zoning district. Currently, they are relied upon by developers to work around provisions of the code that do not function, either procedurally or with respect to the market. The City encourages PUDs as a way to encourage higher-quality development, especially concerning appearance standards. While this approach gives elected officials increased discretion regarding new development, the review and recommendation process can be lengthy and unpredictable, which itself prevents growth. Best practices indicate that PUDs should be focused on accommodating particular projects or addressing hyperlocal visions like in Vybe Spots. This focus requires that the City's base zoning districts should have flexible standards and mixed-use allowances built-in by right. The following strategies ensure that PUD districts will achieve consistent and enforceable outcomes across the City:

- Refocus PUD standards around unique projects and direct developers away from relying on PUDs by expanding flexibility in base district standards.
- Require PUDs with enhanced standards for properties within Vybe Spots.
- Require standardized PUD district ordinances for ease of review, presentation, and enforcement following adoption. PUD district ordinances should be structured with the same headings, topics, and exhibit order to ensure that future City staff and

officials can efficiently and effectively locate and disseminate district requirements.

- Strengthen and clarify PUD district approval criteria without jeopardizing flexibility in the decision-making process. It is recommended that permissive and prescriptive language be used to establish the minimum base PUD district standards to prevent inconsistent development outcomes and interpretations.
- Review the required amenities for PUD districts to ensure the requirements align with the City's vision and current market demands.
- Codify a development process that allows City staff approval of PUD site plans that are consistent with PUD concept plans approved by the Planning & Zoning Commission and City Council.
- Consider allowing administrative approval authority for minor revisions to approved PUD district concept and site plans. Allow only minor deviations from the approved concept plan that do not affect the overall intent of the PUD district, such as changes not exceeding 5 to 10 percent of numerical values, minor relocations of proposed buildings on the site, and no changes to the approved land uses.

Simplify and Strengthen Corridor Overlay Districts

Overlay districts are currently used primarily to trigger Planning and Zoning Commission/City Council review of new uses. This strategy to increase the quality of development evolved in response to State law changes restricting general enforcement of building design standards (e.g. building materials). Instead of relying on opaque discretionary reviews that increase the cost of development and may prohibit smaller businesses from building in Kyle, high-quality development should be incentivized and made flexible by introducing point-based building- and site-design standards to the base zoning districts. With a flexible points-based system, the road-based overlay districts should be consolidated to a single Corridor Overlay district.

Introduce Form-Based Standards to Support Downtown

Downtown Kyle has experienced substantial improvement over the past few years. The public, development community, and City Council feel downtown is important, but feedback from developers indicates that downtown's existing regulatory tools do not promote the vision.

Stakeholder feedback expressed interest in implementing form-based zoning standards to achieve more vibrant, walkable development outcomes in and around downtown. Form-based standards prioritize the design and function of the built environment rather than the conventional use-based or Euclidean approach to zoning seen in many communities. While the City may not be comfortable with the complete elimination of use-based standards (e.g., permitted uses), the current zoning approach in downtown may benefit from the following strategies:

- Revise CBD-1 and CBD-2 into downtown core and downtown periphery districts, focusing on encouraging walkable uses and street activation in the core.
- Revise the dimensional criteria within the downtown area to implement build-to zones, designed to enhance walkability and create a cohesive streetscape. Unlike building setbacks, which specify minimum distances buildings must be positioned away from property lines, build-to zones encourage placing buildings closer to the street, reflecting the character of traditional downtowns. Kyle's existing built environment and consideration of utility placements and ADA compliance should dictate the threshold to ensure continuity within the downtown area.
- Consider removing or significantly reducing the parking requirements for commercial establishments within the downtown area. Given the opportunity for redevelopment and the area's historic form, a district-wide parking approach may lessen the burden on individual property owners.
- Establish mixed-use development standards, including permissible building types and permitted uses by floor. Mixed-use standards should be tailored to the local market and avoid requiring 100% ground-floor commercial uses. Small-scale mixed-use structures (i.e., two to three stories) may incrementally increase the utilization of downtown properties.
- Implement context-sensitive signage requirements that contribute to downtown's character. Consider prohibiting internal box illumination in this area.
- Develop higher-quality standards for the downtown periphery that extend the design principles and local character of the downtown area while allowing for flexible corridor commercial development. The standards should prioritize pedestrian-friendly streetscapes, cohesive architectural styles, and mixed-use opportunities, ensuring compatibility with the community's vision and the functional needs of corridor businesses.
- Residential standards in the downtown area should allow for the continuation of single-family uses, with opportunities to convert to commercial establishments using the existing built inventory. Commercial conversions should remain cognizant of surrounding residents and property owners through lighting, signage, and noise standards.

4. Concentrate Use and Development Standards

Collecting the use and development standards in one place reduces the overall complexity of the code and helps staff and applicants review development proposals. Currently, many of the development standards for zoning districts (like lot coverage, setbacks, and height) are not grouped in one place, rather they are distributed throughout Chapter 53. Some standards are in Section 53-33 General Requirements and Limitations. Some districts have uses listed under the zoning districts and some are cross referenced to Section 53-1230. Some standards such as transition standards and building

design standards are specified in each subdistrict, rather than in a separate section to apply to all development under a specific category (commercial, industrial, residential, mixed use, etc.). Updating and centralizing these standards in one place will allow them to be referenced throughout the code, making the code easier to understand and enforce.

Define and Prescribe "High-Quality" Residential Development Standards

While collecting the use standards in one place is a good first step to improving the current code, revisions to specific standards are also necessary. As the zoning districts are consolidated, the use and development standards within each district should be flexible enough to accommodate the new range of uses and strict enough to mitigate the impacts of uses on surrounding properties. Introducing form-based and performance focused standards, especially to primarily residential areas is a good way to meet both these needs.

Stakeholders noted that PUDs are frequently encouraged as the main way for the City to implement higher standards than are otherwise mandated under the base zoning regulations. Based on an assessment of recently approved plans and PUD districts, the City is interested in residential development that provides:

- A variety of housing and lot types across the development;
- Alley or slip-street configurations;
- Street sections that protect the pedestrian realm; and
- Ample and programmed open space that serves existing and future residents.

Where reasonable, the above standards should be integrated into all zoning districts' minimum residential development standards. Additional standards and strategies to codify these high-quality development standards include:

- Leverage Goodman Corporation's ongoing *Kyle Mobility Plan* (KMP 2026) work to adjust the City's standard roadway sections to confirm proper separation between pedestrians and vehicles; consider establishing street tree criteria as an appropriate means of physical separation.
- Where front-entry residential products are permitted, consider requiring slip streets or driveway layouts that require garage doors to face properties' side lot lines. Consideration should be given to the driveway's relation to the home's front door, the visual character of the street, and the overall circulation of emergency and utility vehicles.
- Codify a menu of required open space amenities, with the frequency or scale of amenities tied to the number of residential units anticipated within a development.

- Require connectivity between residential development and abutting properties to ensure proper emergency vehicle ingress/egress and to help reduce traffic congestion.
- Consider implementing a development-wide density approach (i.e., cluster developments), where higher-density products can be concentrated amongst open space or lower-density products so long as the overall density of a project does not exceed a predetermined threshold.
- Consider the creation of residential standards that require developers to use a mix of lot sizes and product types to get the maximum density allowed on a property.

Update and Simplify Commercial Development Standards

Finally, public and private stakeholders also described the City's commercial development standards as somewhat outdated and inflexible. Commercial developments are often concentrated along primary thoroughfares and are often the first impression of visitors and passersby; consequently, the City has relied upon Conditional Use Permits (CUPs) to ensure that commercial development is attractive. However, relying on CUPs creates additional work for staff and the Planning and Zoning Commission. FNI recommends revising the standards for all commercial development in the new base districts to improve aesthetics and functionality. Strategies to enhance commercial development include:

- Establish a points-based design system that encompasses both site and building design, allowing flexibility while ensuring a minimum number of design points are met in each development.
- Establish the minimum number and appropriate location of parking stalls required to be 10 feet wide and 20 feet long. Conventionally, off-street parking spaces are 8.5 feet in width and 19 feet long; however, stakeholders stressed that the additional sizing is ideal for maneuverability. A balanced approach may be to mandate larger but fewer spaces overall. When adjacent to larger parking stalls, consider allowing non-fire lane drive aisle widths of 18 feet, if maneuverability exhibits are provided.
- Require that utilities be installed underground or relocated to less prominent locations when redeveloping commercial properties.
- Relocate engineering standards, such as concrete and asphalt pavement and detention pond requirements, to an external engineering design criteria manual. Consider allowing the City Engineer to grant situational administrative waivers to strict engineering standards.
- Confirm drive-through requirements are based on modern practices (e.g., the onset of dual lanes, different ordering and pickup lanes, and deliver-to-car models).

- Ensure that alterations made by a PUD district are limited to standards within proposed UDC.

5. Expand on the Vybe Trails Plan

The Vybe Trails Plan is comprehensive in scope and frequently mentioned by staff and stakeholders. However, the codified language provides little in the way of standards and relies on narrative to communicate the plan's essentials. Rewriting the Vybe-relevant sections of the code to create additional standards and processes would enhance the impact of the Vybe Plan and make development in the identified Vybe Spots more accessible to potential developers. One concept developed in conversation with staff is creating criteria based on the Vybe Plan's narrative and requiring PUDs incorporating a minimum number of elements in a Vybe overlay area.

Strengthened standards applicable across all Vybe areas should include shade, landscaping, ADA/accessibility, and pedestrian facilities, as recommended in the existing Vybe literature. Additionally, requiring special PUDs within Vybe Spots is a way for the City to incentivize its vision for the trail network. Additional density and design flexibility can be enabled in exchange for an emphasis on pedestrian-first project design and additional public space. Vybe PUD standards should encourage the use of the trail network as a primary means of transportation and seek to integrate the surrounding area into a high-density node.

Part 2: Summary of Existing Master Plans

The City has adopted or developed several plans relevant to the UDC effort. The main plan considered in this report is the Kyle 2030 Comprehensive Plan. Additionally, FNI was directed to review the design guidelines incorporated within the Downtown Master Plan, the Downtown Master Plan public engagement results, and the Vybe Trails Plan for inclusion in the proposed edits. FNI reviewed each of the plans profiled below and collected the relevant goals. The plan goals are detailed in Appendix I: City Plan Goals and cross-referenced to the chapters in the proposed UDC outline in

Part 4: Outline of New Code. Additionally, key plan goals relevant to each chapter are noted in the recommendation sections of Part 3: Summary of Anticipated Revisions.

Kyle 2030 Comprehensive Plan (2024)

The City adopted the Kyle 2030 Comprehensive Plan in January 2024. This plan reflects the goals, objectives, and policies advocated by citizens, community leaders, the Planning & Zoning Commission, and the City Council. It introduces form-based and economic performance criteria for development and provides overarching recommendations on land use and growth management with specific guidance for neighborhoods.

Kyle Design Standards (2022)

Though not formally adopted, the Kyle Design Guidelines were identified in the project contract as a key item to analyze and incorporate into the UDC. Engagement with City staff and stakeholders revealed a preference for incorporating general standards from the Guidelines without adopting the document outright.

Kyle Downtown Master Plan (2022)

The City drafted the Kyle Downtown Master Plan in December 2022 to serve as a guide for development within the downtown area. This plan reflects the goals, objectives, and policies advocated by citizens, community leaders, the Planning and Zoning Commission, and the City Council.

Vybe Trails Plan (2021)

The Vybe Trails Plan, adopted in 2021, describes the buildout and character of the City's Vybe system with multi-modal pathways and trail-oriented development nodes. The plan also describes integration with the regional Violet Crown/Emerald Crown Trail systems. Though codified in 53-900 of the current Code of Ordinances, the standards and narrative in the Vybe Trails Plan were analyzed for rewriting and incorporation into the UDC. FNI created goals based on the Vybe Trails Plan's text to ensure the plan's intent is reflected in the proposed code updates.

Part 3: Summary of Anticipated Revisions

This section of the Diagnostic Report provides a detailed review of the current development regulations. While this summary covers the most notable revisions, it does not represent all changes to be made, as additional issues may emerge during the revision process. Alignment with the adopted master plans and proposed UDC outline, as proposed by this report, is anticipated but not expressly identified in this section.

Chapter 17 - Floods

Development Goals:
• The goal of the proposed changes to Chapter 17 – Floods is to customize and update the regulations to ensure that the standards are Kyle-specific and legally sound. • This chapter should be referenced as applicable in the zoning and subdivision chapters of the UDC. • Policy provisions should be separated from specifications throughout the chapter, relocating methods and design details to the Engineering Criteria Manual. • Consistent and direct regulatory references that provide users and staff clear expectations for Code applicability should be located in each code section. Further, all references to external regulations should be accompanied by “as amended” and “unless otherwise stated” to keep references evergreen as external regulations are adapted over time. • The updated Code should be fully aligned with the Texas Water Development Board Model Flood Damage Prevention Ordinance. • The City should consider enhanced floodplain development standards (e.g., increased free board, full no adverse impact compliance, and/or watershed-wide stormwater management plans).
What We Heard:
• Prohibit any new development with floor levels below the curb line. (Public Works Workshop 7-17-25) • Create a definition for “channels” and create clear standards for the channel setback regulations. (Homebuilders and Developers Workshop 8-4-25)
What We Recommend:
• Divisions 1-3 (Generally): Relocate technical standards (hydrology/hydraulics, Atlas-14 tables, modeling files, compensatory storage formulas) to the administratively-updatable Engineering Criteria Manual referenced “as amended”. Keep the remainder of Chapter 17 focused on purpose, applicability, permits, standards, processes, and enforcement. • Section 17-18 (Applicability): Combine with Section 17-27 (Development Permit) to create a unified ‘Applicability and Exceptions’ section defining when a Floodplain Development Permit (FDP) is required versus addressing during the Site Development Permit process. Define minor and no-impact exemptions. Include a flowchart illustrating the process(es) and cross-reference to the Site Development Permit process. • Section 17-19 (Definitions): Relocate definitions to a separate definitions chapter.

- **Section 17-23 (Purpose) and Division 2 (Administration):** Strengthen standards relevant to the following areas: Higher regulatory standards (freeboard), cumulative substantial improvement tracking (e.g., 50% over 10 years), repetitive-loss mitigation preferences, and public information requirements (interactive flood map/disclaimer).
 - Add a 'Purpose and Plan Consistency' clause. Connect the flood regulations to the Kyle 2030 and Vybe Trails Plans. Cross-reference this chapter with the Site Development Permit chapter so access, utilities, drainage, and flood decisions are coherent and reviewed once at the right time.
- **Section 17-24 (Methods):** Add explicit compensatory storage standards. Prohibit fill within the base floodplain unless hydraulically equivalent compensatory storage is provided on-site at an equal or lower elevation(s) (future-conditions basis). Put formulas/details in the ECM.
 - **Section 17-24(7) (Stream Buffers):** Relocate the stream buffer calculations (e.g., Erosion Hazard Setback, measurement from bank/top, crossing criteria) to the ECM. Allow trail and/or utility crossing based on objective findings.
- **Section 17-26 (Basis for Areas of Special Flood Hazard):** Specify the type of data used for future-conditions modelling. Require ultimate build-out hydrology and Atlas-14 rainfall for all determinations. Add a data hierarchy (FIS/LOMR → community models → applicant studies). Keep all rainfall tables and updates in the ECM.
- **Section 17-26 (Required Data) and Section 17-52(8) (Required Data):** Add triggers for 2D modeling. Define when HEC-RAS and 2D modeling is required (split flow, AO/AH, complex storage, downtown). Include prescriptive model versions (per NFIP), georeferencing, and data deliverables in the ECM.
- **Section 17-52 (CLOMR/LOMR):** Codify No-Adverse-Impact (NAI) tests. Within the floodway, set standards as follows: 0.00 ft rise with certified no-rise. Outside the floodway: allow ≤ 0.10 ft cumulative rise only with CLOMR/LOMR; require no loss of storage; require velocity control and mitigation of erosion hazards. Require proof of no-rise conditions with application submittals.
- **Section 17-53 (Permits) and 17-83 (Certified Elevations/Floodproofing):** Require elevation certificates and as-built plans to be submitted in concert with Site Development Permit submittals. Require elevation certificates at start/slab/final. Require record drawings with surveyed lowest floor, openings, and floodproofing. Require submittal of BIM/CAD & GIS model files.
- **Section 17-54 (Variances):** Tighten variance and appeal finding criteria. Recommend retaining the Board of Adjustment path for variances/appeals, but add objective findings such as: Equal/better risk, no rise beyond thresholds, no storage loss, and assured long-term operation and maintenance (O&M).
- **Section 17-82 (Materials and MEP Protection):** Add requirements for construction sequencing, stormwater pollution prevention plans, and enforcement. Require pre-construction meetings. Require stabilized construction access to building sites. Require BMP maintenance logs. Connect stop-work orders to BMP failures and unsafe staging/haul routes. Add references to the penalties section of the code.
- **Section 17-83 (Hazard Reduction Standards):** Adjust and customize this language for Kyle, specify applications to the City's unique circumstances.
 - Evaluate enhanced freeboard (FB) for new development and substantial improvements. For nonresidential development, allow Base Flood Elevation (BFE)

+1 only if floodproofed. Keep critical facilities out of the 0.2% floodplain or protect to Base Flood Elevation+3 ft if there is no practicable alternative. ○ Section 17-83(4): Location restrictions should be referenced or duplicated in the Manufactured Housing sections of the zoning chapter. ○ Combine with Section 17-85 (Standards for Areas of Shallow Flooding). ● Section 17-84 (Subdivision Standards): Reference in the subdivisions section. ○ Define “dry access” and require plats and site plans to provide at least one ingress/egress route above BFE+FB for the base flood event. Prohibit new low-water crossings unless designed to defined performance targets. Coordinate the review and requirements with the Site Development Permit process. ● Section 17-86 (Floodways): Clarify the floodway encroachment rules. Require a certified no-rise for any encroachment in the floodway, require a CLOMR/LOMR (Conditional/Letter of Map Revision) for encroachments elsewhere. Add debris sensitivity and bridge/culvert backwater runs in models.
Connections:
● Kyle 2030 Comprehensive Plan ○ Goals GEN 4.C, LUGM 5.A, LUGM 3.C, LUGM 5.B, LUGM 5.C, LUGM 5.D

Chapter 29 – Sign Standards and Permits

Development Goals:
● Enforcement- and procedures-related standards should be consolidated in one place. ● Content that does not fit content-neutral and 1st Amendment best practices should be updated. ● Text-based provisions should be combined tables with illustrative graphics for ease of use. ● Graphics for all sign types illustrating standards, measurements, and placement should be included in the updated code.
What We Heard:
● The sign standards along the I-35 corridor are generally good. (PZC Workshop 5-20-25) ● Keep or further restrict the prohibition of large pylon signs. (Staff Workshop 5-28-25) ● Clarify the applicability for wall sign standards along highways. (Staff Workshop 5-28-25) ● Add examples and graphics for sign lighting and design to the UDC. (Staff Workshop 5-28-25) ● Restrict digital signs to schools and public uses only. (Staff Workshop 5-28-25) ● Integrate dark sky-like standards into sign lighting. (Staff Workshop 5-28-25) ● Allow additional types of sign lighting like halo letters. (Homebuilders and Developers Workshop 8-4-25)

What We Recommend:

- **Section 29-1 (Purpose/Goals):** Consolidate and shorten the list of stated purposes for brevity and clarity.
- **Section 29-2 (1st Amendment):** Consolidate with the enforcement section.
- **Section 29-3 (Enforcement):** Include the Building Official or Code Enforcement Officer as a designee of enforcement authority.
- **Section 29-4 (Definitions):** Relocate definitions to a separate definitions chapter.
 - Some definitions need to be reworked to avoid 1st Amendment violations – eliminate content-specific and purpose-based standards.
 - Remove definitions that apply over multiple chapters to avoid conflicts.
 - Remove additional regulatory material from within the definitions (e.g. for billboard, model homes signs, sight triangle, and work of art).
- **Section 29-6 (Permits):**
 - **Section 29-6(b):** Cleanup duplicate language.
 - **Section 29-6(e):** Include “designee” in addition to the Building Official.
 - Reference state law for political signs.
 - Ensure signs are not placed within utility easements.
- **Section 29-7 (Applications):** Reconsider the surety bond amount required for the installation and erection of a sign. Confirm alignment with current surety bond requirements.
- **Section 29-9 (Prohibited Signs):** Include photos or graphic-based examples of each prohibited sign. Prohibit all freestanding signs placed within corner setback triangles.
 - **Section 29-9(3):** Remove distinction between on- and off-premises signs due to potential 1st Amendment issues. Ensure that sign types are not differentiated by content – determinations of whether signs are topical based on their location goes against best practices.
 - **Section 29-9(6):** Rework this section to better define the purpose and applicability of the standards.
 - Include abandoned and dilapidated signs and graffiti as prohibited sign types.
 - **Section 29-11:** Remove and reincorporate standards throughout the sign type dimensional standards.
- **Section 29-10 (Exemptions):** Consider consolidating some of the exempt signage types for ease of use.
 - **Section 29-10(4):** Consider removing the specific exemptions for “vehicle inspection stations” and “works of art”.
- **Section 29-11 (Sign Types):** Consolidate into a table format with § 29-14 – 29-18. Zoning districts may still be grouped based on sign regulation characteristics.
 - Add a requirement for unified developments to install multitenant signs instead of individual signs.
- **Section 29-12 (General Standards):**
 - **Section 29-2(a):** Relocate to the wall signs section.
 - **Section 29-12(b):** Relocate to freestanding/berm/monument signs section.
 - **Section 29-12(3):** Clarify and update for simplicity.
- **Section 29-13 (Illumination):** Combine with general provisions section.
- **Section 29-14 (SF Residential Signs):** Consolidate into a table format based on sign type for ease of use.

- Consider incorporating LED signs as a sign feature rather than a specific sign type.
- **Section 29-15 (MF Residential Signs):** Consolidate into table format based on sign type for ease of use.
 - Consider incorporating LED signs as a sign feature rather than a specific sign type.
- **Section 29-16 (Commercial Signs):** Consolidate into a table format based on sign type for ease of use.
 - Consider incorporating LED signs as a sign feature rather than a specific sign type.
 - Develop a separate section for multitenant sign regulations and include the master sign plan regulations currently in Section 29-7(d).
 - Relocate Section 29-16(m) to the procedures section.
- **Section 29-17 (I35 Signs):** Consolidate into a table format based on sign type for ease of use.
 - Consider incorporating LED and changeable copy signs as a sign feature rather than a specific sign type.
 - Relocate Section 29-17(f) to the procedures section.
- **Section 29-18 (CBD Signs):** Consolidate into a table format based on sign type for ease of use.
- **Section 29-19 (Attached Signs):** Review for and remove content-based provisions (e.g. awning, projecting, light-mounted banner).
 - Incorporate updated photos and graphics of each sign type.
 - Remove content related to sign permit procedures.
 - Simplify approval processes for light-mounted banner signs.
- **Section 29-20 (Temporary Signs):** Review for and remove content-based provisions (Construction Trades Sign, Future Development Sign, Garage-Sale Sign and Real-Estate Sign).
 - Incorporate updated photos and graphics of each sign type.
 - Resolve varying permit submission requirements.
 - Clarify on "human signs" (temporary sign type).
- **Section 29-21 (Flags):** Consolidate into the temporary sign section.
- **Section 29-23:** Remove content-based descriptions.
 - **Section 29-23(b):** Relocate to general provisions section.
 - **Section 29-23(d):** Relocate to the procedures section.
- **Section 29-24 (Other Standards):** Update sign types to remove and content-based provisions or naming conventions.
- **Section 29-26 (Hazardous Signs):** Consolidate with the prohibited signs section.
- **Section 29-27 (Abatement):** Consolidate with the enforcement section.
- **Section 29-28 (Repairs):** Consolidate with the enforcement section.
- **Section 29-29 (Appeals):** Clarify on the existence and purpose of the Sign Control Board.
 - Relocate content to the approval authorities section.
- **Section 29-30 (Penalty):** Consolidate with the enforcement section.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goal GEN 2.G
- **Vybe Trails Plan**
 - Encourages having unique signage included but not limited to grand entry signs.
 - See also: Upcoming Parks Signage Plan.

- **Downtown Master Plan**

- Sections 1.15 City Policy Action Item, 1.16 Signage Ordinance Matrix

Chapter 32 – Site Development

Development Goals:
- Processes and timelines should be updated according to best practices and state law. - Additional specific requirements and cross-references, especially as applied to grading, flood prevention, and landscaping regulations and existing conditions plans should be provided between this chapter and the Engineering Criteria Manual. - Generally, the processes within this chapter should be incorporated into the processes section of the UDC and synchronized with the subdivision procedures.
What We Heard:
- Simplify and streamline the site plan process. (Staff Kickoff Meeting 4-10-25) - Public Works should review site plans to eliminate utility, drainage, and driveway conflicts. (Public Works Workshop 7-17-25) - Requirements for non-repeating residential facades are too difficult to track for plan reviewers. (Public Works Workshop 7-17-25) - Require elements of subdivisions affecting drainage in areas with significant elevation changes to be reviewed by Public Works. (Public Works Workshop 7-17-25) - Separate engineering criteria and standards from the UDC and provide interpretation rules. (Homebuilders and Developers Workshop 8-4-25)
What We Recommend:
Section 32-19 (Definitions): Relocate definitions to a separate definitions chapter. Section 32-42 (Required) and Section 32-43 (Purpose): Clarify the scope, triggers, and exemptions from the Site Development Permit (SDP) process. Create clear 'Applicability & Exemptions' sections with thresholds for SDPs and an administrative 'Revision' path for small, measurable changes. Reference these sections in the platting exceptions section. Section 32-43 (Purpose and Applicability): Add requirements to enable enforcement of efficient network patterns (e.g., connectivity, driveway spacing, cross-access, and network impacts) at the SDP phase. - Incorporate TIA requirements based on daily trips into overall requirements. Section 32-43 (Conformance with Master Plan): Connect this chapter to the Kyle 2030 Plan. Add a 'Purpose'/'Findings' clause linking SDPs to comprehensive plan placetypes, the Vybe network, and downtown priorities. Section 32-43 and Section 32-45 (Sidewalks/Curb Ramps): Elevate accessibility requirements for all users. Require an 'Accessible Routes' sheet, PROWAG/ADA (Public Right-of-Way Accessibility Guidelines/Americans with Disabilities Act) curb-ramp geometry, detectable warnings, and a continuous accessible route from ROW to entries. Section 32-44 and Section 32-45 (Processes and Standards): Reframe Chapter 32 to focus on processes and requirements; relocate specifications and standards to ECM. Section 32-44 (Format): Add digital submittal criteria with schemas (BIM/CAD, GIS, model files, etc.). Keep sheet-size text minimal. Section 32-45 (Submittal Content) and Section 32-46 (Completeness): Enable the Director to administratively adopt submittal checklists and replace the static submittal

lists in the code. Retain authority to reject incomplete submittals at intake/completeness.

- **Section 32-45 (Floodplain Mapping/ESC Plan):** Include resilience and stormwater considerations by default. Consider full no-adverse-impact, site-scale LID (Low-Impact Development), enhanced water quality, and O&M outcomes. Relocate sizing standards and methods to the ECM. Map floodplains. Fully define ESC BMPs in the ECM.
- **Section 32-45(2)d (Existing Conditions Plan):** Review for overlap with the landscaping ordinance; reference and synchronize.
- **Section 32-45(5)f (Grading Plan):** Update ECM references.
- **Section 32-45(7) (Landscape Plan):** Include the required tree information from the preceding sections on the landscape plan. Centralize landscape/tree and shade standards in Landscaping and the ECM. At site development, require a single coordinated landscape, irrigation, and tree preservation plan.
- **Section 32-45 (Vybe Connection):** Align SDPs with the Vybe Trails Plan. Where mapped, trail easements/sections, mid-block crossings, building entries oriented to trails, and bike/golf-cart parking counts.
- **Section 32-45 (Utilities/Easements):** Clarify utility expectations at the Site Development Permit phase and coordinate review with Public Works. Require submittals to show utility to-and-through, water main looping, stub-outs, franchise coordination, and easement conflict resolution before approval; require documentation in plans.
- **Section 32-45 (ESC Plan Content/Traffic Control in ROW):** Strengthen construction-phase controls and closeout. Relocate BMP specifications to the ECM. Require a SWP3 summary, staging/haul routes, and record-drawing/O&M closeout conditions as part of the SDP process.
- **Section 32-46 (Procedure):** Create a flowchart and responsibility matrix detailing the Site Development Permit process: Pre-application → completeness → technical review rounds → decision → appeal. Consolidate the appeals process.
- **Section 32-47 (Notification):** Confirm the notification sequence is current and compare with other notification sections. Create a new notification graphic showing the process.
- **Section 32-49 (Submittal Timelines/Vesting):** Modernize the vesting, expirations, and extensions provisions in this section and in Section 32-51. Tabulate the statutory clocks and align inception/vesting/dormancy dates. Provide for an administrative extension with criteria.
 - **Section 32-49:** Consider updating the site plan expiration timeline based on other plan types.
 - **Section 32-49(1):** Move definitions into a separate definitions chapter.
- **Section 32-50 (Minor Amendments/Alternative Compliance):** Add sections detailing Alternative Compliance and Minor Amendment processes and criteria. Create an administrative path for equivalent-or-better outcomes and ≤5–10% numeric tweaks; keep major changes in 'Revision' path.
- **Section 32-51 (Extension):** Review against state vesting language.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals GEN 2.G, GEN 4.A, GEN 4.D, GEN 4.F

Chapter 38 – Streets, Sidewalks and Other Public Places

Development Goals:

- The Vybe Trails Plan's vision and the City's roundabout standards should be included as default options for new development.
- Sidewalks should be included as part of the transportation network.
- Definitions and standards should be streamlined and cross-references to other chapters should be made throughout the chapter.

What We Heard:

- Coordinate proposed changes with the ongoing Transportation Master Plan process. **(Staff Kickoff Meeting 4-10-25)**
- Clarify the meaning and applicability of the street naming regulations and create standards so park and trail naming can work the same way. **(Parks Department Workshop 7-8-25)**
- Enable ROW license agreement fees to be calculated as a percentage of the CAD value of a property and adopted in a separate fee schedule. **(Kyle Engineering Workshop 7-17-25)**
- Enable waivers for parking in license agreements, especially in the downtown area. **(Kyle Engineering Workshop 7-17-25)**
- Separate engineering criteria and standards from the UDC and provide interpretation rules. **(Homebuilders and Developers Workshop 8-4-25)**

What We Recommend:

- **General:** Require a ROW permit for driveway removal/replacement.
- **Section 38-21(Sidewalk Maintenance):** Cross-reference to Chapter 41 (Subdivisions) provisions relating to sidewalk locations and maintenance.
- **Section 38-22(b) (Parking Prohibitions):** Add exception for residential delivery services e.g. package, mail, and food. Confirm applicability in connection with designated bike routes. Consider relocating provisions to a section with other parking regulations.
- **Section 38-23(c) (Roundabouts):** Update language to use required traffic studies to determine optimal intersection treatments, prioritizing roundabouts as the preferred option.
- **Section 38-24 (Overhead Utilities):** Resolve conflict between this section and the undergrounding requirement in Chapter 50 (Utilities).
- **Section 38-42 (Definitions):** Move definitions into a separate definitions chapter.
- **Section 38-48(c) (Sidewalk Obstructions):** Clarify the exception for cars in driveways parked across sidewalks. Especially in light of the Vybe standards, driveway dimension (including lot size and setback) standards should be calibrated to fully accommodate vehicles and not impact connectivity.
- **Section 38-73 (Definitions):** More definitions into a separate definitions chapter.
- **Section 38, Article IV, Division 2 (Streets and ROW):** Some Vybe dimensional standards can be located/cross-referenced here.

- **Section 38-157 (City Land):** Review city facility proximity standards. Recommend making adjustment for how this is calculated in denser areas/areas with smaller setbacks.
- **Section 38-194 (Erosion):** Reference Chapter 50, Article IX (Stormwater Regulations).
- **38 Article VI (Train Depot):** Review for ways to establish better maintenance and upkeep rules.
- **Section 38-218 (Definitions):** Move definitions into a separate definitions chapter.
- **Section 38-274 (Prohibited Uses):** Review (6) and (12) for compliance with First Amendment principles.
- **Section 38-331 (Definitions):** Move definitions into a separate definitions chapter.
- **Section 38-351 (Networks/Purpose):** Cross-reference/combine with Wireless Transmission Facilities in Chapter 53 (Zoning).
- **Section 38-352 (Definitions):** Move definitions into a separate definitions chapter.
- **Section 38-353 (Permitted Uses):** Confirm this matches the standards in Chapter 53 (Zoning).
- **Section 38-355(d) (Zoning Standards):** Contradicts Section 38-355(a) regarding the applicability of zoning standards.
- **Section 38-356(d) (Permit Effects):** Clarify that business competition is not included as a valid "adverse effect" that would prevent permit issuance.
- **Section 35-361 (Design Manual):** Cross-reference this section in the zoning standards sections above/Chapter 53 (Zoning) as applicable.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals LUGM 4.C, LUGM 4.D
- **Vybe Trails Plan**
 - Section on Estimated Costs
- **Downtown Master Plan**
 - Sections 1.1 Downtown Master Plan Overview, 1.15 Pedestrian Experience, Mixed-Use: Focus Areas, I-35 Corridor

Chapter 41 – Subdivisions

Development Goals:

- This chapter should incorporate the recommendations of the Comprehensive Plan, help the code communicate with Chapters 38 (Streets, Sidewalk and Other Public Places) and 53 (Zoning), and add graphics to illustrate the review and approval processes.
- Additional options for administrative approval of plats and clarifications on the existing processes should be prioritized.
- ROW and easement policies should be consistent with and cross-referenced to other chapters and should incorporate the Vybe standards by default.
- Update all transportation and ROW standards based on the ongoing Kyle Mobility Plan project and cross-reference standards between the ECM and UDC.

What We Heard:

- Coordinate proposed changes with the ongoing Transportation Master Plan process. **(Staff Kickoff Meeting 4-10-25)**
- Standardize the subdivision improvement acceptance process and timeline; clarify the sequence of completion. **(Staff Kickoff Meeting 4-10-2025)**
- Enable staff to adopt an independent guide to required fixtures (e.g. streetlights). **(Staff Kickoff Meeting 4-10-25)**
- Enable staff to adopt an independent list of plat submittal requirements – particularly to allow staff to require the information they need to prevent utility overlaps. **(Staff Kickoff Meeting 4-10-25)**
- Standardize vesting and expiration dates/timeframes within state allowances across the code. **(Staff Kickoff Meeting 4-10-25)**
- Set requirements for low-water landscaping that anticipate HOA standards. **(PZC Workshop 5-20-25)**
- Coordinate sidewalk and landscaping regulations to ensure all sidewalks are shaded. **(PZC Workshop 5-20-25)**
- Meandering parking lots and interesting lot layouts like Buda's Mill & Grain Company are good. **(PZC Workshop 5-20-25)**
- Widen roads around townhouse uses. **(PZC Workshop 5-20-25)**
- Ensure the City's street standards are met even on private roads. **(PZC Workshop 5-20-25)**
- Roads within residential subdivisions are too wide, long, and straight. Break up roads to slow traffic and introduce traffic calming measures. **(PZC Workshop 5-20-25)**
- Adjust plat and site plan expiration timelines to match. **(Staff Workshop 5-28-25)**
- Require pocket parks within a quarter mile of all new residential development. **(City Council Workshop 7-1-25)**
- Focus on pedestrian mobility and safety improvements like intersection lighting, crosswalks/protected sidewalks, and connectivity. **(City Council Workshop 7-1-25)**
- Create minimum base details for parks facilities to be dedicated. **(Parks Department Workshop 7-8-25)**
- Enable staff to make a determination on the quality of land and size/proportion of land dedication and fee-in-lieu possible for a given plat. **(Parks Department Workshop 7-8-25)**
- Create code language addressing e-bikes and distinguishing rental/charging facilities from the use of personal e-bikes. Create a connection to Vybe Spots. **(Parks Department Workshop 7-8-25)**
- Allow public art as a type of dedicated amenity and establish standards for installation and maintenance. **(Parks Department Workshop 7-8-25)**
- Incorporate trails as part of the Transportation Master Plan and remove the parkland dedication credit for trails. **(Parks Department Workshop 7-8-25)**
- Require improvements like streetlights, sidewalks, roads, and utilities to be completed before the Final Plat is approved. **(Kyle Water Workshop 7-17-25)**

- Require looping and “to and through” water and wastewater system design by default. **(Kyle Water Workshop 7-17-25)**
- Require applicable Development Agreements to be submitted with construction plans to aid review. **(Kyle Water Workshop 7-17-25)**
- Ensure trees, hardscape, signs, and structures are not permitted in easements. **(Kyle Water Workshop 7-17-25)**
- Require easements dedicated in separate instruments to be submitted in plat review packages. **(Kyle Water Workshop 7-17-25)**
- Enable onsite water reuse like AC condensation capture and stormwater capture. **(Kyle Water Workshop 7-17-25)**
- Require French drains and other stormwater facilities to be shown in utility plan sets. **(Kyle Water Workshop 7-17-25)**
- Synchronize roadway standards with Transportation Master Plan rewrite and add standards for alleys. **(Public Works Workshop 7-17-25)**
- Require elements of subdivisions affecting drainage in areas with significant elevation changes to be reviewed by Public Works. **(Public Works Workshop 7-17-25)**
- Require intersection bulb-outs on new streets. **(Public Works Workshop 7-17-25)**
- Create a way to make subdivision roads, sidewalks, curbs, and drainage facilities maintainable until bonds are released to reduce the impact of construction activities on public facilities. **(Public Works Workshop 7-17-25)**
- Require retention and detention ponds to be created on individual lots with restrictions instead of easements. Require maintenance of pond outfall and regular dredging and maintenance. **(Public Works Workshop 7-17-25)**
- Cross-reference and centralize Vybe standards so they are easier to access and apply. **(Kyle Engineering Workshop 7-17-25)**
- Allow access requirements to vary based on building typologies. Establish a clear range of standards in the code to reduce the necessity of interpretations. **(Kyle Engineering Workshop 7-17-25)**
- Reduce the standard amount of maintenance bonds from 2 years at 35%. **(Kyle Engineering Workshop 7-17-25)**
- Exempt single family residential from sidewalk maintenance. **(Kyle Engineering Workshop 7-17-25)**
- Separate engineering criteria and standards from the UDC and provide interpretation rules. **(Homebuilders and Developers Workshop 8-4-25)**
- Clarify TIA applicability and triggers. **(Homebuilders and Developers Workshop 8-4-25)**

What We Recommend:

- **Section 41-1 (Definitions):** Move definitions into a separate definitions chapter.
- **Section 41-6 (Unrecorded Subdivisions):** Clarify the language and process in this section.
- **Section 41-8 (Infrastructure Acceptance):** The exception identified in this section should be discussed in the performance and maintenance section.
- **Section 41-10 (Exceptions):** Rewrite this section to clarify the process and standards.

- **Section 41-14 (Permit Conditions):** Group the Site Development Permit process with other subdivision processes in one section. Additionally, consider limiting the allowed exemptions from the engineering design criteria.
- **Section 41-47 (Procedures):** Simplify and clarify the process sections. Add graphics as applicable.
 - **Section 41-47(g)(2)(a):** Move formal submittal requirements out of the code and enable the Planning Department to publish separate checklists.
 - **Section 41-47(g)(2)(b):** Confirm that the requirement to use a particular provider for water/wastewater modelling is enforceable.
- **Section 41-47.1 (Extensions):** Review and update expiration and extension procedures against state law and other code sections.
- **Section 41-47.2 (Alternative Procedures):** Review alternate review process and staff capacity. Update or scale back as applicable.
- **Section 41-48 (Concept Plan):** Create graphics showing the processes and exceptions for the main subdivision processes.
- **Section 41-51.2 (Definitions):** Move definitions into a separate definitions chapter.
- **Section 41-51.3(4) (Inception):** Building permit timing seems to contradict the timing in Section 41-51.4(1).
- **Section 41-51.5(d) (Other):** Review criteria/findings for vesting decisions.
- **Section 41-52(b) (Final Plat):** Clarify that the Planning Director may approve Final Plats that meet the Subdivision Regulations (without requiring waivers, etc.), align with previously approved Preliminary Plats (if applicable), and do not require fiscal surety to delay infrastructure improvements. Streamline minor plat processes by clearly defining criteria for administrative approval versus Planning and Zoning Commission review.
- **Section 41-53(a) (Final Procedures):** Clarify approval and recordation process to remove ambiguity around Planning and Zoning Commission and City Council approvals.
- **Section 41-53(j)(2)(d) (Maintenance Bond):** Review maintenance bond amount and adjust as applicable.
- **Section 41-53(l) (Building Permits):** Clarify on sequencing of public improvements and development permits. Require public improvements to be completed prior to development permit issuance.
- **Section 41-56(b)(1)(a)(2) (Resubmission):** Confirm that "master plan" refers to the City's adopted comprehensive plan and define/cross-reference as applicable.
- **Section 41-58 (Replatting):** Clarify and streamline the notifications section.
- **Section 41 Article III (Special Projects):** Review to remove overlap between this section and others pertaining to PUDs. Centralize PUD provisions in one section.
- **Section 41-78(c)(1) (PUD Process):** Ensure that the review and hearing processes in this section and in Chapter 53 (Zoning) are consistent.
- **Section 41-81 (Private Facilities):** Provide additional details on private streets and allow them by waiver only.
- **Section 41-82 (Rural Subdivisions):** Review rural development standards with an eye to the comprehensive plan's downtown focus – consider disabling development in rural areas.
- **Section 41 Article IV (Plat Packages):** Enable plat package content requirements to be posted administratively in separate forms.

- **Section 41-109(15) (Preliminary Package):** Require utilities and public improvements to be shown in basic detail in preliminary plat packages to avoid utility overlaps.
- **Section 41-109(f) (Preliminary Package):** Create an acknowledgement/approval section for TxDOT (Texas Department of Transportation) approval or require proof of approval to be submitted with the plat package.
- **Section 41-134(a)(2) (Standards and Specifications):** Check references and update. Clarify provisions on uncodified ordinance and include adjustments/exceptions to processes.
- **Section 41-134(a)(6) (Street Names):** Include a reference to Council's final authority in naming.
- **Section 41-134(a)(7) (Construction Standards):** Update ECM reference. Incorporate in ECM the Batch Detention Pond requirements, ensuring the Austin ECM 1.6.5.C requirements are reflected.
- **Section 41-135(b) (Blocks):** Update block types by placetype. Update distances to increase density and create slim streets/intersection bulb-outs in urban placetypes. Allow narrower streets provided one side of each block has access to a higher classification roadway.
- **Section 41-135(c) (Commercial/Industrial Blocks):** Adjust these standards based on the desired typology of future commercial/industrial development.
- **Section 41-136(a) (Lots):** Reference the land use chart. Review for potential to integrate this information into the zoning chart.
 - Expressly prohibit land-locked and flag/panhandle lots. Clarify access standards for residential lots. Illustrate lot standards with graphics, tables, and typical layouts. Introduce flexibility provisions (such as clustering or density transfer) to preserve open spaces and natural resources.
- **Section 41-136(e) (Lot Arrangement):** Include multiway boulevards as an alternative to locating residences with rears to major thoroughfares.
- **Section 41-136(f) (Subsequent Platting):** Clarify on the process following the exception to this standard. Comparable sections require infrastructure at certain stages.
- **Section 41-136(g) (Utility Lots):** Relax restrictions on the placement of utility lots since trails and parks are included. Alternatively, remove trails and parks and create a separate section without the "where necessary" restriction.
- **Section 41-137(Streets):** Include language pertaining to connections to substandard streets, especially regarding additional ROW and pavement improvements, the addition of turn lanes, and inclusion of pedestrian facilities.
 - Add a definition for substandard streets.
 - Add a definition of roundabouts that includes all variations/types.
 - Adjust roadway widths at intersections, maintaining widths otherwise.
- **Section 41-137(a)(1) (Streets Layout):** Adjust to treat the Vybe network as part of the broader transportation network, with a requirement to include like roads. This would reduce the likelihood of large portions of the Vybe network being shared streets. Additionally, Vybe standards include provisions for relaxed development standards on lots that front exclusively/mostly onto the trail instead of roads. The impact of the Vybe plan is lessened if it is mostly roads. If these provisions are supposed to apply even on shared road corridors, we need language stating that. Connect to street classifications, as revised by the ongoing Kyle Mobility Plan.

- **Section 41-137(b) (Adjoining Streets):** Practical downsizing should also be permitted where required based on the placetype/comprehensive plan designation for the area. Include a minimum required connectivity index to promote pedestrian and vehicular connectivity in new subdivisions. Specify minimum driveway separation.
- **Section 41-137(g) (Intersections):** Repeat or cross-reference the roundabout as the preferred intersection type for roads of a certain size/meeting other criteria. Revise based on the ongoing Kyle Mobility Plan.
- **Section 41-137(g)(1) (Intersections):** Clarify that intersections of more than two roads are permissible if appropriate intersection traffic control measures are included – with high priority for roundabouts. Consider contextual cross-access requirements with shared driveways to reduce turning conflicts. Include a minimum requirement for curb cuts table, varying depending on the classification of streets.
- **Section 41-137(j) (Local Streets):** Revise language to reflect local residential streets should be designed to provide access to residential, connecting to higher tier streets.
- **Section 41-137(k)(2)(b) (ROW Width):** Clarify; the current language seems to require that each side of a divided road must have a pavement width equal to the roadway width it would have if it were undivided. Clarify within this subsection that ROW includes pedestrian improvements. List alleys within this section and remove residential lanes. Ensure that updated section reflects results of ongoing Kyle Mobility Plan.
- **Section 41-137(l) (Minimum Public Street Pavement Profile):** Based on staff feedback, revise the minimum typical street section to consist of 10" of compacted flexible base material overlaid by 2" of hot mix asphaltic concrete. Update the corresponding sections in the ECM to match.
- **Section 41-137(o) (Signs and Markers):** Update to read "Signs and Pavement Markings". Include reference to the "latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD)"; remove reference to "Department of Transportation".
- **Section 41-137(p)(4) (Streets Fees):** Remove fee table from code and refer to independently adopted fee schedule.
- **Section 41-139 (Crosswalks):** Confirm and make Vybe trail standards and other crosswalk/pedestrian amenity widths a standard size. Include requirement for appropriate pedestrian crossing treatments per TMUTCD and other standards/guidelines.
- **Section 41-140 (Watershed/Flood Prevention):** Cross-reference to other stormwater sections and synchronize.
- **Section 41-140(b)(5) (Flood Prevention):** Centralize floodplain development regulations in one place. Make references and regulations consistent so that "no development" is not listed without a reference to exceptions elsewhere.
- **Section 41-141(a) (Utility Easements):** Review easements for side and rear yards and further specify utilities and providers permitted to use such easements. Remove rear yard easements, enable easements in side and front yards. If multiple utilities are in place, allow/require wider utility easements to accommodate maintenance. Establish encroachment criteria within this chapter to address scenarios where signs or structures encroach easements.
- **Section 41-141(g)(1) (Property Owner Maintenance):** Reference landscape chapter in this section.
- **Section 41-142 (Minimum Wastewater Utility Main Sizing):** Revise to prohibit public wastewater mains smaller than 8". Reflect requirements in ECM.

- **Section 41-143(a)(2) (Sidewalks):** Consider eliminating fee-in-lieu option for sidewalk construction. Require quality assurance review at project closeout.
- **41-143(a)(2)(a)(3) (Sidewalks):** Remove option between Vybe and sidewalks. Require Vybe standards where shown as for other transportation infrastructure.
- **Section 41-143(a)(2)(b) (Sidewalks):** Review requirements to encourage sidewalks at redevelopment/roadway improvement in the downtown area.
- **Section 41-144(a) (Alleys):** Connect this section to Chapter 53 (Zoning). Encourage alleys in medium-density and higher-density residential developments to promote rear-loaded garages and improved street aesthetics. Alleys support better neighborhood design and increased walkability, consistent with Comprehensive Plan goals. Ensure alley width exceeds IFC minimum if utilities will be located in alleys.
- **Section 41-146 (Streetlights):** Enable Public Works to establish an acceptable fixtures list administratively (in ECM).
 - Section 41-146(a)(2): Update street classifications based on the ongoing Kyle Mobility Plan project.
 - Section 41-146(a)(4): Clarify that streetlights shall be located at intersections with a history of nighttime crashes.
 - Section 41-146(a)(5): Clarify that streetlights are required at roundabouts to ensure visibility of pedestrians and vehicles.
 - Section 41-146(f)(4): Clarify language relating to adequate lighting, specifying adequacy for trail users.
 - Section 41-146(g): Consider eliminating decorative lighting for arterial and collector streets.
- **Section 41-146(e)(1) (Streetlights):** Require this and other utilities at the preliminary platting stage to avoid conflicts later.
- **Section 41-146(e)(3) (Streetlights):** Add details/language to reflect that only certain types pre-selected by Public Works are allowed; add replacement requirements.
- **Section 41-147(b) (Parkland):** Review and update parkland dedication calculation methods as applicable.
- **Section 41-147(d) (Parkland):** Review with staff to determine if fee by default should remain.
- **Section 41-147(i) (Parkland):** Review with Parks to determine preferred/required amenities that dedicated parks should include. Establish minimum development standards.
- **Section 41-178 (Definitions):** Move into a separate definitions chapter.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goal LUGM 6.E

Chapter 47 – Local Traffic Regulations

Development Goals:

- The Local Traffic Regulations should be revised to ensure alley regulations and use-related standards like parking are referenced in the zoning chapter.

- Golf cart regulations should be reviewed for conformity with the Vybe plan's vision for Kyle's mobility.

What We Heard:

- Focus on pedestrian mobility and safety improvements like intersection lighting, crosswalks/protected sidewalks, and connectivity. **(City Council Workshop 7-1-25)**
- Incorporate trails as part of the Transportation Master Plan and remove the parkland dedication credit for trails. **(Parks Department Workshop 7-8-25)**
- Synchronize roadway standards with Transportation Master Plan rewrite and add standards for alleys. **(Public Works Workshop 7-17-25)**
- Require intersection bulb-outs on new streets. **(Public Works Workshop 7-17-25)**
- Create load limits for residential streets and enable designated truck routes. **(Public Works Workshop 7-17-25)**
- Cross-reference and centralize Vybe standards so they are easier to access and apply. **(Kyle Engineering Workshop 7-17-25)**

What We Recommend:

- **Section 47-26 (General Parking Restrictions):** Add standard parking restrictions at intersections, fire hydrants, etc. or refer to State Law section pertaining to this and all the ones from Section 47-203(e)(1) and (2).
- **Section 47-29 (Parking):** Duplicate alley parking rules into alleys section of the UDC.
- **Section 47-34 (Loading Zones):** Curb loading zones may be integrated into placetype standards for downtown areas. Reference in Chapter 53 (Zoning) design standards/parking design standards.
- **Section 47-35 (Disabled Parking Spaces):** Update "disabled" and "handicap" to "accessible parking" here and throughout the code.
- **Section 47-36 (Yard Parking):** Front yard parking regulations can be referenced in the residential design or use standards.
- **Section 47-38 (Vacant Lots):** Vacant lot parking can be incorporated into the zoning code as a use requiring a permit.
- **Section 47-39 (Commercial Vehicles):** Parking vehicles other than noncommercial in residential areas can be incorporated into the zoning code as a use requiring a permit.
- **Section 47-62 (Commercial Vehicles):** Commercial vehicles in residential areas can be incorporated into the zoning code as a use requiring a permit.
- **Section 47-101 (Traffic Control Devices):** Update language to make the following approvals administrative:
 - Add, remove or modify parking restrictions,
 - Add, remove or modify traffic control devices (stop signs, traffic signals), and
- **Section 47 Article VI (Golf Carts):** Golf cart regulations should be incorporated or cross-referenced in the Vybe sections of UDC.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals GEN 1.E, GEN 4.E, LUGM 4.C, LUGM 4.E, NH 3.E
- **Downtown Master Plan**
 - Sections 1.7 Key Takeaway from Public Input, 1.19 Traffic & Parking Proposals

Chapter 53 – Zoning

Development Goals:

- The main recommendation for Chapter 53 - Zoning is to rewrite in a way that uses an equivalency table to combine existing zoning districts into more general districts with a hybrid form-based approach.
- The number of zoning districts should be minimized by deleting underused districts and consolidating similar ones.
- The use regulations should not use SIC codes; instead, the new code should use by-district standards for allowed and permitted uses.
- Parking standards should be updated by district or use, allowing market-based solutions where appropriate and setting minimum standards for uses with current underparking issues. Additionally, enhanced parking areas with pedestrian circulation and interior landscaping should be required by default.
- The new code should use a points-based site design system that encompasses building form and design, landscaping, parking, building materials, and resilience.
- The Vybe standards and processes should be clarified and united with the rest of the zoning regulations.
- The uses and site development regulations should allow for and encourage outdoor uses/activities; landscaping, trails, and playgrounds should incorporate green/natural shading.

What We Heard:

- Simplify and streamline the site plan process. **(Staff Kickoff Meeting 4-10-25)**
- Simplify the food truck standards to address the problem of most not meeting regulations/requiring variances. Enable city-owned mini-kitchens per the Denver example. **(Staff Kickoff Meeting 4-10-25)**
- Review and consolidate 1978 residential and C2 district zoning ordinances into new UDC. **(Staff Kickoff Meeting 4-10-25)**
- Standardize vesting and expiration dates/timeframes within state allowances across the code. **(Staff Kickoff Meeting 4-10-25)**
- Establish one-year expiry for CUPs that haven't been developed. Explore options for establishing an expiration for PUD concept plans. **(PZC Workshop 5-20-25)**
- Adjust I-35 overlay standards to require meeting them as a minimum. Introduce flexibility and reduce the necessity for variances. **(PZC Workshop 5-20-25)**
- Adjust requirements for rear garage doors and garage doors with glass windows in the I-35 overlay since these always receive a variance – provide as an option instead. **(PZC Workshop 5-20-25)**
- Adjust requirements for no blank walls in the I-35 overlay since variances are always requested – provide as an option instead. **(PZC Workshop 5-20-25)**
- Allow greater diversity in single family products. **(PZC Workshop 5-20-25)**

- Promote development on the Vybe system and slow down development on the I-35 corridor. **(PZC Workshop 5-20-25)**
- Dense mixed-use projects and more downtown activation are priorities. **(PZC Workshop 5-20-25)**
- Promote multimodal layouts/options in the downtown area. **(PZC Workshop 5-20-25)**
- Require driveways to be long enough that cars do not block sidewalks. **(PZC Workshop 5-20-25)**
- Use a market-based parking strategy. **(PZC Workshop 5-20-25)**
- Meandering parking lots and interesting lot layouts like Buda's Mill & Grain Company are good. **(PZC Workshop 5-20-25)**
- Flexible standards risk getting inferior development but enable more leeway for quality development. **(PZC Workshop 5-20-25)**
- Avoid logistics parks, large light industrial, warehouse, and data center uses. **(PZC Workshop 5-20-25)**
- Strengthen standards along the FM 150 corridor. **(PZC Workshop 5-20-25)**
- Adjust architectural requirements in overlay districts to be flexible and not require elements simply to check boxes. **(PZC Workshop 5-20-25)**
- Reduce requirements where existing buildings are being repurposed. **(PZC Workshop 5-20-25)**
- Strengthen design standards for multifamily development, avoid "blocky" facades and strange material changes. **(PZC Workshop 5-20-25)**
- Enable template building plans for things like ADUs the PZC wants to see built. **(PZC Workshop 5-20-25)**
- Require a second reading of PUDs at PZC to slow the PUD process down. **(PZC Workshop 5-20-25)**
- Do not allow more single-family-only developments. **(PZC Workshop 5-20-25)**
- Delete the permitted uses table and focus on form-based TND development. **(PZC Workshop 5-20-25)**
- Incentivize infill development. **(PZC Workshop 5-20-25)**
- Enable standardized PUD and Development Agreement templates. **(Staff Workshop 5-28-25)**
- Enable a fee for Development Review Committee meetings that can offset the full application submittal fees. **(Staff Workshop 5-28-25)**
- Introduce flexibility that will reduce reliance on Development Agreements and PUDs. **(Staff Workshop 5-28-25)**
- Allow flexibility for townhomes, less than 4/lot. **(Staff Workshop 5-28-25)**
- Regulate residential development by the number of units/lot and allow a variety of forms. **(Staff Workshop 5-28-25)**
- Incentivize small, local businesses in downtown area. **(Staff Workshop 5-28-25)**
- Adjust parking minimums, but bear in mind that many areas have poor pedestrian connectivity and market-based solutions don't always work. **(Staff Workshop 5-28-25)**

- Introduce a zoning strategy that implements some flexibility and TND principles without relying heavily on staff interpretation. **(Staff Workshop 5-28-25)**
- Review standards applicable to downtown redevelopment and upgrades to reduce the impact on small and local businesses. **(Economic Development Board Meeting 6-4-25)**
- Adjust the I-35 overlay standards to be attainable for small businesses. The current standards can only be met effectively by large developers. **(Economic Development Board Meeting 6-4-25)**
- Integrate standards from the Tree City USA, Bee City, and Monarch City programs into the UDC. **(Parks Department Workshop 7-8-25)**
- Public Works should review site plans to eliminate utility, drainage, and driveway conflicts. **(Public Works Workshop 7-17-25)**
- Requirements for non-repeating residential facades are too difficult to track for plan reviewers. **(Public Works Workshop 7-17-25)**
- Cross-reference and centralize Vybe standards so they are easier to access and apply. **(Kyle Engineering Workshop 7-17-25)**
- Clarify permitted temporary uses and processes for construction activities and cross-reference across the UDC. **(Kyle Engineering Workshop 7-17-25)**
- Prohibit offsite staging for construction activities. **(Kyle Engineering Workshop 7-17-25)**
- Create a comprehensive zoning use chart. **(Kyle Engineering Workshop 7-17-25)**
- Allow access requirements to vary based on building typologies. Establish a clear range of standards in the code to reduce the necessity of interpretations. **(Kyle Engineering Workshop 7-17-25)**
- Contextualize the parking requirements, keeping the minimums for residential development. Establish flexible alternative compliance standards. **(Kyle Engineering Workshop 7-17-25)**
- Remove the standards allowing required parking to be replaced by golf cart parking and require additional golf cart parking in proximity to Vybe Spots. **(Kyle Engineering Workshop 7-17-25)**
- Expand the allowance for shared parking. **(Kyle Engineering Workshop 7-17-25)**
- Require crosswalks and sidewalks to connect parking areas within shopping centers. **(Kyle Engineering Workshop 7-17-25)**
- Enable a parking variance fee to fund downtown parking infrastructure. **(Kyle Engineering Workshop 7-17-25)**
- Create standards for overlay districts which currently have none. **(Homebuilders and Developers Workshop 8-4-25)**
- Reduce the submittal requirements for CUPs since Planning and Zoning Commission meetings often lead to redesigns and adjustments to proposed projects. **(Homebuilders and Developers Workshop 8-4-25)**
- Create a CUP option where approval does not require a hearing unless variances are requested. **(Homebuilders and Developers Workshop 8-4-25)**

- Consider reducing the minimum residential lot sizes in exchange for higher design standards. **(Homebuilders and Developers Workshop 8-4-25)**
- Separate engineering criteria and standards from the UDC and provide interpretation rules. **(Homebuilders and Developers Workshop 8-4-25)**
- Make the overlay standards requiring development to be "like neighboring properties" more specific. **(Homebuilders and Developers Workshop 8-4-25)**
- Clarify TIA applicability and triggers. **(Homebuilders and Developers Workshop 8-4-25)**

What We Recommend:

- **Section 53-5 (Definitions):** Relocate definitions to a separate definitions chapter.
 - Update definitions that include district-specific language or references to other chapters of the UDC.
 - Align "Dwelling" and "Family" definitions with state law.
 - Confirm that PUD definitions match the description in the PUD section regarding district size.
 - Update "mobile home" terminology to "manufactured home" throughout, to refer to post-1976 HUD-Code homes. New placements of pre-1976 mobile homes should not be permitted.
 - Manufactured Home. A dedicated zoning district that allows Manufactured Homes by right. This new zoning district must be incorporated in the updated zoning map.
- **Section 53-7(3) (Exemptions):** The exemption from building garages in the original town area may be eliminated by form-based standards.
- **Section 53-33 (General Requirements and Limitations):** Add language prohibiting improvements in corner sight triangles. Consider removing language allowing on-street parking to count toward minimum requirements except in downtown.
- **Section 53-33(b) (Signs and Billboards):** Relocate sign-related provisions to a separate signs chapter; Confirm standards comply with First Amendment best practices.
- **Section 53-33(c)(1) (Structures and Buildings):** Add a requirement to adhere to the design/form/character standards for the designated placetype district, as applicable.
- **Section 53-33(c)(2)(b) (Structures and Buildings):** Confirm height exceptions and applicability to religious land uses - there are several sections with exceptions that should be synchronized.
- **Section 53-33 (Charts 1-4):** Combine into one chart, perhaps with Use Chart in Section 53-1230.
- **Section 53-33 (Chart 1, Note 15):** The exception to height limits for structured parking seems to have no limit.
- **Section 53-33(l)(1) (Impervious Coverage):** Keep or expand the CBD-1 impervious cover limit at 70% for pre-existing buildings.
- **Section 53-33(n) (Development and Maintenance Standards for Parking Areas):** Centralize parking regulations in a separate section.
- **Section 53-33(n)(6) (Development and Maintenance Standards for Parking Areas):** Relocate parking screening to the parking section and reference in the landscaping section.
- **Section 53-33 (Chart 4):** Revise use classifications to remove SIC codes. Create flexible parking standards allowing for shared parking.

- **Section 53-33 (Chart 4 Note 1):** Codify the provision that City Council can waive or modify parking requirements in the original town area and update to change the approval authority to be administrative; add a threshold establishing a P&Z/Council approval.
- **Section 53-33(p) (Exceptions):** Confirm the intent of exceptions for "comprehensive zero lot line residential development or other innovative housing development", which is currently exempted from all Section 53-33 standards.
- **Section 53-33(r)(3) (Accessory Uses and Structures, Separately and In Combination):** Set the default location standards for accessory buildings to the minimums required by the fire code, provide additional standards based on zoning district or placetype.
- **Section 53-33(r)(6) (Accessory Uses and Structures, Separately and In Combination):** Confirm detached solar panel installations do not count as accessory structures in residential districts if only one accessory structure is allowed.
- **Section 53-34(a) (Establishment of Zoning Districts):** The table's third column is superfluous. Add a table establishing zoning district equivalencies based on the zoning update.
- **Section 53-34(b) (Zoning Map):** Clarify the working structure of the City's development services. The current code has everything in the zoning chapter routed through the Building Official.
- **Section 53-34(c) (District Boundaries):** Add interpretation rule(s) for adjacency to this section.
- **Section 53-35(a) (Interim Zoning District):** Create language requiring the selection of a particular zoning district upon annexation.
- **Sections 53-36, 53-37 (Agricultural District A, Urban Estate District UE):** Allow schools and churches by-right.
- **Sections 53-63 (Purpose and Permitted Uses):** Here and in the following zoning districts, there's an opportunity to simplify by creating a single standard based on minimum lot size or density instead of including both with different figures.
- **Sections 53-65(4) (Conditions and Limitations):** Here and in the following districts, building materials regulations should be eliminated and substituted for incentives/other design standards.
- **Section 53-143(4) (Rear Minimum Setback):** Reduce the 15' setback between detached garages and main structures to the minimum allowed by the fire code and adjust on a by-district basis if needed.
- **Sections 53 Div 6-8 (Residential Condominium R-1-C, Residential Two-Family R-2, Multifamily Residential 1, R-3-1):** Consolidate these low-intensity condominium, townhouse, and multifamily uses into a single district with additional standards.
- **Section 53-239(3) (R-3-1, Distance Between Buildings):** Reduce the minimum 45-foot distance between buildings to enable the smaller garden-style projects the purpose section states the district is for.
- **Division 9-10 (R-2-3, R-3-3):** Consolidate these districts into a single district with additional standards based on size or number of units.
- **Article 2, Division 11-13 (M-1, M-2):** Consolidate these districts into one district with standards from each detailed as different categories. The M-1 district might be eliminable entirely with a provision in the non-conforming use section.
- **Section 53-418(b) (CBD-1, Permitted Uses):** Include use tables for this and the CBD-2 district or link to the main table. Consider providing for and incentivizing uses such as

arts, music, and cultural venues; include provisions related to noise and encourage the development and sharing of quasi-public space for such purposes – also applicable within the Vybe overlay. Allow developments to incorporate public art/murals as an alternative to other façade treatments on blank walls.

- **Section 53-419(2) (Conditional Use Process):** The conditional use process should be in a procedures section by itself. Establish expiration timelines for applicants that have not been updated. Confirm 1-year CUP expiration timeline, and evaluate synchronizing with 2-year SDP expiration timeline.
- **Section 53-443(c) (Permitted Uses):** Expand the number of living units allowed in the CBD-2 district and revise based on the new zoning approach.
- **Section 53-484 (Special Screening Requirements):** Reference the separate screening section.
- **Article 2, Division 17 (Billboard District B):** Remove this district. Regulate billboard locations in the sign chapter.
- **Section 53-530 (Performance Standards for the Warehouse District):** Create separate performance standards for commercial and industrial districts section and reference in all applicable districts.
- **Section 53-530(1) (Decibel Limits):** Create a separate noise standards section and reference in W, CM, and related districts.
- **Article 2, Division 18-19 (Warehouse District, W) (Construction and Manufacturing District, CM):** Consolidate the Warehouse and Construction and Manufacturing districts into one district with additional location/performance standards.
- **Article 2, Division 21 (Transportation and Utilities District, TU):** Remove this district and regulate transportation and utility structures through use and form-based standards.
- **Section 53-655(e):** Relocate stormwater standards to a separate stormwater section and reference here.
- **Article 2, Division 24 (Stormwater Requirements):** Neighborhood Commercial standards should be by-right in the new districts except for suburban/estate residential. The compatibility standards and related provisions below this section are a good starting point to incorporate in residential zones.
- **Section 53-671 (CC, Site Standards):** Add language explaining parking locations and how to determine the front of buildings with multiple frontages. Clarify the cases or locations in which parking is required to be located behind the front of a building. Add language allowing for administrative interpretation in cases where multiple buildings or frontages are proposed.
- **Section 53-684(a) (Off-Street Parking):** Adjust mixed-use parking calculations to match the standards in other districts; add reference to ITE Parking Generation Manual or ULI Shared Parking manual.
- **Section 53-687 (Vehicle and Driveway Access):** Clarify driveway/alley access rules in this section. Establish how access is supposed to be taken and how standards might conflict with access requirements elsewhere.
- **Section 53-699 (Purpose and Objectives):** Include language requiring PUD project to propose standards demonstrably superior to the by-right standards in the code.
- **Section 53-701 (Residential Clustering):** Update clustering based on changes to zoning districts.
- **Section 53-702 (Variances):** Update based on zoning district changes.

- **Section 53-704(4) (Rules Applicable):** List landscaping, screening, and access as standards which may be negotiated through PUDs.
- **Article 3, Division 3 (Historic District, District H):** Consider codifying standards reflecting the minimum requirements of the Texas Historical Commission's Certified Local Government program. Language enabling enforcement and a historic commission will be required in this case.
- **Section 53-899 (I-35 Overlay):** Adjust the standards of the overlay to reduce the amount of information required in the CUP process. Consolidate the standards into a single point-based system that allows greater flexibility in design. Differentiate between garage doors and loading dock doors in frontage-facing appearance standards.
- **Section 53-899(h) (I-35 Overlay, Parking Lots):** Adjust the parking standards within the overlay: The number of parking spaces per "room" in the lot seems high based on the desired results as shown in the image.
- **Section 53-900 (Vybe):** Rewrite this section to consolidate the narrative into a purpose section and a flexible set of design standards. Create one section specifically for common standards that can be modified and reference the PUD section's process.
- **Section 53-900 (Vybe Process):** The Vybe approval process can be codified as its own section or can reference the PUD process section.
- **Section 53-930 (Neighborhood Design and Improvements):** Relocate relevant parts of this section to a Vybe-specific section of the subdivision chapter.
- **Section 53-930(4) (Neighborhood Design and Improvements):** Add these grading regulations and requirements for reserving parts of the site during construction to the construction plans/permitting section.
- **Section 53-933 (Siting):** Include these regulations about alleys in the subdivision regulations and review for contradictions. Match up to lot size standards and consider requiring alleys for larger lots.
- **Section 53-934(d) (Materials/Construction):** Confirm that the requirements for garages match those elsewhere in the code.
- **Article IV, Division 2 (Construction Plans):** Combine all construction plans sections into one part of the UDC. Subsections for the various situations called out here can be created in the unified section.
- **Article V (Outdoor Lighting Regulations):** Clarify the applicability of these standards: Section 53-1002 says the article only applies to nonresidential and multifamily projects, but the standards in some places suggest application to non-MF residential projects.
 - Consider creating a residential lighting standards section.
- **Article VI (Conditional Uses):** Set up a separate process section for CUPs and use this section to detail the applicable standards with references to processes and applicable districts.
- **Section 53-1047(12) (Authorized Conditional Uses):** Clarify the height exceptions and how exactly this is supposed to be understood.
- **Section 53-1106 (Conditional Uses Table):** Remove SIC code references and create a new use table.
- **Article IX (Administration):** Clarify on the City organization and authority.
- **Section 53-1198 (Board of Adjustment):** Relocate the Board of Adjustment to a section with the other boards.

- **Section 53-1198g(2)(c) (Special Exceptions):** Change "variance" in the first line to something else, since these special exceptions are distinct from variances, which are detailed in the next section.
- **Section 53-1205d (Referral of Amendment to Planning and Zoning Commission):** Should be City Manager or their designee(s), also throughout.
- **Section 53-1230 (Uses Permitted in Certain Districts):** Remove SIC codes and use another strategy as the basis for permitted uses. Remove the primary-secondary-third-fourth scheme for determining appropriateness. Enable an approach to uses that is more cumulative. Create a simple Permitted/Conditional/Not Permitted structure.
 - Modernize the use table with a color-coded chart. Modernize defined terms as possible while minimizing nonconformities. Add the parking ratios to the Permitted Use Chart. Parking maximums or market based approach?
- **Section 53-1231 (Grow Green Plant Guide):** Relocate the Grow Green Plant Guide to the landscaping section appendices and reference it in the design standards throughout.
- **Section 53-1270(1)(a-c) (Site Development Criteria for WTFs Review Process):** Double-check against other height regulations as they may conflict.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals GEN 1.H, GEN 2.F, GEN 2.G, GEN 2.H, LUGM 2.A, LUGM 2.D, LUGM 2.E, LUGM 5.B, LUGM 5.C, LUGM 6.B, LUGM 6.D, LUGM 6.E, NH 2.D
- **Downtown Master Plan**
 - Section 1.15 City Policy Action Item

Chapter 54 – Landscaping and Screening Requirements

Development Goals:

- Landscaping requirements should be simplified, clarified, and customized for different project types and zoning districts.
- Landscape plans should be required at the site plan process; the requirement for landscape plans to be prepared by certified arborists/registered foresters should be removed.
- Native, drought-tolerant plantings and rainwater-only irrigation should be the default options for new development.
- The new code should incorporate graphics illustrating the chapter's standards and processes.
- The landscaping maintenance standards should be strengthened.

What We Heard:

- Update and strengthen tree ordinance. **(Staff Kickoff Meeting 4-10-25)**
- Create additional protections for Karst features. **(Staff Kickoff Meeting 4-10-25)**
- Increase tree replacement fees and standards, especially for legacy trees. **(PZC Workshop 5-20-25)**
- Set a maximum limit to turf area on residential lots, create a requirement for native plantings and incentives to promote xeriscaping on parts of all lots where landscaping is required. **(PZC Workshop 5-20-25)**
- Set requirements for low-water landscaping that anticipate HOA standards. **(PZC Workshop 5-20-25)**
- Coordinate sidewalk and landscaping regulations to ensure all sidewalks are shaded. **(PZC Workshop 5-20-25)**
- Rewrite the landscaping ordinance entirely focusing on greenspaces, sidewalks, sensitive facilities, and fencing. De-emphasize screening walls and water-intensive landscaping. **(Staff Workshop 5-28-25)**
- Simplify the landscaping guide, remove non-native species, and make the ordinance easier to enforce. **(Staff Workshop 5-28-25)**
- Create flexibility in the landscaping requirements and provide options for water conservation. **(Economic Development Board Meeting 6-4-25)**
- Integrate standards from the Tree City USA, Bee City, and Monarch City programs into the UDC. **(Parks Department Workshop 7-8-25)**
- Increase allowed xeriscape portion of landscaping from 25% to 100%. **(Kyle Water Workshop 7-17-25)**
- Enable onsite water reuse like AC condensation capture and stormwater capture. **(Kyle Water Workshop 7-17-25)**
- Cross-reference and centralize Vybe standards so they are easier to access and apply. **(Kyle Engineering Workshop 7-17-25)**

What We Recommend:

- **Section 54-1 (Purpose):** Consolidate and shorten the list of stated purposes for greater brevity and clarity.
 - Include purpose statements/provisions designed to protect Karst, black-land, prairie, and other environmentally-sensitive areas.
- **Section 54-1(2) (Planting Guide):** Relocate the requirement for drought-resistant vegetation from the purpose section.
 - Use the City of Kyle Conservation Team's plant list as the Kyle landscaping materials guide.
- **Section 54-2 (Installation and Plan):** Rename: Landscape Plan Required.
 - Update Landscape Plan exempt districts.
 - Consider requiring Landscape Plan submittal during the Site Plan approval process.
 - Consider removing certified arborists and registered foresters in landscape plan certification.
- **Section 54-3 (Maintenance):** Consider encouraging rainwater harvesting systems in residential districts where irrigation is proposed.
 - Include a time standard to replace dead plant material.
 - Incorporate landscape maintenance roadway visibility standards (e.g., plants shall only be ___ height).
 - Consider including enforcement language tied to maintenance guarantee default procedures.
 - Cross-reference irrigation provisions to ROW permit/license agreement provisions.
- **Section 54-4 (Planting Criteria):** Develop an approved plant list of native and drought-tolerant plants.
 - Removing the synthetic plant allowance.
 - Provide additional guidance on architectural planter approval criteria.
 - Relocate provisions in Section 54-4(f-h) as they are design elements.
- **Section 54-5 (Landscaping Requirements):** Simplify landscaping requirements.
 - Update and consolidate the number of zoning districts.
 - Specify that public uses in agricultural districts are required to landscape to the standards applicable to public uses in residential districts. Allow a waiver/alternate compliance process for staff to waive specific requirements for life, health, and safety reasons.
- **Section 54-6 (Exceptions):** Rename: Alternative Compliance Landscape Plan.
- **Section 54-6(b) (Exceptions):** Relocate to the procedures chapter.
- **Section 54-7 (Placement):** Consider increasing the minimum landscaped area between the front property lines and building to 50%.
- **Section 54-8 (Credit):** Expand on the number of credits received for tree preservation.
 - Clarify tree credits: Does the number of credits differ based on tree types, size or age?
 - Build out a full set of tree mitigation regulations. Here and throughout the chapter, include variable caliper size requirements as appropriate to different tree types to encourage selection of plants of similar maturity.
- **Section 54-9 (Additional Required Plantings):** Rename: Nonresidential Development Required Landscaping.
 - Incorporate Parking Area Landscaping graphics.

- **Section 54-10 (Replacement of Required Trees):** Relocate to Section 54-12.
- **Section 54-11 (Screening):** Relocate definitions to a separate definitions chapter.
 - Consider expanding applicable situations in which screening is required.
 - Update landscape screening to include plants as selected on the approved plant list.
 - Consider including criteria to meet the requirement that landscaping demonstrates "significant visual screening capability" (e.g., height, canopy).
 - Consolidate screening requirements into a table format for clarity and ease of use.
- **Section 54-12 (Trees):** Rename: Tree Preservation.
 - Consolidate the stated purposes for greater brevity.
- **Section 54-12(b)(2-7) (Applicability):** Relocate from the applicability section.
- **Section 54-12(c) (Definitions):** Relocate definitions to a separate definitions chapter.
 - Incorporate additional graphics.
 - Expand exempt tree scenarios (e.g., dead or diseased trees, affected by natural disaster).
 - Require trees to be preserved and removed designated during the site plan application process.
- **Section 54-12(d)(6) (Requirements):** Reduce the bond timeline to plant required trees from 12 to 6 months.
- **Section 54-12(h) (Penalty):** Remove as this will be covered in enforcement section of UDC.

Connections:

- **Downtown Master Plan**
 - Section 1.7 Key Takeaways from Public Input

Other Code of Ordinances Chapters Reviewed

Chapter 2 – Administration

Development Goals:
Definitions relevant to the UDC should be copied into the UDC's definitions chapter.
What We Heard:
Make changes as necessary to prevent conflicts with the proposed code updates.
What We Recommend:
Section 2.1(a) (Definitions): Include these definitions in a separate definitions chapter. Section 2-40 (Definitions): Include these definitions in a separate definitions chapter. Section 2-56 (Definitions): Include these definitions in a separate definitions chapter. Section 2-67 – 2-74 (Creation and Purpose – Disqualification from Voting): Consider incorporating into Administration/Procedures Chapter. Section 2-143 (Definitions): Include these definitions in a separate definitions chapter.
Connections:

Chapter 8 – Building Regulations

Development Goals:
- Permitting fees and required submittal checklists should be able to be adopted independently of the UDC. - Provisions relating to manufactured homes and other use-based regulations should be cross-referenced to the zoning chapter. - Single-stair multiunit construction should be acknowledged and enabled as permissible based on legislative updates.
What We Heard:
Incentivize and enable the transition of downtown-area residences to businesses. (Economic Development Board Meeting 6-4-25)
What We Recommend:
Section 8-1 (Penalty): Incorporate into the enforcement section of the UDC. Section 8-2 (Enforcement of Regulations): Incorporate into the enforcement section of the UDC. Section 8-46 (Permit Applications): Consider removing application submittal requirements and enable the adoption of an external application checklist. Section 8-67 (Definitions): Relocate definitions to a separate definitions chapter.

- **Section 8-75 (Appeal to District Court):** Incorporate into or reference in the procedures section of the UDC.
- **Section 8-103(1 and 3) (Other Building Permit Fees, 1-Moving of Structures and 3-Manufactured Homes):** Enable fees to be adopted and posted independently. Reference this section in the use standards for manufactured homes.
- **Section 8-103(4) (Swimming Pools and Spas):** Incorporate permit and fee provisions into use-based standards for swimming pools.
- **Section 8-150 (Definitions):** Relocate definitions to a separate definitions chapter.
- **Section 8-152 (Inspections):** Reference inspection requirements in the use standards for manufactured homes.
- **Section 8-154 (Foundation Requirements; Service Connections):** Reference the foundation requirements in the use standards for manufactured homes.
- **Section 8-177 through 8-191 (Mobile Home Parks, Site Plans-Applicability):** Confirm the site plan requirement in this section is identical to the site plan requirement in the use standards. Remove set of standards and reference in the other section.
- **Section 8-219 through 8-226 (Model Homes, Permit Required-Enforcement):** Model home standards should be located in the use standards or eliminated entirely in favor of a temporary CO process that is simpler.
- **Section 8-250 (Article VII, Building Regulations):** Provisions relating to pipelines should be referenced in the use standards or hazardous use regulations, like where noise and fumes regulations are currently located.
- **Section 8-251 (Technical Provisions for Building Around Pipelines):** Update land use types here in descriptions based on UDC revisions.
- **Section 8-253 (City Permit Required):** Permit and application information should be removed and developed on a separate application form.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals LUGM 2.E, NH 1.C, NH 2.B, NH 2.F, NH 2.G, NH 2.H
- **Downtown Master Plan**
 - Section 1.15 City Policy Action

Chapter 11 – Business Regulations

Development Goals:

- Use-based standards should be cross-referenced or relocated to the zoning chapter of the UDC.
- The process and standards for food trucks should be adjusted to increase flexibility and reduce variances.

What We Heard:

- Simplify the food truck standards to address the problem of most not meeting regulations/requiring variances. Enable city-owned mini-kitchens per the Denver example. **(Staff Kickoff Meeting 4-10-25)**

What We Recommend:

- **Article II (Alcoholic Beverages):** Reference Alcoholic Beverage standards in the use standards.
- **Section 11-93 (Definitions):** Reference County regulations on amusement machines as applicable.
- **Section 11 Art IV (Peddlers, Solicitors and Vendors):** Reference food truck regulations in use standards.
- **Section 11-162 (Definitions):** Relocate definitions to a separate definitions chapter. Sign-related provisions should be in the sign chapter with references in food truck section.
- **Section 11-175 (Required Plans, Permits and Inspections):** Check consistency of process with CUP requirements.
- **Section 11-175(i) (Site Plan Required):** Clarify process and references to the process and standards throughout the UDC.
- **Section 11-176 (Acceptable Locations):** Check against and reference the use standards.
- **Section 11-176(b) (Food Truck Operation Sites):** Food truck operation sites should be checked against use standards.
- **Section 11-176(m) (Signage):** First Amendment concerns; reference sign code.
- **Section 11-176(n) (Off-Street Vehicle Parking):** Adjust parking requirements for downtown areas where parking can be shared.
- **Section 11-176(p) (Utility Services Required at Food Truck Courts):** Check for consistency with other mentions of installation standards.
- **Section 11-177(4) (Exceptions):** Adjust the above standards to reduce reliance on exceptions. Limit scope of exceptions to provide a uniform process for vendors.
- **Section 11 Art V (Sales in Residential Areas):** Reference this section in the use standards. Revisions to this section will be necessary to support mixed-use goals.
- **Section 11-240 (Definitions):** Relocate definitions to a separate definitions chapter.
- **Section 11 Art VIII (Taxi Cabs):** Reference this section in the zoning chapter, as quarries are.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals GEN 2.C, NH 1.A, NH 1.B, NH 1.C, NH 1.D

Chapter 26 – Parks and Recreation

Development Goals:

- Regulations applicable to trails and parks should be updated to interact with the zoning regulations and other areas of the code pertaining to the Vybe trails system.

What We Heard:

- Elaborate on minimum standards required for parks facilities in Development Agreements. **(Staff Kickoff Meeting 4-10-25)**

- Enable a strictly-fee-based option in lieu of parkland dedication with no developer commitment to build. **(Staff Kickoff Meeting 4-10-25)**
- Update and strengthen tree ordinance. **(Staff Kickoff Meeting 4-10-25)**
- Create additional protections for Karst features. **(Staff Kickoff Meeting 4-10-25)**
- Disallow the use of detention areas as park/open space. **(PZC Workshop 5-20-25)**
- Increase Park Fund fees and asks from developers. **(PZC Workshop 5-20-25)**
- Require pocket parks within a quarter mile of all new residential development. **(City Council Workshop 7-1-25)**
- Create minimum base details for parks facilities to be dedicated. **(Parks Department Workshop 7-8-25)**
- Enable staff to make a determination on the quality of land and size/proportion of land dedication and fee-in-lieu possible for a given plat. **(Parks Department Workshop 7-8-25)**
- Create code language addressing e-bikes and distinguishing rental/charging facilities from the use of personal e-bikes. Create a connection to Vybe Spots. **(Parks Department Workshop 7-8-25)**
- Allow public art as a type of dedicated amenity and establish standards for installation and maintenance. **(Parks Department Workshop 7-8-25)**
- Integrate standards from the Tree City USA, Bee City, and Monarch City programs into the UDC. **(Parks Department Workshop 7-8-25)**
- Incorporate trails as part of the Transportation Master Plan and remove the parkland dedication credit for trails. **(Parks Department Workshop 7-8-25)**
- Clarify the meaning and applicability of the street naming regulations and create standards so park and trail naming can work the same way. **(Parks Department Workshop 7-8-25)**

What We Recommend:

- **Section 26-21 (General Duties):** Incorporate the Parks and Recreation Board as an approval authority within the UDC.
- **Section 26-52 (License to conduct business):** Expand and clarify temporary uses within City parks.
- **Section 26-80 (Definitions):** Relocate definitions to a separate definitions chapter.
- **Section 26-84 (Prohibited Activities):** Verify alignment with allowed transportation modes in Vybe Trails Plan.
- **Section 26-84(9) (Signs):** Verify alignment with signs provisions in the UDC. Clarify the approval authority for signs in City parks.
- **Section 26-84(11) (Traffic):** Verify alignment with speed limits and parking provisions allowed in Vybe Trails Plan.
- **Section 26-86 (Alcoholic Beverages):** Relocate definitions to a separate definitions chapter.
- **Section 26-137 (Use Permits Required):** Verify temporary uses allowed in City parks are aligned with the Use Table and related standards as relevant to Vybe-adjacent property.

- **Section 26-138 (Standards for Issuance):** Confirm the parks use approval process and the interaction with Vybe-adjacent properties. Add a graphic illustrating the process.
- **Section 26-139 (Contents of Permits):** Consider removing application submittal requirements. Include in external application checklist.

Connections:

- **Kyle 2030 Comprehensive Plan**
 - Goals LUGM 5.H, LUGM 5.I, LUGM 5.J
- **Vybe Trails Plan**
 - Encourages parks and other areas along the trail should be oriented toward the trail rather than the automobile.
- **Downtown Master Plan**
 - Section 1.15 City Policy Action

Chapter 50 – Utilities

Development Goals:

- Technical methods and specifications should be relocated to the Engineering Criteria Manual.
- The new code should enable the adoption of an independent Engineering Criteria Manual and other application checklists.
- The new code should remove the existing code's 'Reserved' sections by relocating content to the Engineering Criteria Manual.

What We Heard:

- Standardize stormwater processes and inspections for ETJ and Development Agreement areas. **(Staff Kickoff Meeting 4-10-25)**
- Add specifics for stormwater and drainage management in the ETJ. **(Staff Kickoff Meeting 4-10-25)**
- Do not require MUEs on the back of lots, increase the width of side easements. **(Staff Kickoff Meeting 4-10-25)**
- Review standards applicable to downtown redevelopment and upgrades to reduce the impact on small and local businesses. **(Economic Development Board Meeting 6-4-25)**
- Utility extension requirements near downtown are prohibitively expensive for small businesses. **(Public Works Workshop 7-17-25)**
- Require underground utilities in all new development and create triggers for undergrounding existing utilities. **(Public Works Workshop 7-17-25)**
- Revise franchise regulations to prevent reimbursements if users relocate. **(Kyle Engineering Workshop 7-17-25)**
- Separate engineering criteria and standards from the UDC and provide interpretation rules. **(Homebuilders and Developers Workshop 8-4-25)**

What We Recommend:

- **Section 50-1 (Undergrounding):** Upgrade the existing undergrounding requirement to full joint-trench spec. Add separations, tracer wire, detectable tape, as-built GIS points, and conflict resolution hierarchy. Place technical details in the ECM.
 - Cross-reference utility easement requirements with the ECM; set a minimum size of 15 feet or twice the depth of the line, whichever is greater.
- **Section 50-125 (Definitions):** Relocate definitions to a separate definitions chapter or a separate section within Chapter 50; consolidate with the definitions in Sections 50-331, 50-401, and 50-520.
- **Section 50-125 through 50-129 (Reclaimed Water):** Update the reclaimed water program (Under Texas Administrative Code §210). Keep the existing TAC §210 references. Add a requirement for purple pipe in infrastructure installations, separation and labeling requirements, O&M standards, cross-connection testing at each user site, and commissioning.
- **Sections 50-332, 50-333, 50-344, 50-346, and 50-347 (Licensing/Permits):** Clarify irrigation license and permit triggers. Require inspection milestones. Maintain the current homeowner exemptions but require compliant installations.
- **Section 50-336 (Irrigation Conservation):** Strengthen water waste enforcement. Tie irrigation and user behavior to drought stages/triggers with penalties and service discontinuation authority. Connect these standards to the irrigation controls. Ensure that separate amendments to this section are reflected in the final document.
- **Article IX (Stormwater):** Retain BMPs/interceptor sizing tables in the ECM. Ensure that separate amendments to this section are reflected in the final document. Ensure MS4 regulations are consistent with ECM/other ordinances.
 - **Article IX (Stormwater):** Make this article's standards performance-based. Require LID hierarchy, enhance post-construction O&M requirements (recorded agreements, inspections, audits), and tighten the enforcement ladder.
- **Section 50-412 (Stormwater O&M):** Ensure the O&M requirements in the UDC/ECM are consistent.
- **Section 50-413 (Low Impact Development):** Incorporate LID principles into the main body of the chapter.
- **Sections 50-417 through 50-421 and Sections 50-621 through 50-624 (Enforcement):** Create a single enforcement process across utilities. Codify a process as follows: Warnings → administrative penalties → stop-work/withhold taps or meters → disconnect → judicial remedies. Align with Stormwater/FOG ladders.
- **Article X (Drainage Utility):** Clarify the City's service area, fund use, administrative appeals process, and exemptions with clear customer categories/processes. Ensure O&M responsibilities are consistent with other sections.
- **Section 50-501(Definitions):** Relocate definitions to a separate definitions chapter.
- **Section 50-503 (Storm Drainage and Flood Risk Mitigation Utility Fund):** Clarify the applicability of the City's authority of storm drainage.
- **Section 50-509 (Maintenance):** Clarify the applicability of O&M responsibility and access rights in this section. Require maintenance plans and schedules for private systems. Codify City access rights for inspection and enforcement.

Connections:

- **Kyle 2030 Comprehensive Plan**

- Goals Gen 4.C, Gen 4.G, LUGM 3.C, LUGM 3.D, LUGM 3.E

Part 4: Outline of New Code

Proposed Unified Development Code Outline

The following outline is recommended for the initial preparation of the new UDC. The specific outline may change as the document is prepared.

Article	Section	Subsection
Article 1. General Provisions.	1.01. Establishment.	1.01.A. Title.
		1.01.B. Purpose.
		1.01.C. Authority.
		1.01.D. Effective Date.
		1.01.E. Technical Manual.
		1.01.F. Conflicting Provisions.
		1.01.G. Enforcement and Violations.
		1.01.H. Severability.
	1.02. Approval Entities.	1.02.A. City Council.
		1.02.B. Planning and Zoning Commission.
		1.02.C. Board of Adjustment.
		1.02.D. Director.
		1.02.E. Summary of Approval Authorities.
	1.03. Universal Procedures and Provisions.	1.03.A. Development Process Overview.
		1.03.B. Pre-Development Meeting.
		1.03.C. Application Processing.
		1.03.D. Amendments to the Unified Development Code.
Article 2. Zoning.	2.01. Zoning General Provisions.	2.01.A. Title.
		2.01.B. Purpose.
		2.01.C. Applicability.
		2.01.D. Compliance Required.
		2.01.E. Nonconformities.
	2.02. Zoning Procedures.	2.02.A. Zoning Process Overview.
		2.02.B. Zoning Upon Annexation.
		2.02.C. Planned Developments (PDs).
		2.02.D. Special Use Permits (SUP).
		2.02.E. Concept and Building Site Plans.
		2.02.F. Zoning Variances.
		2.02.G. Special Exceptions.
		2.02.H. Alternative Compliance.
		2.02.I. Zoning Appeals.
		2.02.J. Plan Validity and Expiration.
		2.02.K. Vested Rights Request.
	2.03. Zoning Districts.	2.03.A. Establishment of Zoning Districts and Map.
		2.03.B. Zoning District Boundaries.
		2.03.C. Dimensional Standards.
		2.03.D. Residential Zoning Districts.
		2.03.E. Nonresidential Zoning Districts.
		2.03.F. Special Zoning Districts.
	2.04. Permitted Uses and Use-Based Standards.	2.04.A. Permitted Uses Generally.
		2.04.B. Permitted Use Table.
		2.04.C. Use-Based Standards.
		2.04.D. Performance Standards.
	2.05. Zoning Development Standards.	2.05.A. Building and Site Design.

Article	Section	Subsection
Article 3. Subdivision.		2.05.B. Off-Street Parking and Loading.
		2.05.C. Landscaping.
		2.05.D. Screening, Buffering, and Fencing.
		2.05.E. Accessory Buildings.
		2.05.F. Outdoor Lighting.
		2.05.G. Signs.
		2.05.H. Sexually Oriented Businesses.
	3.01. Subdivision General Provisions.	3.01.A. Title.
		3.01.B. Applicability.
		3.01.C. Compliance Required.
	3.02. Subdivision Procedures.	3.02.A. Platting Process Overview.
		3.02.B. Preliminary Plat.
		3.02.C. Final Plat.
		3.02.D. Minor Plat.
		3.02.E. Amending Plat and Replat.
		3.02.F. Conveyance Plat.
		3.02.G. Plat Vacations.
		3.02.H. Right-of-Way Abandonment.
		3.02.I. Subdivision Waiver.
		3.02.J. Plat Validity and Expiration.
	3.03. Public Improvements.	3.03.A. Adequate Public Improvements Required.
		3.03.B. Construction Plans.
		3.03.C. Installation and Acceptance of Public Improvements.
	3.04. Subdivision Development Standards.	3.04.A. Lots and Blocks.
		3.04.B. Streets, Streetlights, Parking, and Driveways.
		3.04.C. Easements.
		3.04.D. Drainage.
		3.04.E. Utilities.
		3.04.F. Tree Preservation.
		3.04.G. Parkland Dedication
Article 4. Definitions.	4.01. Usage and Interpretation.	
	4.02. General Terms Defined.	4.02.A. A-D.
		4.02.B. E-K.
		4.02.C. L-O.
		4.02.D. P-S.
		4.02.E. T-Z.
	4.03. Use Terms Defined.	4.03.A. A-D.
		4.03.B. E-K.
		4.03.C. L-O.
		4.03.D. P-S.
		4.03.E. T-Z.

Appendix I: City Plan Goals

Kyle 2030 Comprehensive Plan (2024)

General Recommendations		
Comprehensive Plan Action		Proposed UDC Ref.
Gen 2.G	Adopt and publish a development guide that concisely and clearly outlines how to navigate the development process for land division, zoning, signage, and permitting.	2.02. Zoning Procedures. 2.05. Zoning Development Standards.
Gen 4. D	Assemble & map city utility data showing capacities, sizes, & conditions throughout Kyle. Make this data available to all city departments and decision makers.	2.03.A. Establishment of Zoning Districts and Map.

Land Use & Growth Management Development		
Comprehensive Plan Action		Proposed UDC Ref.
LUGM 2.A	Implement zoning changes for mixed-use, multigenerational developments and incentivize various home types, values, and amenities.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
LUGM 2.B	Advocate for the construction of compact, walkable neighborhoods near downtown areas and key activity centers like parks and retail locations.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
LUGM 2.C	Produce an online development guide aimed at educating and attracting developers for small scale projects.	2.05. Zoning Development Standards.
LUGM 2.D	Identify existing barriers to the Urban Mixed Use-type development in the current code.	2.03. Zoning Districts. 2.05. Zoning Development Standards.
LUGM 2.E	Create guidelines for the placement and design of Urban Mixed Use development.	2.03. Zoning Districts. 2.05. Zoning Development Standards.
LUGM 2.F	Create an educational brief that explains the code changes related to Urban Mixed Use Development types.	2.03. Zoning Districts. 2.05. Zoning Development Standards.
LUGM 3.A	Prioritize CIP projects in areas with aging infrastructure that present opportunities to capture additional tax revenue through infill and redevelopment.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 3.03. Public Improvements.
LUGM 3.B	Generate an online map to direct developers and realtors to potential development and redevelopment zones within Kyle, emphasizing advantages and existing infrastructure capacity.	2.02. Zoning Procedures. 2.03. Zoning Districts. 2.05. Zoning Development Standards.
LUGM 3.C	Perform a thorough evaluation of current infrastructure systems, including water, storm, and wastewater, to spot potential capacity issues, connectivity issues, or bottlenecks where upgrades are necessary for future redevelopment.	3.03. Public Improvements. 3.04.D. Drainage.
LUGM 4.B	Create an incremental, phased improvement strategy with short-term, achievable milestones to improve connectivity over time that is scalable with available resources and opportunities.	3.04.B. Streets, Parking, and Driveways.
LUGM 4.C	Enhance connectivity elements during routine maintenance and infrastructure upgrades. Whenever streets, sidewalks, or other infrastructures require repairs	3.03. Public Improvements. 3.04.B. Streets, Parking, and Driveways.

Land Use & Growth Management Development		
	or replacements, seize the opportunity to improve connectivity within these projects' scope.	
LUGM 4.D	Initiate a strategic sidewalk expansion program, prioritizing high-traffic areas and gaps in the current network to enhance pedestrian accessibility.	3.04.B. Streets, Parking, and Driveways.
LUGM 4.E	Incorporate flexibility in street and pathway design regulations and standards to allow for easy adaptability in response to evolving mobility demands.	3.04.B. Streets, Parking, and Driveways.
LUGM 5.B	Implement measures to protect and preserve the identified natural and environmentally sensitive areas through overlays and other regulations.	3.04.C. Easements. 3.04.E. Utilities. 3.04.F. Tree Preservation.
LUGM 5.C	Develop and adopt a policy for the public acquisition of open space and conservation easements on the outskirts of the city and in the extraterritorial jurisdiction (ETJ) to ensure an ample amount of open space for future parks and stormwater management initiatives as Kyle grows.	3.04. Subdivision Development Standards.
LUGM 5.D	Widen floodplain buffers and incentivize developers to integrate green infrastructure and stormwater Best Management Practices (BMPs) for enhanced utility and appeal of open spaces.	3.04.D. Drainage.
LUGM 6.B	Proactively rezone properties in areas that need revitalization - such as Urban Mixed Use and Traditional Neighborhood place types - to more flexible zoning districts.	2.03. Zoning Districts.
LUGM 6.D	Establish design regulations that promote compatibility and ensure that mixed-use developments contribute positively to the surrounding environment and aesthetics.	2.05. Zoning Development Standards. 2.04. Permitted Uses and Use-Based Standards.
LUGM 6.E	Eliminate approval of single-use suburban subdivisions.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.

Neighborhood Recommendations		
Comprehensive Plan Action		Proposed UDC Ref.
NH 1.C	Promote adaptive reuse of existing vacant buildings and spaces for new services with incentives that can include expedited processes, reduced permit fees, and potential tax incentives.	2.02. Zoning Procedures. 2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
NH 2.A	Collaborate with housing agencies and financial institutions to explore innovative financing options and incentives for homeowners interested in creating ADUs or converting existing properties into multi-unit dwellings.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
NH 2.D	Revise zoning and land use regulations to facilitate diverse housing options within existing neighborhoods, such as infill development, accessory dwelling units (ADUs) by right, or redevelopment of underutilized sites.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
NH 2.F	Adopt a series of pre-approved building plans for Accessory Dwelling Units (ADUs) to encourage gentle infill within existing neighborhoods.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
NH 2.G	Publish a document to share how interested community members can build Accessory Dwelling Units (ADUs).	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.

Neighborhood Recommendations		
Comprehensive Plan Action		Proposed UDC Ref.
		2.05. Zoning Development Standards.
NH 2.H	Work with local realtors to communicate the benefits of building Accessory Dwelling Units (ADUs).	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
NH 3.A	Review neighborhood development proposals for conformity with the "Traditional Neighborhood" place type. Provide feedback on how to incorporate mixed-use spaces, diverse housing, and preservation of open spaces.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
NH 3.D	When reviewing proposed infill, redevelopment, or greenfield projects, ensure that the proposed development fits the style and feel of the neighborhood, keeping its unique character intact.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
NH 3.E	Implement a Complete Streets policy for neighborhoods demonstrating a commitment to multi-modal transportation options.	3.04. Subdivision Development Standards.
NH 4.C	Conduct an assessment to identify potential multi-modal transportation infrastructure improvements that can enhance connectivity between services and neighborhoods.	3.04. Subdivision Development Standards.

Kyle Design Standards (2022)

Goals of the Downtown Design Standards		
Downtown Plan Action		Proposed UDC Ref.
Downtown Master Plan (Pg. 12)	Introduce residential options including apartments and townhouses.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
Downtown Master Plan (Pg. 12)	Consider current and future parking needs	2.04.B. Permitted Use Table. 2.05.B. Off-Street Parking and Loading.
Downtown Core/CBD Pg. 18	- Expand CBD-1 and CBD-2 - Include area east of I-35 - Extend CBD north and south to promote improved development projects along the Burleson Vybe Trail - Extend CBD to include areas along Center Street currently zoned for manufactured homes (M-2) and Retail/Service (R/S)	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
Parking Lots: Focus Areas (Pg. 31)	- Parking Lots with 20 or more proposed parking space shall have a minimum percentage of 15 percent of the total lot area devoted to landscape development. Preservation of existing trees and vegetation will be given priority. - Parking lots with 20 or more proposed parking spaces will have a minimum of 1 tree per 5 parking lot spaces. - Parking lots with less than 20 parking spaces are required to have a minimum of one tree per 7 parking spaces.	2.04.B. Permitted Use Table. 2.05.B. Off-Street Parking and Loading.

Goals of the Downtown Design Standards		
	Downtown Plan Action	Proposed UDC Ref.
	- A minimum of 65 percent of the required parking lot trees will be located within the interior of the surface level parking lot. - The minimum size allowed for a landscaped parking lot island is 9' x 19' to allow for healthy growth by tree(s) and plantings located there. Parking lot islands can be reduced to 9' x 17' if necessary. - Parking lot islands are required at a maximum of every 60 feet. - Continuous, landscaped islands are required between every other interior parking bay. Trees should be planted in these islands every 25 feet. - To support viability of parking lot shade trees, a minimum 24" soil depth and 250 cubic feet of soil is recommended per tree, with topsoil mounded to a center height with a 1 to 3 percent slope above the top of the curb. - Bicycle storage space must be provided in conjunction with parking lot. There should be at least 4 bike storage spaces per project site or 2 bike storage spaces per business, whichever is greater. - Impervious paving materials prohibited for greater than 10 percent of surface parking lot. Material selection for remaining area surface parking lot should consist of porous pavement or alternative pavers.	
TODs and Vybes (Pg. 32)	- Bicycle storage space must be provided in conjunction with parking lot. There should be at least 4 bike storage spaces per project site or 2 bike storage spaces per business, whichever is greater. - Impervious paving materials prohibited for greater than 5 percent of lot. Material selection for remaining drivable surface of parking lot should consist of porous pavement or alternative pavers. For TODs and Vybes, alternative pavers are preferred. - Porous Pavements options: pervious concrete (recommended for Central Texas conditions) and porous asphalt - Alternative Paver options: TRUEGRID™, Turfstone™, Checker Block™, Gravelpave², and Grasspave². - If using an alternative paver system, fine gravel, decomposed granite, or another local, rocky substance should be used in place of grass due to maintenance issues and environmental tolerance. If grass infill is used, it must be in an area that is shaded at least 50% of the time to ensure grass receives adequate protection from sun. - Parking spots for disabled individuals must be constructed with porous pavement or impervious paving (counts towards 5 percent maximum) for ease of use and maintenance of accessibility. - Stormwater Management should rely primarily on the use of: swales, vegetated filter strips, bioretention areas (rain gardens), dry retention basins, and/or wet retention basins. A combination of strategies can be acceptable. - Parking lots smaller than 30 cars to rely on swales with a perimeter of vegetated filter strips and/or rain gardens, while larger parking lots should use these in conjunction with a dry retention basin.	2.04.B. Permitted Use Table. 2.05.B. Off-Street Parking and Loading.
1.13 Services & Utilities (Pg. 63)	Locate utility equipment, such as switch gear and transformer pads, on tertiary streets or service corridors, avoiding placement along	3.03. Public Improvements. 3.04. Subdivision Development Standards.

Goals of the Downtown Design Standards		
	Downtown Plan Action	Proposed UDC Ref.
	primary pedestrian-focused areas to preserve visual appeal and walkability. • Ensure all Reduced Pressure Zone (RPZ) devices are screened using manufacturer-recommended enclosures to maintain safety standards and reduce visual impact within the built environment. • Require grease traps to be discreetly placed within service zones, alleys, or setback areas along tertiary streets, and prohibit their placement along primary pedestrian-focused streets and sidewalks to preserve streetscape aesthetics and usability. • Ensure businesses manage their own waste by using durable, commercial-grade receptacles placed within or adjacent to their building's functional space, while prohibiting placement of any trash or recycling containers along the curb to maintain a clean and orderly streetscape.	
1.14 Environmental Considerations (Pg. 64)	• Enforce dark-sky lighting standards by prohibiting uplighting of facades and requiring cutoff light fixtures within city limits to reduce light pollution and enhance nighttime visibility. • Require bird-safe glass for structures with glazing above two stories (excluding Kyle Suburbs) to promote wildlife safety and responsible building practices. • Mandate native plantings in the Downtown Core, I-35 Corridor, and TODs, prohibit invasive species in all new landscaping, and promote non-invasive species for Kyle Suburbs. • Prohibit turf grass in Vybes, Trails, and the Downtown Core; require drip irrigation systems for all other areas to promote sustainable water use. • Implement heat island reduction measures by requiring roofs with slopes less than 1:12 to have a minimum SRI of 78 over 75% of the surface in key development zones. • Mandate LEED certification for all new projects in the I-35 Corridor and require at least LEED Silver certification for projects across from the Downtown CBD to advance climate resilience, water conservation, material sustainability, and quality of life.	2.05.A. Building and Site Design. 2.05.C. Landscaping. 2.05.F. Outdoor Lighting. 3.03. Public Improvements. 3.04. Subdivision Development Standards.
1.15 Pedestrian Experience (Pg. 66)	• Prioritize public spaces over roadways by maximizing sidewalk widths, landscaping, and gathering areas, while allocating only the minimum space needed for vehicle movement • Promote vibrant, street-level activity by giving leasing preference to publicly accessible businesses such as restaurants, cultural venues, and retail in ground-floor units. • Ensure ADA-compliant sidewalks and pedestrian routes are consistently maintained and accessible, with a reliable and publicized system for reporting maintenance issues to support mobility for all users. • Elevate the pedestrian experience through the use of high-quality materials and detailed design along ground floors and pedestrian pathways. • Enhance street intersections and pedestrian engagement by articulating building massing and entry points at corners, and recessing entrances where possible to add visual interest and maintain unobstructed pathways. • Strengthen the street presence of buildings by emphasizing the design and articulation of ground-floor elements to connect more directly with the pedestrian environment.	2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.

Goals of the Downtown Design Standards		
Downtown Plan Action		Proposed UDC Ref.
1.15.1 (Pg. 74)	Review and modify zoning to ensure office development is favored at office priority sites; residential at residential priority sites; etc. Allow temporary pop-up uses; Create minimum density standards as well as maximum; adjust the zoning in identified areas of opportunity for increased intensity.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
1.15.2 (Pg. 74)	Review and modify zoning to promote density and a mix of transit-supportive uses at specified locations along planned and existing trail system, and potential future commuter rail locations.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.
1.15.3 (Pg. 74)	Create "Vybe" or Trail-oriented development zoning categories.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
1.15.4 (Pg. 74)	Review and modify zoning to expand Central Business District Zones CBD-1 and CBD-2.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
1.15.6 (Pg. 74)	Establish requirements for future live-work spaces to ensure they are not used solely as residences, beyond the existing requirement of having a business license.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
1.15.7 (Pg. 74)	Allow rooftop open spaces.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
1.15.9 (Pg. 74)	Establish new arts & culture land use category.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
1.15.11 (Pg. 74)	Incorporate design guidelines that require new development compatibility with surrounding context. Include a method to enforce and/or incentivize compliance.	2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
1.15.12 (Pg. 74)	Establish a temporary use classification.	2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
1.15.13 (Pg. 74)	Reduce regulatory barriers to outdoor vendors in downtown, particularly within parks, public gathering spaces, and pop-up spaces.	2.02. Zoning Procedures. 2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
1.15.14 (Pg. 74)	Consider allowance for extended hours of operation including allowances for noise in outdoor public spaces Downtown.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
1.15.15 (Pg. 74)	Update signage ordinance to promote cohesive and attractive retail signage in all areas.	2.05.G. Signs.
Pg. 75	Establish clear, location-sensitive signage and illumination standards to ensure visibility, safety, and consistency across residential, commercial, and industrial zones, while supporting aesthetic and operational needs.	2.05.G. Signs.

Kyle Downtown Master Plan (2022)

Downtown Master Plan (DMP)		
	Downtown Plan Action	Proposed UDC Ref.
1.1 Goals of the DMP (Pg. 86)	- Promote greater variety of land uses including grocery, retail and restaurants. - Expand sidewalks and add shading to support retailers and restaurants. - Increased connectivity and linkages for pedestrians, cars, bicycles, and golf carts. - Improve pedestrian safety comfort. - Increase residential living options including apartments and townhomes. - Consider current and future parking needs.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards. 2.05.B. Off-Street Parking and Loading.
1.11 Building Siting & Placement (Pg. 118)	- Establish build-to-zones of 0–10 feet from street-facing property lines, with up to 30 feet allowed on Center Street for outdoor activation. - Ensure privacy and flexibility for residential or hotel uses with 5–10 foot front setbacks and side/rear setbacks up to 30 feet.	2.02. Zoning Procedures. 2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.
1.12 Building Heights (Pg. 119)	- Maintain a building height limit of 45 feet in CBD-2, allowing 1–3 story structures, with exceptions up to 60 feet requiring City approval. - Require ground floor-to-floor heights of at least 15 feet for non-residential buildings, with finished floors no more than 12 inches above sidewalk level to enhance accessibility. - Set residential and hotel ground floor elevations between 18 and 60 inches above sidewalk level to ensure appropriate separation and privacy. - Align building heights with context: allow up to 2 levels facing Mary Kyle Hartson Park and Burleson St, and up to 3 levels along Center St and Front St.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards.
1.15 Pedestrian Experience (Pg. 122)	- Designate 9-foot or wider sidewalks around all 12 Downtown Master Plan blocks to enhance walkability, accessibility, and outdoor business activity. - Incorporate street trees and landscaping along a majority of downtown frontages to provide shade, comfort, and visual appeal for pedestrians. - Integrate seating areas, street furnishings, and awnings within sidewalk zones to encourage gathering and improve the pedestrian experience. - Support multi-modal connectivity by implementing 12-foot bike and cart lanes along Burleson Street and maintaining protected bike lanes along The Vybe's downtown route.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.

Vybe Trails Plan (2021)

Built Environment		
	Vybe Plan Action	Proposed UDC Ref.
Pg. 1	Promote trail-oriented development along The Vybe by encouraging destinations that prioritize foot traffic, enhance placemaking, and elevate quality of life for Kyle residents.	2.03. Zoning Districts. 2.04. Permitted Uses and Use-Based Standards.

Built Environment		
	Vybe Plan Action	Proposed UDC Ref.
		2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.
Pg. 1	Design The Vybe as an inclusive, growing trail system with a 12' width and safety buffers to support diverse users, including golf carts and neighborhood electric vehicles.	2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.
Pg. 2	Encourage each Vybe to reflect the character of its development while incorporating key elements, such as signature paving, signage, parking, and daily activation to ensure continuity and a vibrant, day-to-night experience.	2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.
Pg. 2	Encourage site development features that enhance trail-adjacent environments through diverse natural and urban features, integrated art, thoughtful landscaping, and curved alignments, while ensuring proper clearances and root control to support long-term trail durability.	2.04. Permitted Uses and Use-Based Standards. 2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.
Pg. 2	Integrate smart infrastructure, such as light poles with connectivity and utility conduits, into trail construction to support future-ready technology, sustainability, and minimal signage along The Vybe.	2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.
Pg. 3	Support a wide range of recreational activities on The Vybe by allowing various non-automotive modes of transport while enforcing speed limits, permitting requirements, and right-of-way rules to ensure a safe, shared-use environment.	2.05. Zoning Development Standards. 3.04. Subdivision Development Standards.

Regulatory and Policy		
	Vybe Plan Action	Proposed UDC Ref.
Pg. 3	Support The Vybe's success by updating ordinances and policies, including flexible parking ratios, strategic golf cart placement, and vehicle registration requirements to enhance access and convenience.	2.04. Permitted Uses and Use-Based Standards. 2.05.B. Off-Street Parking and Loading.
Pg. 3	Promote The Vybe as an economic and tourism asset by enforcing use regulations such as noise ordinances and marketing alongside compatible local businesses to drive community and commercial engagement.	2.04. Permitted Uses and Use-Based Standards.