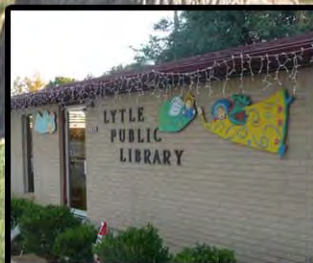




Lytle 2025 Comprehensive Plan





Lytle 2025 Comprehensive Plan

Halff Associates, Inc.

September 2014



Lytle 2025 Comprehensive Plan

September 19, 2014

Ms. Josie Campa
City Administrator/Secretary
City of Lytle
14916 Main Street
Lytle, Texas 78052

Reference: Lytle 2025 Comprehensive Plan

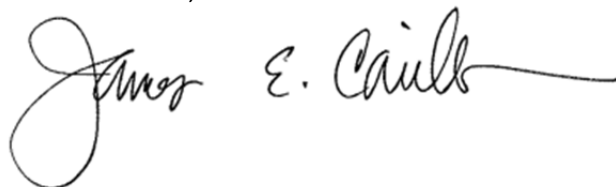
Halff Associates, Inc. is pleased to submit the final Comprehensive Plan report for the City of Lytle, entitled **Lytle 2025**. This document is the culmination of an extensive planning process over the past year involving key stakeholders, city staff, elected officials, and most importantly, the citizens of Lytle. The plan's recommendations seek to achieve a sustainable future for Lytle that encourages growth while preserving the rural heritage of Lytle and areas surrounding Lytle.

The citizens of Lytle envision a community that reflects the city's historic heritage, has a unique identity that everyone can relate to, and makes smart decisions about housing, neighborhoods, transportation, recreation, the environment, development, and the area economy in order to meet the needs of future generations. These are the building blocks of any city, and they are all intimately related. In order to achieve this vision, six guiding values are established that permeate every element and recommendation of the Comprehensive Plan:

- Community Character - protecting the unique and small town character of Lytle
- Environmental Protection - being stewards of the farming and ranching environment around the city.
- Responsible Planning - planning for civic infrastructure and services in advance of growth
- Economic Stability – diversifying and growing the tax base to ensure long range fiscal stability
- Unique Identity – creating and fostering a distinct community identity for Lytle
- Livability for All - ensuring that Lytle remains a wonderful community in which to live

This document identifies opportunities and actions that will help guide the fulfillment of the vision for Lytle. We greatly appreciate the opportunity to have worked with you, your staff, and the citizens of Lytle.

Sincerely,
Halff Associates, Inc.



Jim Carrillo, FAICP, ASLA
Vice President, Director of Planning



Lytle 2025 Comprehensive Plan

Acknowledgements

We would like to recognize the many individuals who put in a significant amount of their time and energy to make Lytle's comprehensive plan a unique document that reflects the values of the residents of Lytle. This plan for Lytle's future would not have been possible without the input, feedback, and support provided by Lytle's citizens, members of City staff and elected officials.

City Council

Mark Bowen, Mayor

Ward Sanders, District 1

Sam Cortez, District 2

Kevin H. Keith, District 3

Jerry Stone, District 4

Ruble P. Farmer, Jr., District 5

City Staff

Josie Campa, City Administrator/Secretary

Richey Priest, Chief of Police/Fire Marshal

James McGrath, Director of Public Works



Lytle 2025 Comprehensive Plan

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CHAPTER 1

Introduction

CHAPTER 1 | Introduction



Lytle – A City on the Grow!

Lytle's history is one of a quiet rural community, where one can enjoy a calmer pace of life while taking advantage of the benefits of a huge metropolitan area only 25 miles away. A rural character, a promising downtown, local park and library amenities, and a safe environment all contribute to making Lytle an undiscovered jewel for its residents.

Since John T. Lytle established the city in 1882, the region around Lytle has seen many changes. In recent years, the pace of change has accelerated, punctuated by the rise of San Antonio as the medical, military and investment center of South Texas. Closer to Lytle, the extraordinary growth of the nearby Eagle Ford Shale play, the investment of Toyota in the IH 37 corridor, and continued population growth throughout South Texas are all changing the landscape of the area significantly.



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Lytle itself has seen many recent changes. New development in the 1518 corridor, renewed interest in Downtown Lytle, and new residential areas such as Lakeshore Estates are bringing new investment to the area. And yet, the city still retains a strong country charm and small town atmosphere. Traffic levels are growing but still reasonable, the rate of growth is steady and manageable, and opportunities to shop for everyday needs are increasingly available. Moreover, the amenities and opportunities of a big city are only a few miles away. These all make the city a great place to live in and to raise a family.

Perhaps no longer undiscovered, change is coming to the area. That change may be rapid and sudden, or subtle in the way it transforms the city. Either way, this plan is designed to help guide that change, to preserve what is most beloved in Lytle while adjusting to outside impacts that are already beginning.

Why Does a City Need a Comprehensive Plan?

The purpose of a comprehensive plan is to identify and articulate the vision for the future of Lytle and outline a set of goals and objectives to achieve the desired vision. It includes all the elements that make up a city: housing, transportation, parks and open space, businesses, downtown, history, public services and safety, neighborhoods, and community identity. In essence, it is a blueprint for the city's growth, providing City Council, the Zoning Commission, City Staff, and property owners, businesses, developers, and residents with a collaborative road map for expanding and modernizing the city and attracting new residents and businesses.

A comprehensive plan is a blueprint for the city's growth, providing city leaders, staff and residents with a "road map" for expanding and modernizing the city and attracting new residents and businesses.

A comprehensive plan:

- Creates a "snapshot" of current conditions
- Articulates a vision of how the community wants to grow as it looks to the future
- Establishes goals and objectives for the elements of the comprehensive plan to achieve that vision
- Identifies specific recommendations and actions to help achieve the vision
- Provides a framework for policy decisions and physical development of the city
- Covers a time frame of about 10 years, but also considers where the city wants to be well into the future
- Is integrated with other planning documents, studies, and initiatives carried out by the city and region.



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A comprehensive plan is not a binding policy, zoning law, subdivision regulation, budget, capital improvement program, or any other regulatory document. Rather, it is intended to guide and inform such documents.

Timeframe for this Comprehensive Plan

Typically, comprehensive plans look to a 20-year horizon. However, a ten year timeframe can be appropriate when a small city such as Lytle is expected to experience significant growth within the upcoming decade.

Planning for a city that is anticipating growth is more complex, and the community has to think further into the future about the decisions that are being made. Using a ten year timeframe allows the community to look at population growth further into the future and consider the long-term implications of actions and decisions. Furthermore, plans should be reviewed every three to five years. A five year review allows the city to measure progress toward implementation and identify new priorities. A ten year update should include an evaluation of the goals and vision for the future of Lytle, which may result in adjusting goals, objectives, and actions.

City Planning and Regulatory Authority in Texas

This section is not a legal document, and it is not intended to provide legal guidance on land use regulation issues. It is only intended to provide a brief summary of legislative authority for land use planning and regulations among municipalities.

Across the United States, land use planning and regulation is upheld as a way to protect health, safety, and welfare. In early planning history, regulations tended to precede planning; but over time, comprehensive plans have become the controlling documents that guide growth-based decisions. For the “purpose of promoting sound development of municipalities and promoting public health, safety, and welfare,” the Texas Local Government Code (LGC) permits municipalities to develop a comprehensive plan “for the long-range development of the municipality.” In Texas, the bulk of land use control falls on municipalities; and while comprehensive plans are not required in Texas, as they are in other states, municipalities across the State use comprehensive plans and the planning process to identify what they want and how to achieve it. Political leaders and decision makers use comprehensive plans as a foundation to establish development and land use regulations.

According to the LGC, municipalities may “define the content and design of a comprehensive plan.” The comprehensive plan: (1) may include but is not limited to, provisions on land use, transportation, and public facilities; (2) may consist of a single plan, or a coordinated set of plans organized by subject and geographic area; and (3) may be used to coordinate and guide the establishment of development regulations.



Lytle 2025 Comprehensive Plan

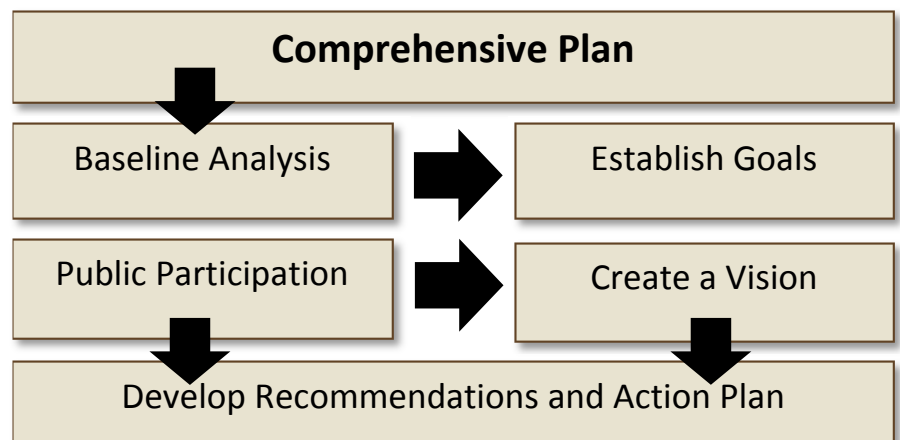
The LGC requires adoption or amendment of a comprehensive plan to include both a review by the city's planning commission or department (if one exists) as well as a public hearing. In addition, a municipality may define the relationship between a comprehensive plan and development regulations. Municipalities are given different authority to regulate land use and development depending on whether the property is within their full service jurisdiction or within the municipality's extra territorial jurisdiction (ETJ). Also, cities have different authority based on whether they are a home rule or general law city. Lytle is a general law city - meaning it is a smaller city (less than 5,000 residents) whose powers are limited in terms of annexation, municipal organization, and initiatives and referendums. General Law cities are restricted to doing what the State has directed them to do. According to the LGC, municipalities have the following regulatory authority when it comes to land use and development:

- Zoning, such as the height, size, lot coverage, lot size, density, and location of a building and lot (LGC, Chapter 211)
- Subdivision, how a property is subdivided and used (LGC, Chapter 212)
- Structures (including housing), as it relates to the building code (such as structural integrity and plumbing) as well as establishing building lines (LGC, Chapter 214)
- Certain business operations (LGC, Chapter 215)
- Signs

The Comprehensive Planning Process

The diagram below illustrates the comprehensive planning process.

The process begins with the development of a vision for the future development of Lytle. The left column of the diagram represents the steps taken during the development of this comprehensive plan. An analysis of existing conditions determined the baseline for the comprehensive plan. This



provided background information for the development of alternative growth scenarios. From this, a series of planning principles was created to guide the development of the plan, which reflected the intent and essence of the refined concept established earlier in the process. Public participation occurred throughout the process, through surveys and public meetings. Finally, the process will conclude after the completion of this comprehensive plan with the revision of the City of Lytle's ordinances and standards to reflect direction established by the plan.



The Future Vision for Lytle

The vision statement of this comprehensive plan was developed in conjunction with residents and elected officials of Lytle, and reflects their perception of Lytle today, as well as where they would like the City to be in the future. The state reads as follows: “Lytle will be a great place to live, appealing to both existing and new residents for its small town/rural character and friendliness, its attractive and safe neighborhoods, its business friendly attitude, its revitalized downtown, its amenities, and its excellent governance.” Residents also wanted the city to be known as a great place to live and do business.

Key strengths of the City that should be used as building blocks for the Lytle of the future include:

- Lytle’s location as the “hub” city for a large area southwest of San Antonio
- The city’s proximity to San Antonio
- Opportunities for rural residential living
- The city’s strong sales tax base
- Large areas of undeveloped freeway frontage
- Opportunities for downtown redevelopment opportunities

Our Vision for Lytle

“Lytle will be a great place to live, appealing to both existing and new residents for its small town/rural character and friendliness, its attractive and safe neighborhoods, its business friendly attitude, its revitalized downtown, its amenities, and its excellent governance.”

Overall Goals of the Comprehensive Plan

The goals and recommendations create the foundation for guiding future decisions and development. They are intended to be integrated with other more detailed plans, and provide consistency and predictability in the day-to-day decision making among City staff as well as policy making by Lytle’s City Council. Each plan element contains a goal and a series of recommended actions. The components are organized in a hierarchal fashion to ultimately achieve Lytle’s desired vision for the future. These components of each element are described below.

Goals – A goal describes the desired outcome for a plan element. It is different from a vision in that it speaks directly about the element. Goals are an important part of a planning process in that they provide the underlying philosophical framework for decisions and also guide the decision makers on issues. The goals expressed in this comprehensive plan reflect the desires of the citizens, elected officials, and the staff of Lytle.



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Actions – Actions include specific strategies or steps to take in order to reach an objective. Action items are specific enough to include a recommended timeframe for implementation, partners or agencies for implementation, and in some cases a potential cost.

Lytle 2025 – Overall Plan Goals

- 1. Maintain the city's rural town character and sense of friendliness, even as the city grows and changes.*
- 2. Respond to area traffic needs in ways that do not negatively impact the quiet, calm character of the city.*
- 3. Preserve and enhance the attractiveness and value of the city's neighborhoods.*
- 4. Proactively promote, attract and support businesses, both those already in the city and new ones, to increase the city's property and sales tax base and keep the city economically strong.*
- 5. Enhance Downtown Lytle to include a mix of retail, living, and civic activities and make it a regional destination.*
- 6. Maintain and update the city's streets and infrastructure as an integral component of the future economic sustainability of the city.*
- 7. Create first class quality of life amenities and parks that strengthen the perception of the city as a great place to live.*
- 8. Through careful and thoughtful planning, revisit the potential for home rule status as the city's population increases over the next decade.*

Previous Plans and Studies

Part of the planning process for a comprehensive plan includes acknowledging and reviewing previous plans and studies that have been conducted within the City. Often times common themes, visions, and recommendations can be carried over from one planning process to another. Below is a discussion of previous plans and studies in Lytle.

1987 Community Development Planning Report

The 1987 City of Lytle Planning Report was commissioned by the City to serve as a guiding document for current and future growth. The report reviewed seven main planning activity areas:



Lytle 2025 Comprehensive Plan

- Basic planning activities
- Economic development study and plan
- Street conditions study and plan
- Thoroughfare system study and plan
- Water system study and plan
- Drainage system study and plan
- Capital Improvement Program

2010 Five Year Plan

The Lytle Police Department describes short-term and long-term plans, projects, goals and ideas for the City from 2010-2015. This plan addresses necessary considerations to accommodate the expected commercial growth in Lytle. It serves as a tool for the City to help prioritize projects and understand the implications of future growth.

Organization of the Comprehensive Plan

This plan is made up of four main components:

1. **Community Profile** – This component describes the current state of Lytle such as population, demographics and characteristics.
2. **Public Engagement** – This component describes the amount of effort put in on the part of Lytle's citizens and stakeholders to identify challenges and opportunities, and to develop ideas to create the community they desire.
3. **Goals and Recommendations** – A series of goal statements and recommended actions for the various elements of the comprehensive plan were developed. These include economic growth, transportation, housing, downtown, infrastructure, and parks and open space.
4. **Implementation Strategy** – The implementation component describes the strategy for seeing through the realization of the comprehensive plan, including a timeframe for specific actions, resources to enhance funding options, and important relationships and partnerships to advance implementation.

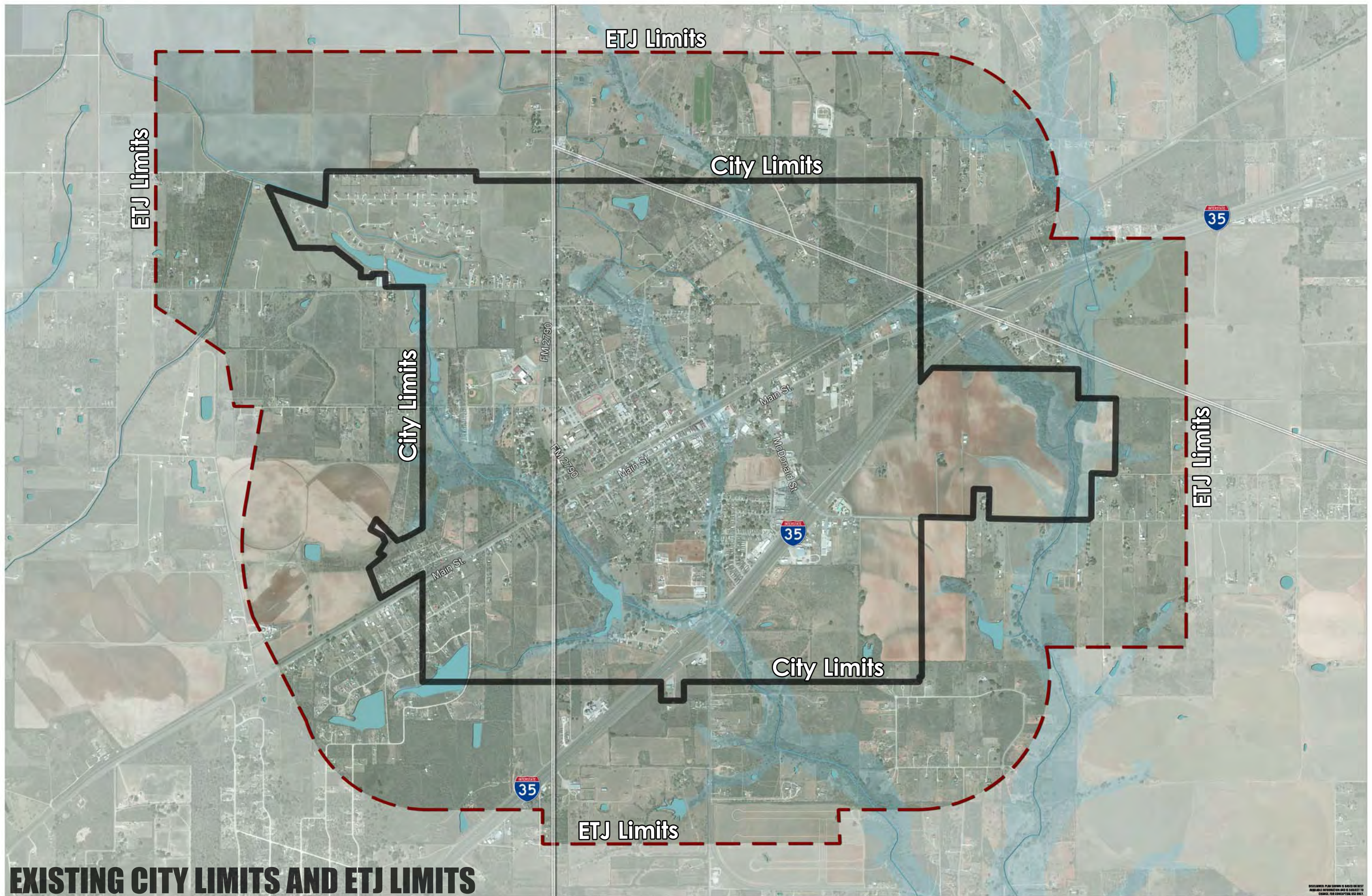
Lytle 2025 Study Area

The study area for the comprehensive plan includes the current incorporated area of the City of Lytle (the city limits) as well as the current extra-territorial jurisdiction (ETJ). Today, the incorporated area of the City of Lytle includes approximately 4.3 square miles, and the ETJ adds an additional 6.1 square miles.

What is ETJ?

A city's extra-territorial jurisdiction (ETJ) is the unincorporated land adjacent to the city's corporate limits that is not within any other city's municipality or ETJ. The size of a city's ETJ varies according to its population. Lytle is a general-rule city with a population less than 5,000 so its ETJ extends ½ mile from the city limits.





EXISTING CITY LIMITS AND ETJ LIMITS
COMPREHENSIVE PLAN CITY OF LYTLE
MARCH 2014



CHAPTER 2

Community Baseline Analysis

CHAPTER 2 | Community Baseline Analysis

The Community Baseline section of the comprehensive plan is intended to provide an overview of the historical and geographical context of Lytle, as well as to evaluate existing conditions, historical aspects, and projected trends for growth. The purpose of this section is to document the current state of the city and provide insight into potential future demand for city services and facilities. It also helps to identify opportunities and challenges Lytle must consider in shaping how it grows.

A Brief History of Lytle

Before the City of Lytle was established, the area was inhabited by Coahuiltecan, Apache and Comanche Native American tribes. In the mid-1700s families from Mexico settled in the area and established ranches. By the 1840s Anglo-Americans began to settle the area.

John T. Lytle was among the early settlers and established the City of Lytle in 1882. A successful rancher, John T. Lytle drove thousands of cattle across the country, handling more than 450,000 longhorns and delivering them to places as far as Montana. During this period Lytle's investments in livestock amounted to \$9 million. With the help of several ranching partners, he built the Union Stockyards in San Antonio.

John Lytle was heavily involved and influential in the foundation of the Lytle Rail Station on the International-Great Northern Railroad in 1882. By the late 1880s the City of Lytle grew into shipping point and retail hub for cattle ranchers and corn and cotton farmers. By 1892 there were four general stores, two livestock breeders, a cotton gin and a population of 100.

In the late 1890s a coal mine was constructed, increasing the population to 150 by 1896. In the decades that followed, Lytle was home to a variety of trades including an auxiliary landing and practice bombing field, a pickle factory and a cut-flower growing operation.

Purpose of a Community Baseline Analysis

The community baseline documents the current state of the city and helps identify opportunities and challenges that Lytle must consider in shaping how it grows.



Lytle 2025 Comprehensive Plan



Many downtown structures along the railroad tracks point to Lytle's importance as a railroad hub.

In 1951 Lytle became an incorporated city after years of debate. The first taxes were levied in 1953 and with the help of special bond elections the City had a water system, fire department, gas system and sewer system by 1961. The population continued to increase steadily, growing to its current population of over 2500.

Geography

Lytle is located in the Rio Grande Plain, which encompasses the area south of San Antonio between the Rio Grande and the Gulf Coast. This region is characterized as partly prairie, with much of it covered in dense vegetation including prickly pear, mesquite, dwarf oak and other cactus and shrubs. There is some farming in this region which is supported by wells and streams. However, the Rio Grande Plain is primarily dedicated to raising cattle, sheep and goats. San Antonio and Laredo are the dominant commercial centers for the Texas Angora goat and mohair industry.

Lytle is located about 30 miles away from the Eagle Ford Shale Play. As shown on the next page, this hydrocarbon producing formation spans roughly 50 miles wide and 400 miles in length. It is of great significance because of its ability to produce

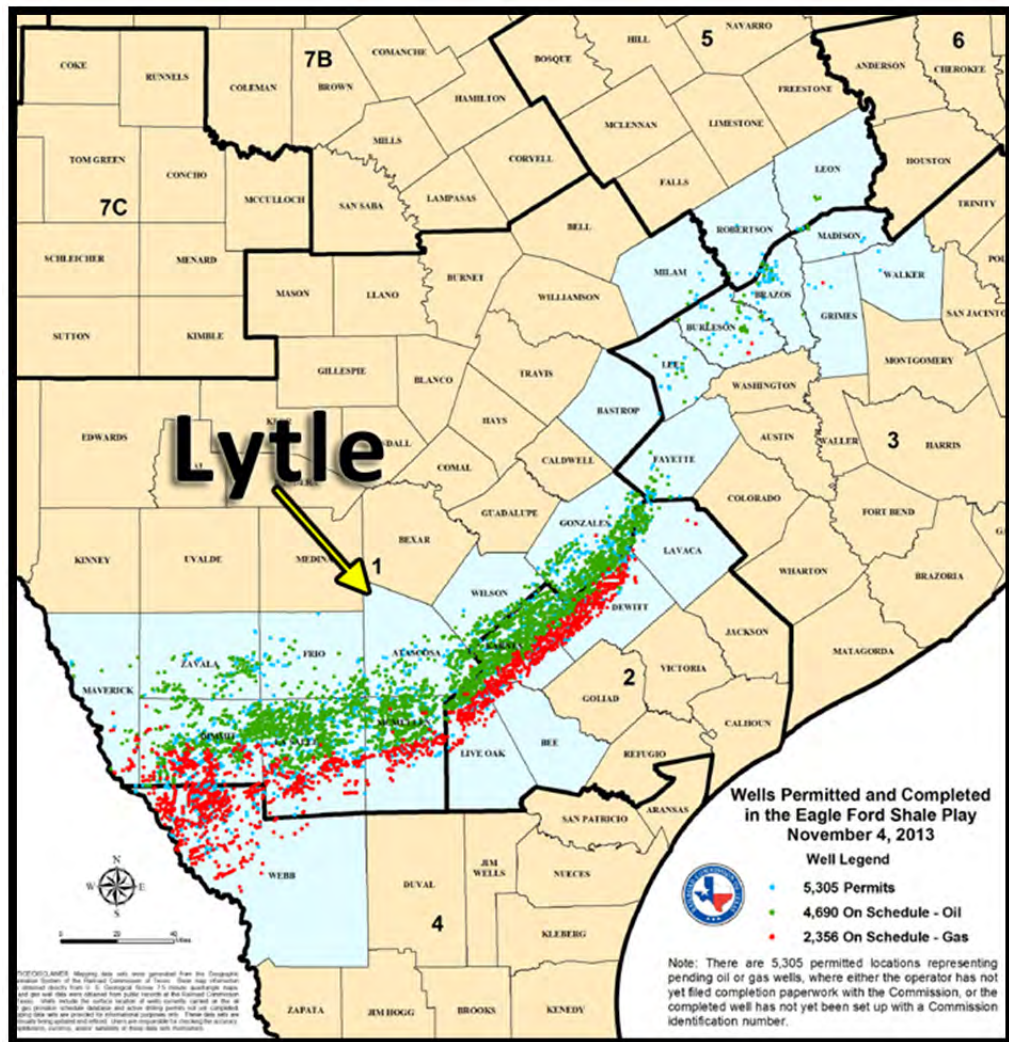


Lytle's location within the geographic regions of Texas

Lytle 2025 Comprehensive Plan

gas and oil at greater quantities than most shale plays. In 2008 Petrohawk drilled the first of the Eagle Ford wells. By 2012, there were 1,262 producing oil leases in the Eagle Ford area. It has become one of the most heavily drilled areas in the United States, yielding oil, natural gas and hydraulic fracturing potential. The growth of exploration within Eagle Ford could have a significant impact on the future of Lytle.

The main water sources for Lytle are wells draining from the Edwards Aquifer, which serves the agricultural, industrial, recreational and domestic needs of almost two million users in south central Texas. The Edwards Aquifer is a unique groundwater system representing one of the highest producing artesian aquifers in the world. Located near the eastern edge of the Edwards Plateau, it follows the Balcones Fault line and the recharge zone extends across 1,250 square miles. The Edwards Aquifer made development in the region possible, creating opportunity for the Spanish explorers centuries ago. Since the 18th century it has enabled cities like San Antonio to develop and prosper without developing surface water or other water resources.



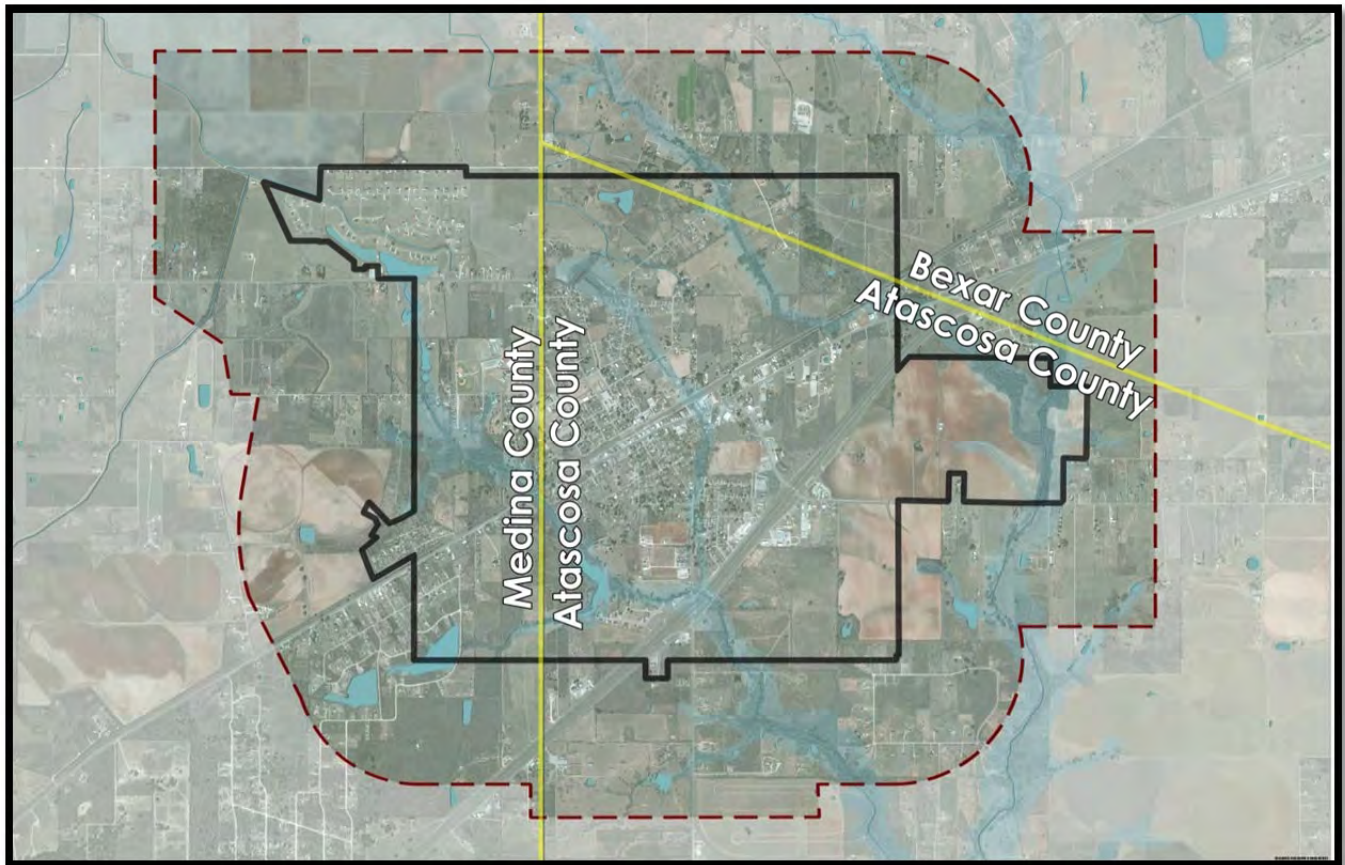
Lytle within the Eagle Ford Shale; Source: RRC



Relationship to the Region

Lytle is one of 48 cities in Texas located in three counties. Lytle extends into Atascosa County, Bexar County and Medina County, with the majority of the city in the northern corner of Atascosa County.

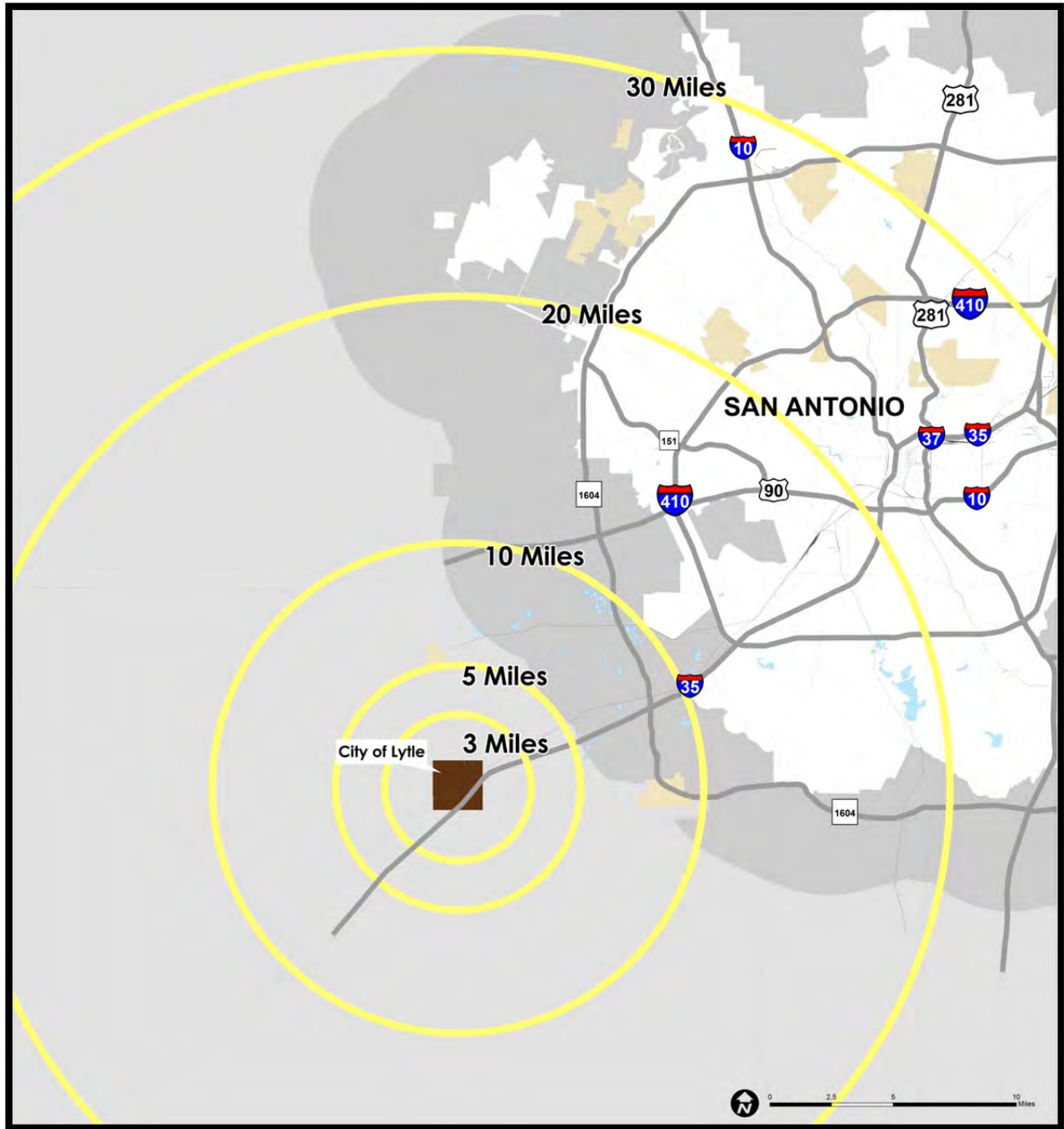
Lytle's location near San Antonio is one of the city's major strengths. As illustrated on the following page, the city's boundaries are approximately 10+ miles southwest of San Antonio, just off of Interstate Highway 35. As one of the most populous cities in the country, San Antonio provides residents of Lytle access to many major attractions and conveniences, including the Alamo, Six Flags Fiesta Texas, Sea World, the Riverwalk and the Missions. The San Antonio International Airport serves as the closest international airport for Lytle residents, about 28 miles away. Major retail opportunities occur in south San Antonio within 15 miles from Lytle, as do multiple entertainment and dining options. Corpus Christi provides the nearest port facilities, approximately 140 miles southeast of Lytle.



Lytle's boundaries fall within Medina, Bexar and Atascosa Counties.



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Lytle's proximity to San Antonio places its residents close to multiple retail, business and entertainment opportunities.



Lytle 2025 Comprehensive Plan

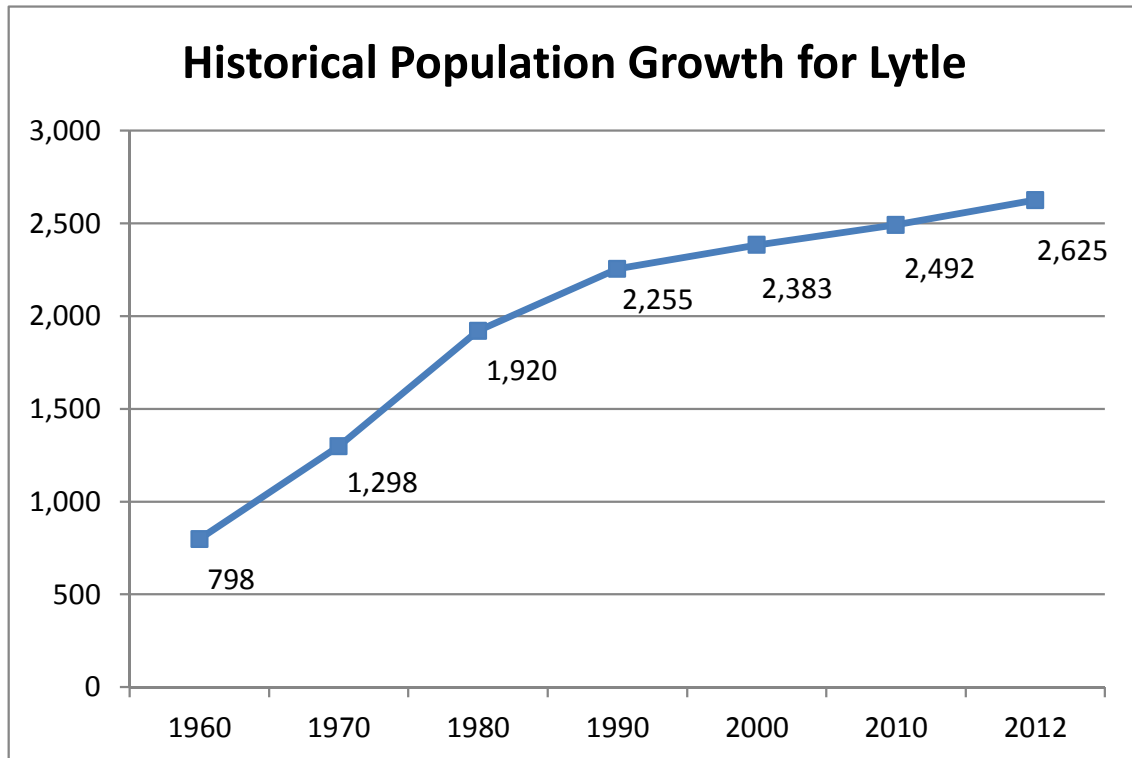
Demographics

The demographic information described below represents characteristics of the population and workforce for the City of Lytle. Data was sourced from the U.S. Census Bureau, which provides an array of demographic information, with most recent updates in 2010. Specific demographic segments that are observed and evaluated include:

- Historical Population Growth and Future Population Projections
- Age and Gender
- Race and Ethnicity
- Income
- Industry and Employment

Historic Population Trends

As a junction town Lytle grew slowly. In 1884 Lytle had a population of 50, by 1892 the community reached 100 and in 1904 the number rose to 212. The population of Lytle reached 1,000 in the 1960s. Between 1960 and 1980 the City of Lytle experienced significant growth with the population rising from 800 to 1,920. By 2000, the population reached 2,383. The 2010 U.S. Census Bureau estimates a population of 2,492 and a July 1, 2013 estimate of 2,694. The city's population has grown by over 8% between 2010 and 2013, or more than 2.7% per year. This represents an additional 200+ residents, or on average 50 to 70 new households.

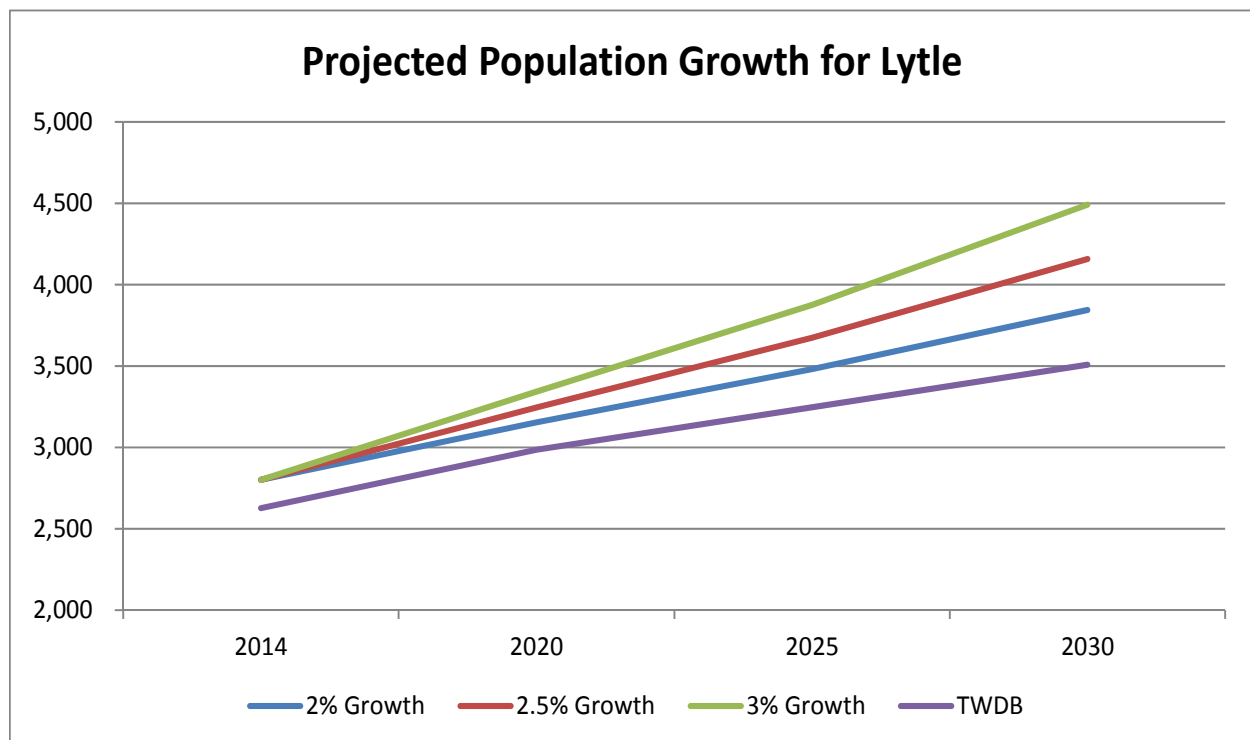


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Potential Future Population Growth

Different population growth scenarios are shown in the chart below. If the city grows at a relatively conservative rate of around 2% per year, the city's population could reach 3,700 by the year 2030. If the City maintains its recent growth of 2.5% to 2.7% annually, then the projected population would be 3,600 +/- by the year 2025, and almost 4,200 by the year 2030. If the City grows even faster than it has in recent years (3%+/- annually), its population could potentially reach 4,500 +/- by the year 2030. Annexations of nearby areas with significant populations could also increase the city's population.

The Texas Water Development Board (TWDB) projections are also shown. They estimate the population of Lytle to be 3,500 by the year 2030. Traditionally, TWDB projections are considered to be more conservative compared to trend line planning projections as shown in the table below.

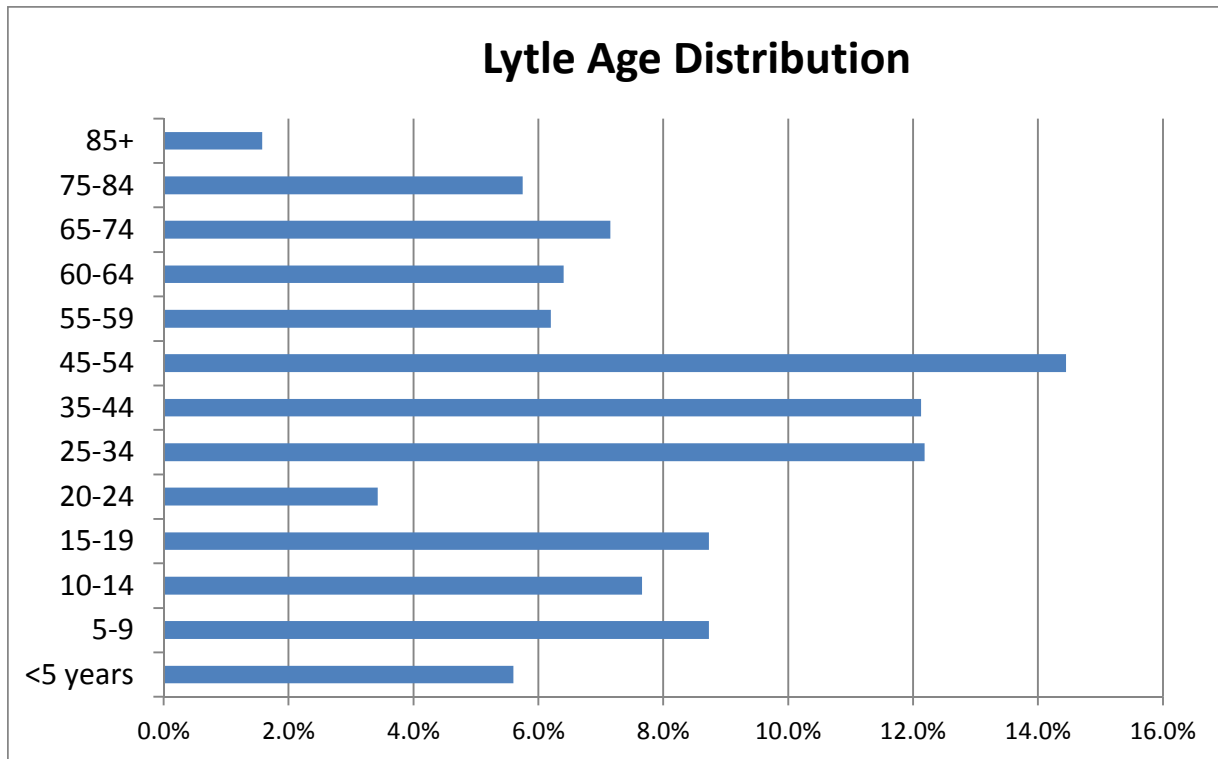


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Age and Gender

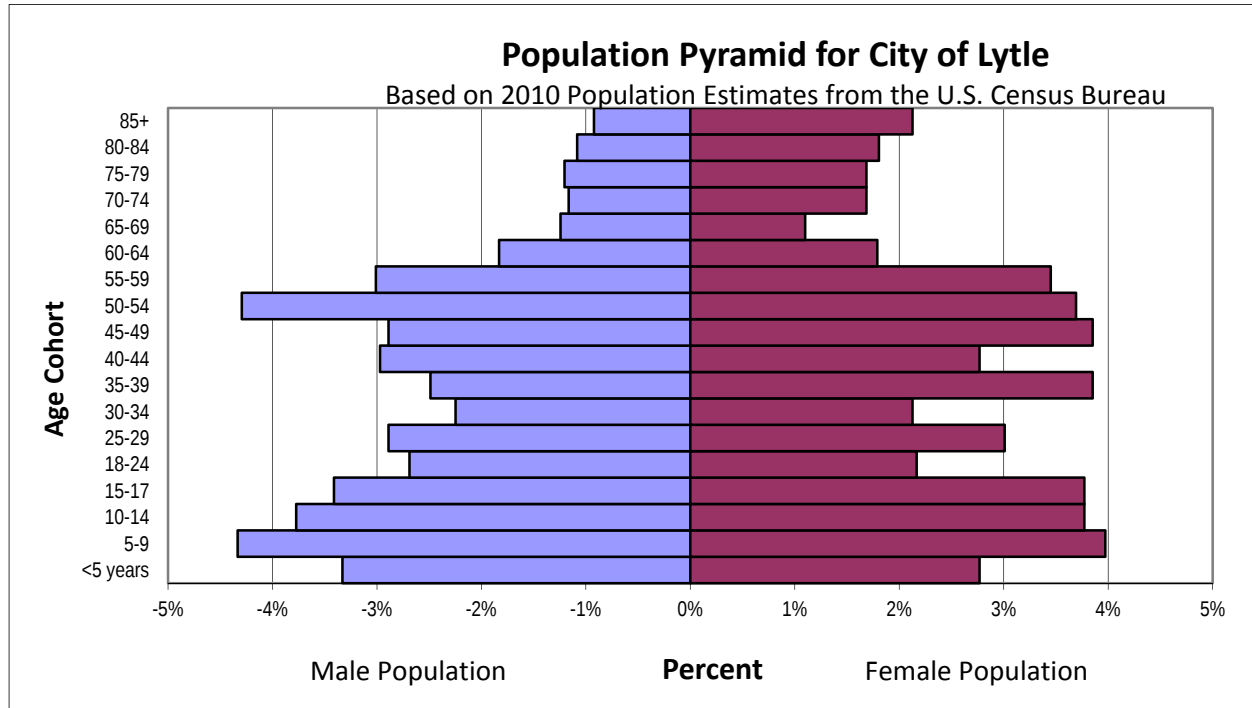
Evaluating the population by age helps a city understand the needs and lifestyles of the residents. The largest population segment is 45-54 years old, comprising 14.5% of the population. The two dominant age groups are children 14 years old and younger and adults ages 25-54 years old. The 14 and younger group makes up 22% of the population and the 25-54 group comprises 39% of the population. The smallest population segment is over 75 years old at 7.3% of the population.

This data points to a dominant characteristic in Lytle of households with families and children. According to the 2010 Census Data, 73% of households in Lytle are families. In contrast, the smallest household type is senior citizens who live alone.



Source: US Census Bureau, 2007-2011 American Community Survey

Lytle 2025 Comprehensive Plan



Households by Type		
Family households	638	73%
Living alone	211	24%
Seniors (65+) living alone*	90	10%

*a subset of "Living alone"

Race and Ethnicity

The 2000 and 2010 Census Data illustrate that Lytle's population is predominantly white and of Hispanic or Latino ethnicity. In the past 10 years the population has maintained similar racial and ethnic proportions.

The table to the right portrays racial and ethnic distribution for the City of Lytle in 2010. In 2010, 73% of the population in Lytle identified themselves as Hispanic or Latino. This number is much higher when compared to the county percentages of 62% for Atascosa, 59% for Bexar and 50% for Medina County. In the state of Texas, the percentage of people identifying as Hispanic or Latino was 38%.

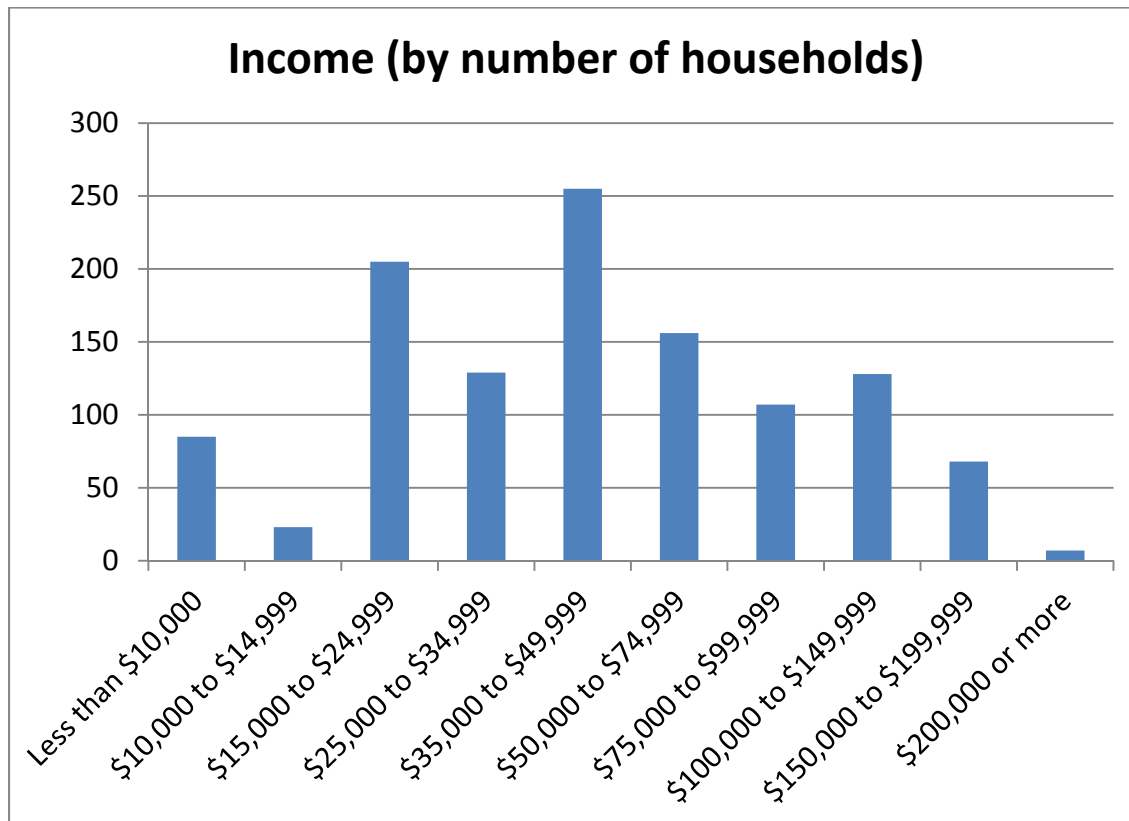
Population by Race and Ethnicity:				
City of Lytle, TX				
		2000	2010	
Racial Distribution	Total Population	2,383	2,492	
	White	73.8%	84.3%	
	Black	0.5%	0.3%	
	American Indian/ Alaska Native	0.9%	1.6%	
	Asian	0.3%	0.2%	
	Other	0.0%	0.0%	
	Two or More Races	2.9%	1.7%	
Hispanic or Latino Ethnicity		61.2%	65.6%	

Source: US Census Bureau

Lytle 2025 Comprehensive Plan

Income

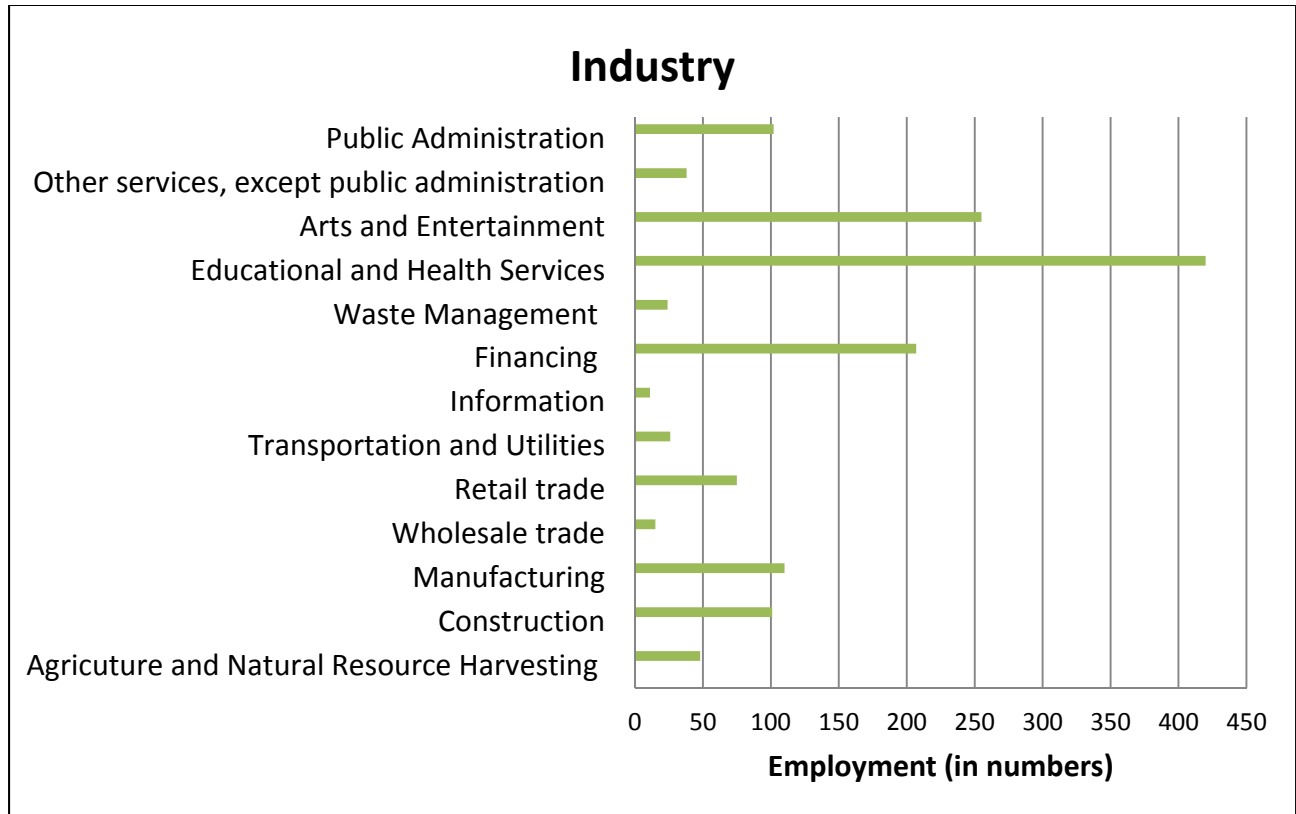
The 2007-2011 American Community Survey, a resource from the U.S. Census Bureau, provides information on income for cities, counties and states. The median household income for the City of Lytle is \$40,558. The graph below illustrates the range of income levels in Lytle. In Atascosa County, the median household income in 2011 was \$43,261. Median household income for the state of Texas is \$50,920.



Lytle 2025 Comprehensive Plan

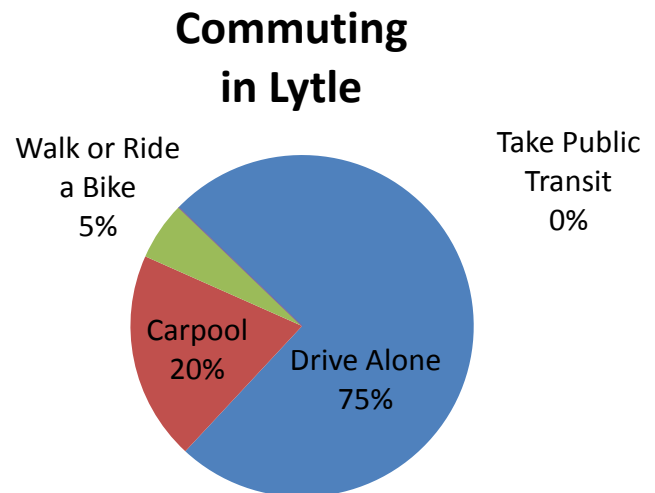
Industry and Employment

The American Community Survey provides information about employment in Lytle including basic employment and unemployment numbers, specific industries and commuting habits. The industries with the highest employment numbers are educational and health services, arts and entertainment, and financing.



Commuting Habits

The vast majority of people in Lytle commute to work alone by car, truck or van. Given the need to commute to employment around San Antonio, the mean travel time to work is 25 minutes. Public transportation in Lytle is not currently an option for its residents, but carpooling opportunities are encouraged by the Texas Department of Transportation. To the right is a pie graph illustrating commuting habits for Lytle residents.





CHAPTER 3

Public Engagement: Lytle Speaks!

CHAPTER 3 | Public Engagement



Public Engagement Process

This comprehensive plan was crafted to respond to what residents of Lytle want to see happen. It creates a vision that responds to their hopes, concerns and ideas of what Lytle should become in the future. To provide as much input as possible, a public engagement process was included as part of the planning process.

Multiple methods were used to collect input. Using different methods allows for input to be obtained from many different points of view and allows residents to participate as their schedules allow. All of these methods yielded many diverse options but also much agreement in terms of areas of concern. The results of all these methods were compared and combined to develop a comprehensive view of how the City should respond to changes in the region around it. The input techniques that were used include:

- Citywide mail-out survey sent to homes within the City limits. A total of 156 responses were received.
- A youth survey was attached to the end of the mail-out survey, and parents were asked to allow their children under the age of 16 to fill it out. The two-page youth survey received 33 responses from younger residents of Lytle.



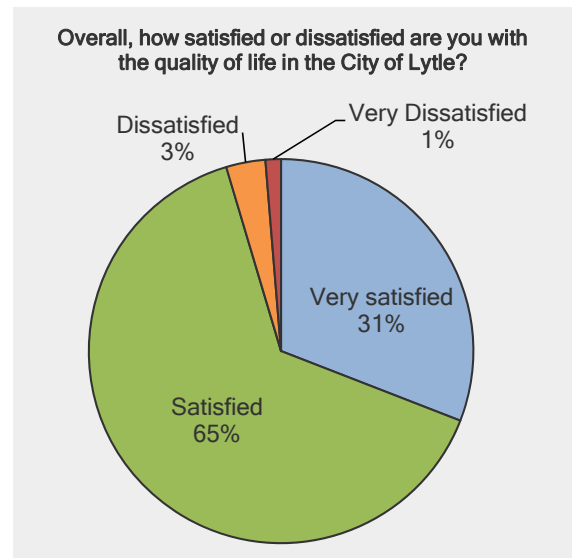
Lytle 2025 Comprehensive Plan

- A public workshop held during the planning process, and was attended by approximately 25 residents.
- Workshops with the City Council in January and July 2013.

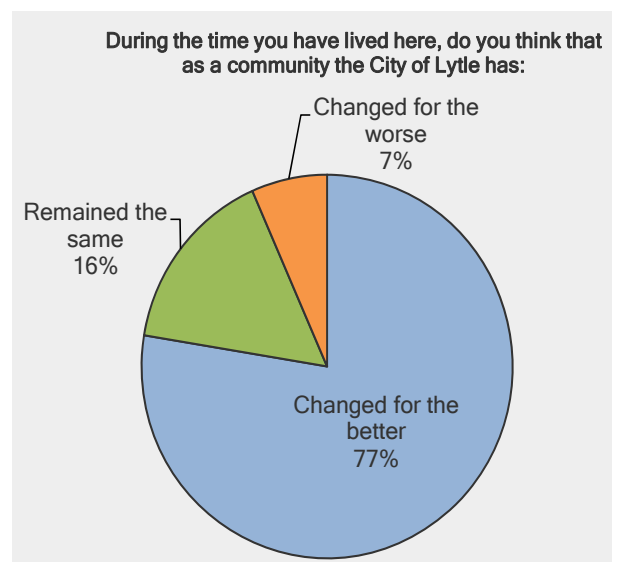
Mail-Out Survey Responses

A citywide mail-out survey was conducted as part of the planning process. The survey was designed to examine residents' concerns and desires for Lytle. Key results are discussed below.

Satisfaction with quality of life in Lytle: When survey respondents were asked how satisfied or dissatisfied they are with the quality of life in Lytle, the response was highly positive. 96% of the respondents were either satisfied or very satisfied with the quality of life in the City. Of those, 31% indicated they were very satisfied, which is an extremely high level of satisfaction.



During the time you have lived in Lytle, do you think the City has changed for the better, changed for the worse, or remained the same? Respondents demonstrated a high level of satisfaction with Lytle, with 77% indicating that the City has changed for the better. Only 7% of the survey respondents felt that the City has changed for the worse.

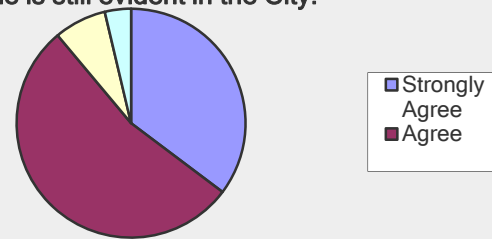


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What drew me to Lytle is still evident in the area:

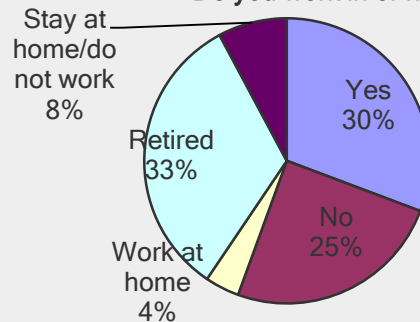
As a testament to the careful pace of change so far in the city, almost 90% of the survey respondents indicated that what they first liked in Lytle, or what drew them to the area to begin with, was still evident in the area.

How strongly do you agree or disagree with the following statement: "I feel that what first drew me to live in the City of Lytle is still evident in the City."



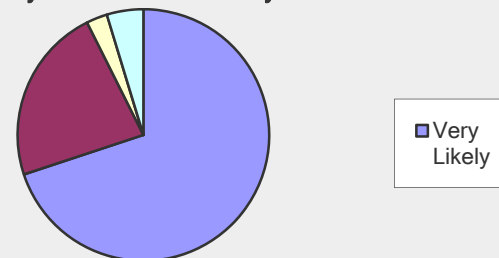
Work in or near Lytle: Survey respondents were asked if they live or work in or near Lytle. 30% answered that they live or work near Lytle, while another 25% did not. 45% of respondents worked at home, did not work or were retired.

Do you work in or near Lytle?



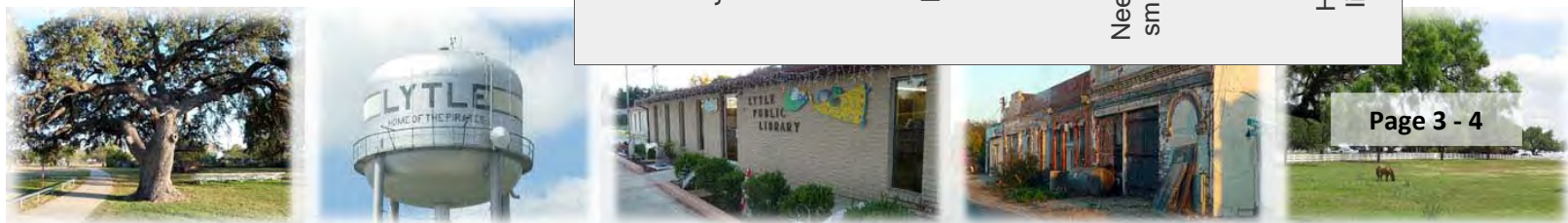
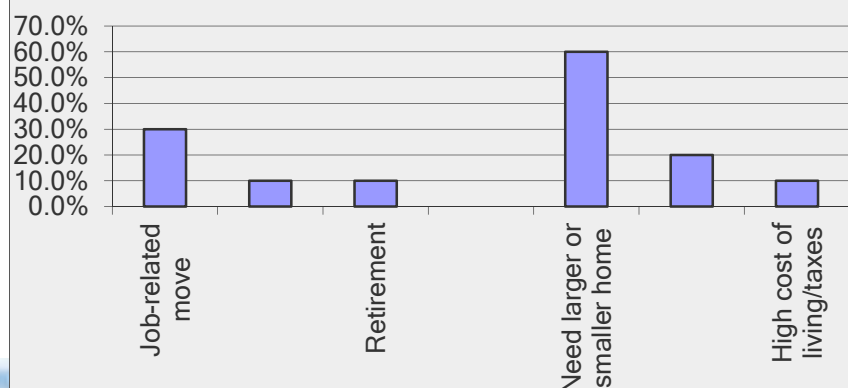
Likelihood of remaining in or near Lytle: Survey respondents were asked if they anticipated remaining in or near Lytle during the next five years. Only 8% indicated that they would probably not be living in or near Lytle in the near future.

How likely are you to remain living in Lytle for the next five years?



Reasons for leaving Lytle: Most likely reasons for leaving Lytle included the need for a larger home (60%), a relocation for employment reasons (30%), and retirement or the high cost of living and taxes (10% each)

If unlikely or very unlikely in Question #17, please tell us which of the following reasons is causing you to consider leaving the City of Lytle? Check all that apply.

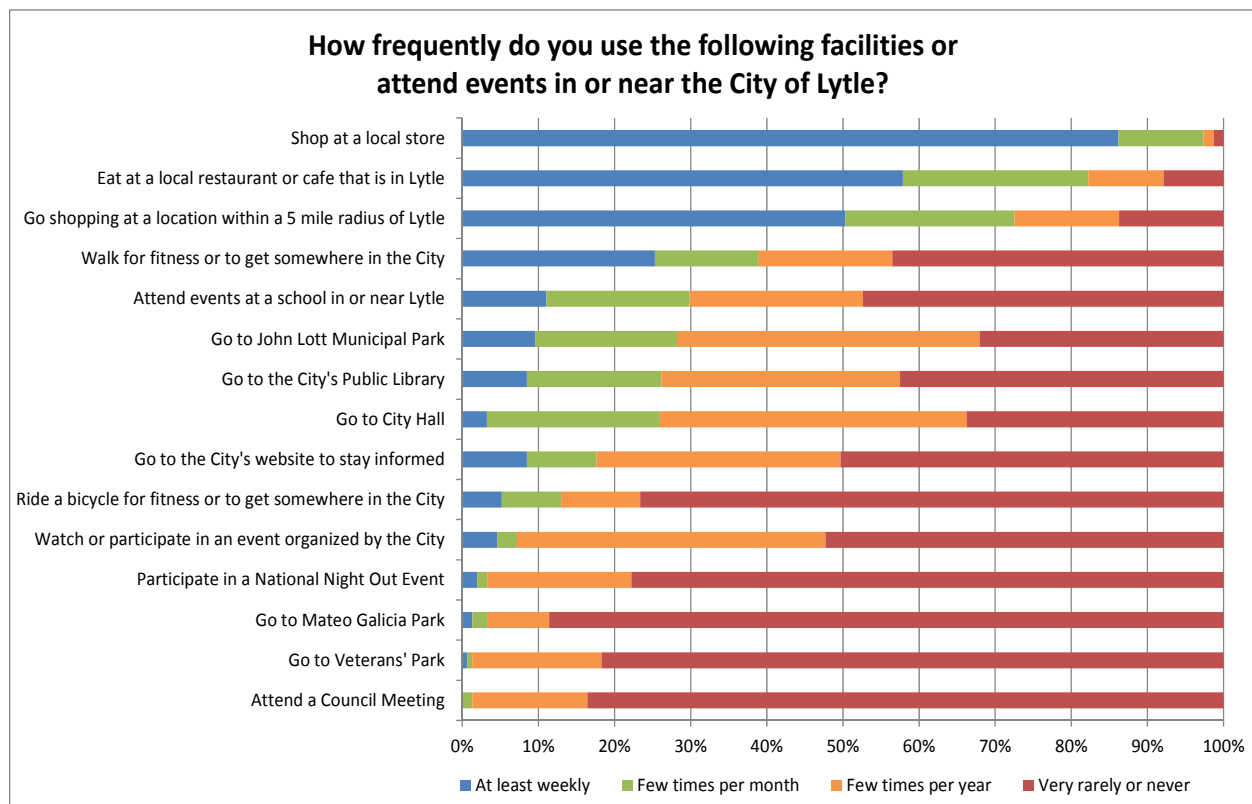


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Frequency of use of city facilities and events: Residents were given a list of different facilities and events in the City, and then were asked how frequently they use those facilities. A large portion of the respondents (86%) indicated that they shop at a local store at least weekly. Nearly 82% of the respondents indicated they eat at a local restaurant or café a few times per month or more. About half, or 50%, indicated that they typically shop within a 5 mile radius from Lytle.

On the opposite end of the spectrum, only a very limited number of respondents indicated that they attend or have attended a City Council meeting. Very few (less than 3%) visit Mateo Galicia and Veterans' Parks more than a few times a year, and in fact more than 82% indicated that they rarely or never go to those parks. Between 25% and 30% visit the library weekly or a few times a month.

Results are shown in the graph below.

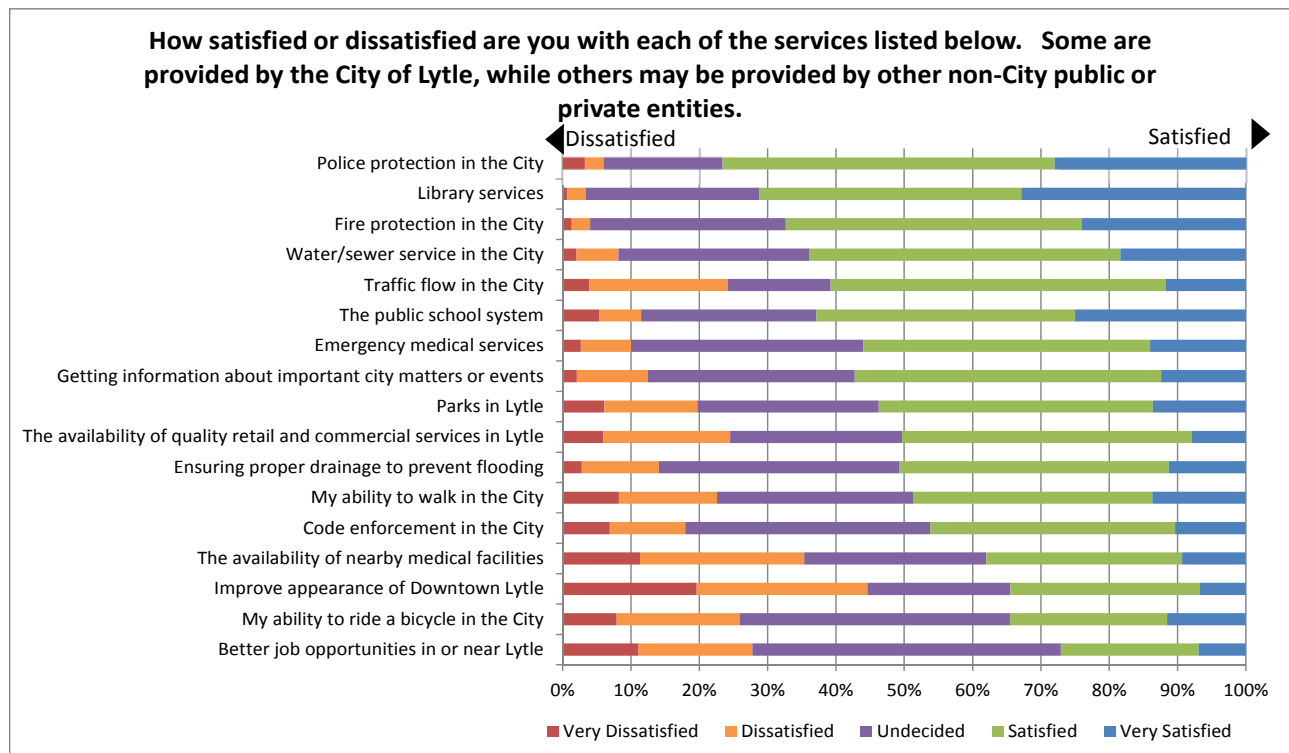


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Satisfaction with services provided by the City of Lytle: The survey asked about specific services provided in the City, and how satisfied the residents were with those services. The highest level of satisfaction was for police protection in the City, with more than three-fourths of the respondents (77%) indicating they were satisfied or very satisfied.

A large portion of the respondents were also satisfied with library services (71%) and fire protection (67%). Two-thirds (64%) are also satisfied with water/sewer service in the City, and 61% are satisfied with traffic flow in the City. Residents were least satisfied with efforts to improve the appearance of Downtown Lytle, as well as the availability of nearby medical facilities.

Results are shown in the graph below.



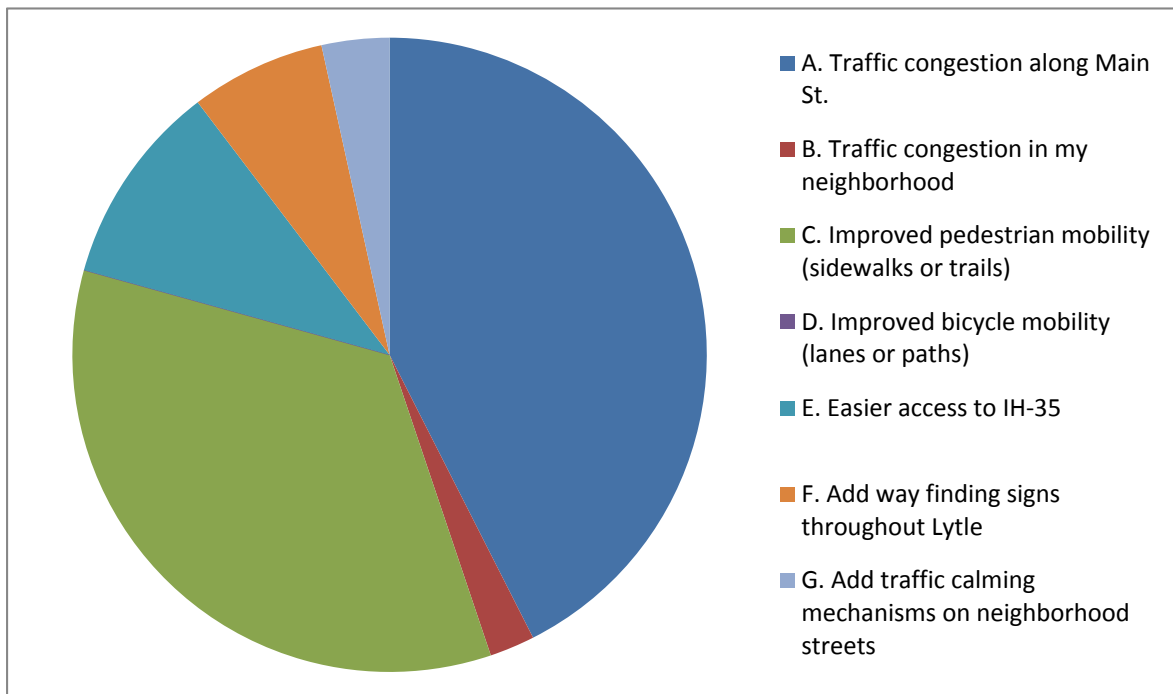
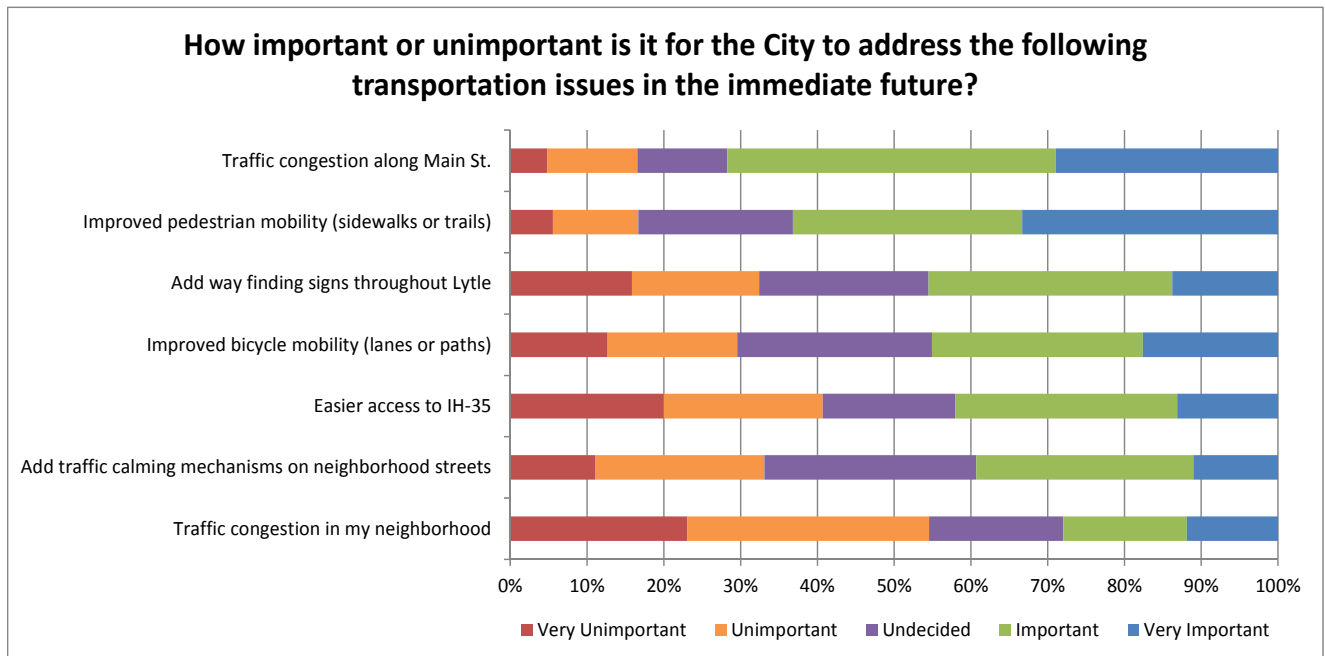
As a follow up question to satisfaction, respondents were also asked which one of the services listed above do they feel is the **most important** and **least important** for the City to focus on.

Most important services the city should try to Improve:	Services the city should focus less on:
Improve appearance of Downtown (21%)	My ability to ride a bicycle in the city (18%)
Better job opportunities in or near Lytle (12%)	Library services (13%)
Parks in Lytle (10%)	Parks in Lytle (9%)
Traffic flow in the city (8%)	My ability to walk in the city (8%)
Water/sewer service in the city (7%)	The availability of quality retail and commercial services in Lytle (8%)



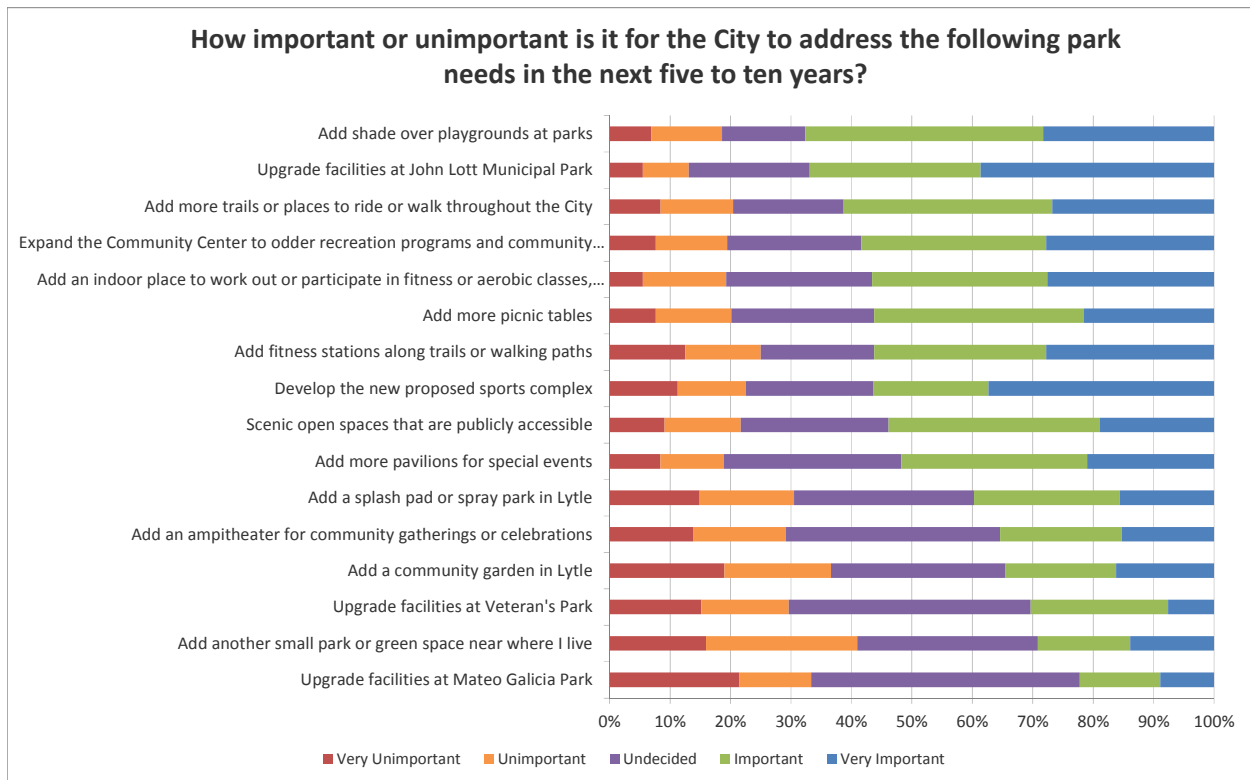
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Transportation Issues: Survey respondents were given a list of potential issues concerning traffic in Lytle. They were then asked to rank how important or unimportant each traffic issue was to them. The most significant issue to respondents was traffic congestion along Main Street, with 71% indicating it was either important or very important to address. Also, two-thirds of respondents (63%) felt improving pedestrian mobility, with sidewalks or trails, was important or very important. The results are shown in the graph below.



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Park related issues and needs: A similar question was asked about park related issues and needs. The survey respondents felt the most important need was to add shade over playgrounds at the existing parks (67%), and upgrade the facilities at John Lott Municipal Park (66%). The third most important park need was to add more trails or places to walk throughout the City (61%), which again shows a desire for improved pedestrian mobility in the Lytle.



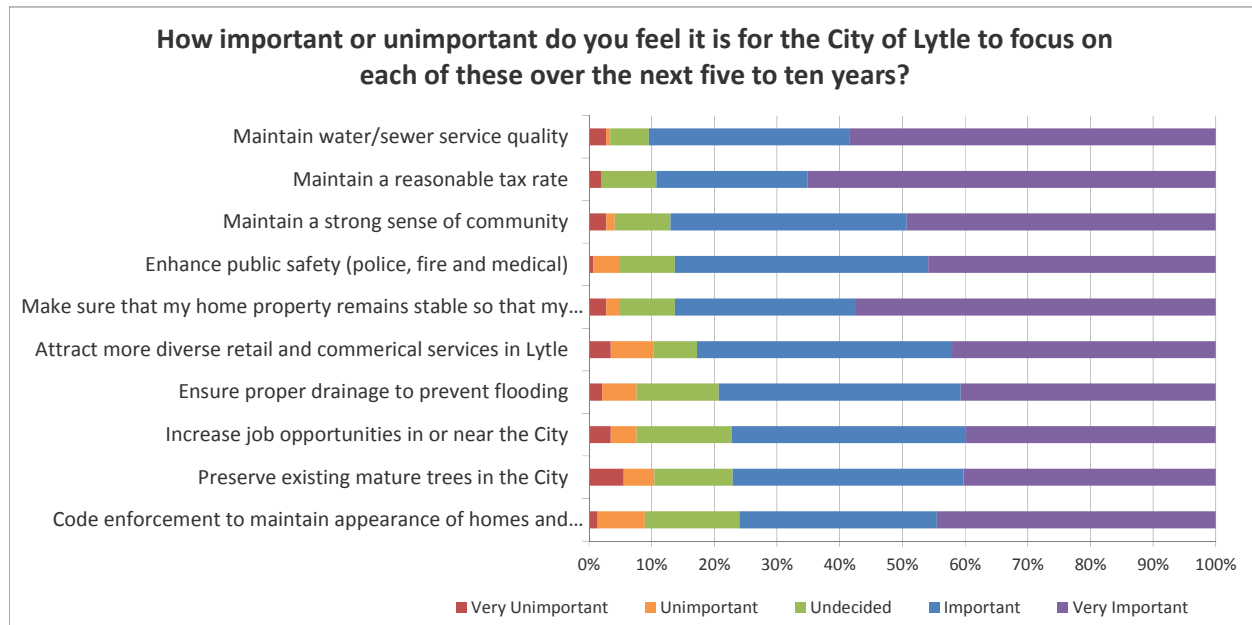
When asked what was the most important recreational item for the City to address, the results were:

1. Develop the new proposed sports complex (29%)
2. Expand the Community Center to offer recreation programs and community events (16%)
3. Add an indoor place to work out or participate in fitness or aerobic classes, whether public or private, in Lytle (15%)
4. Upgrade facilities at John Lott Municipal Park (8%)
5. Add more trails or places to ride or walk throughout the City (8%)



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The survey respondents were given a list of potential improvements that could be needed to various types of infrastructure in the City, and were asked to rate how important or unimportant they felt each one was. The ten improvements receiving the highest level of importance are shown in the graph below. The survey respondents felt the most important infrastructure need was to maintain water and sewer service quality with a 90% level of importance. The next highest was to maintain a reasonable tax rate with 89% of respondents indicating this was important or very important.



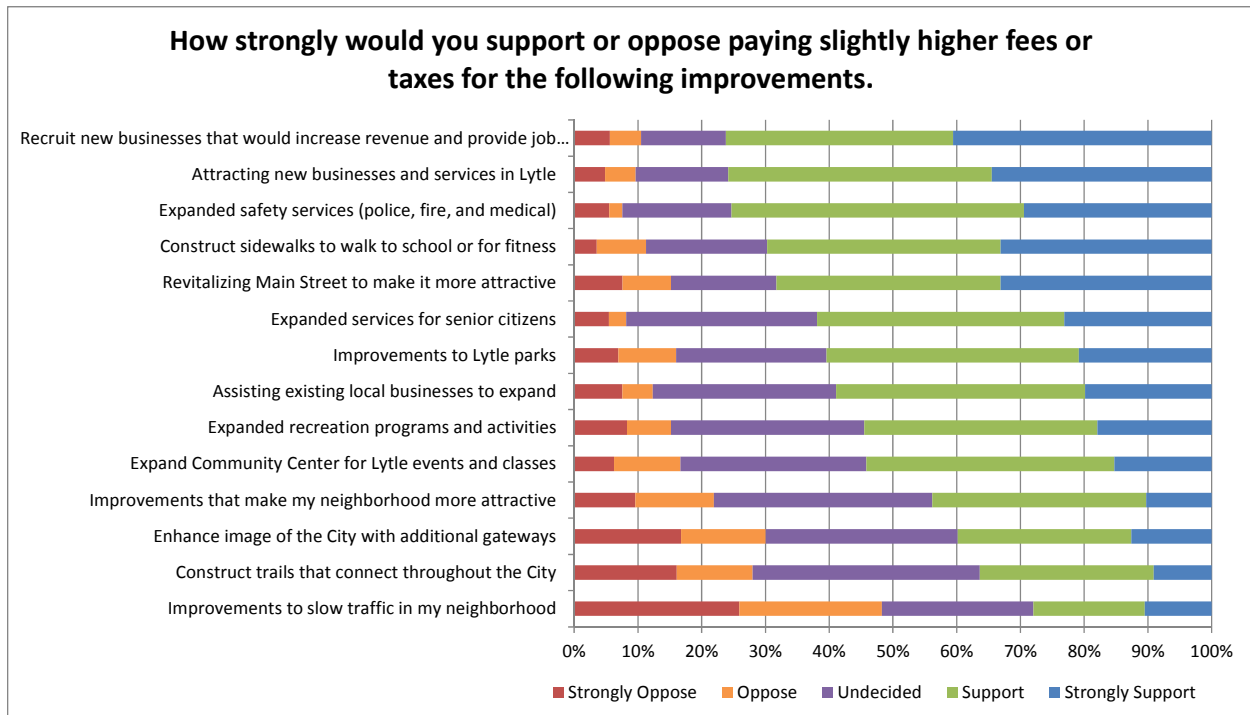
Again, when asked what was the single most important area to focus on, the results were:

1. Maintain reasonable tax rate (13%)
2. Improve area public schools (9%)
3. Take actions to preserve the City's home-town character (8%)
4. Improve traffic congestion (7%)
5. Attract more diverse retail and commercial services in Lytle (7%)



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Finally, the survey participants were asked which improvements they would support by paying slightly higher fees or taxes. The two improvements receiving the highest level of support were both related to enhancing businesses. Attracting new businesses and services in Lytle, and recruiting new businesses that would increase revenue and provide job opportunities both received a 76% support level. The respondents also indicated very high levels of support for expanded safety services (75%). The results are shown in the graph below.



As a follow up question, respondents were asked to pick the top three improvements from the list that they would most likely support. The top actions were:

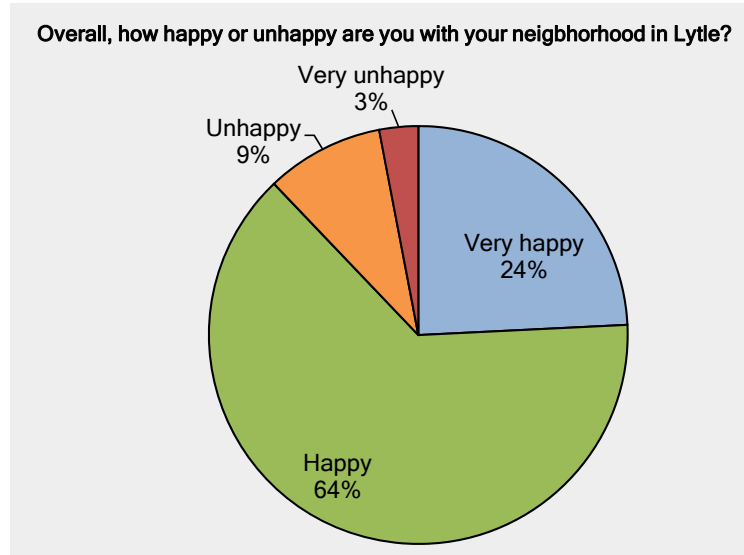
1. Expand safety services (police, fire and medical) (46%)
2. Recruit new businesses that would increase revenue and provide job opportunities (37%)
3. Attract new businesses and services in Lytle (36%)
4. Construct sidewalks to walk to school or for fitness (30%)
5. Revitalize Main Street to make it more attractive (28%)



Youth Survey

The youth in a community are often times the primary users of city facilities such as parks, recreation programs or community events. They often can have valuable suggestions on ways to improve those facilities or services. Children and teens can have a keen insight about what needs to be improved in a city's public spaces. A two-page survey was attached to the back of the mail-out survey, and parents were asked to have their children under the age of 16 fill it out. A total of 33 responses were received.

The youth who participated in the survey were asked how happy or unhappy they were with their neighborhood in Lytle. Their responses were similar to those of the adults, with 88% indicating they were satisfied (either happy or very happy). The results are shown to the right.



When asked what do you like most about living in Lytle, some of the more common answers were:

1. My friends/family live here
2. Small town, hometown country feeling
3. Parks, wildlife, open space, fresh air, tranquility

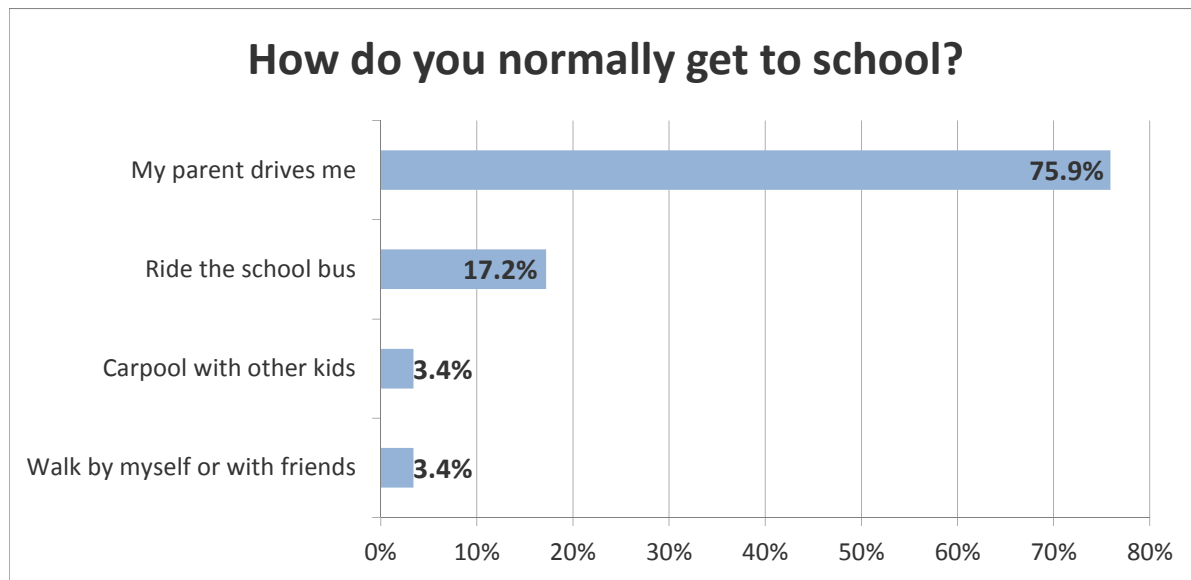
The youth were asked the open-ended question of what they would do to improve John Lott Park. Their individual responses are listed below.

- Better restrooms
- Better basketball court
- Add new playground equipment and remove old, new see-saws, new swings, jungle gym, more things to climb on
- Make the path longer and improve the walking surface
- Add a swimming pool
- More play area
- Have more options of activities to do
- Improve the baseball fields, smooth out the grass in the outfield, fix pitcher's mound, add lights
- Make the skate park better, make it safer
- Get rid of the stickers in the grass
- More things to do or classes to take to stay busy after school

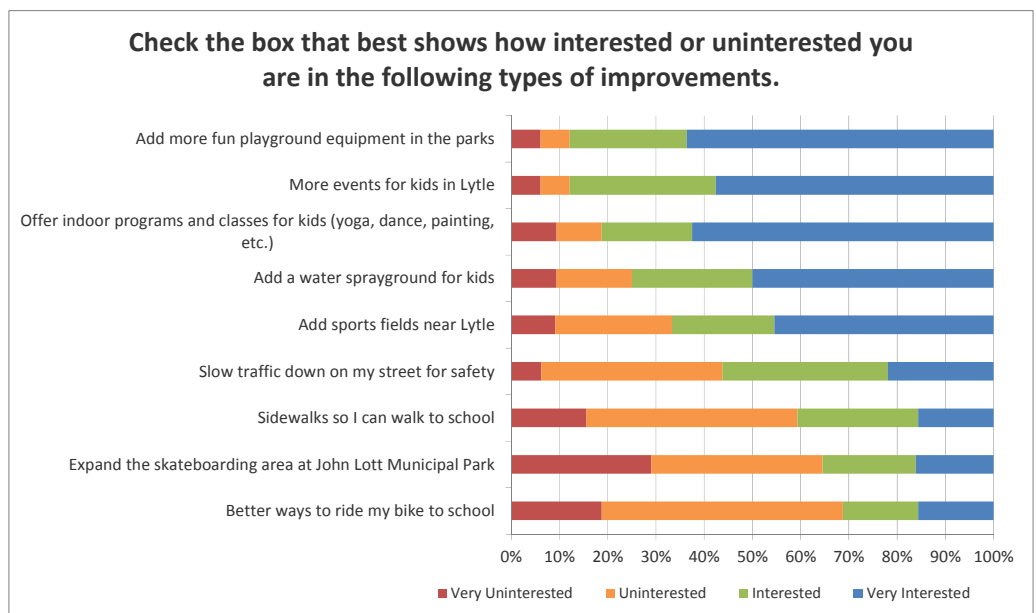


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The students were asked how they normally get to school. This can help reveal if there is support for more sidewalks and bicycle facilities so that students would be able to get to their school other than by car. 76% indicated that their parent drives them to school. Only 3% indicated that they walk to school, either by themselves or with friends. None of the kids indicated that they rode a bicycle to school.

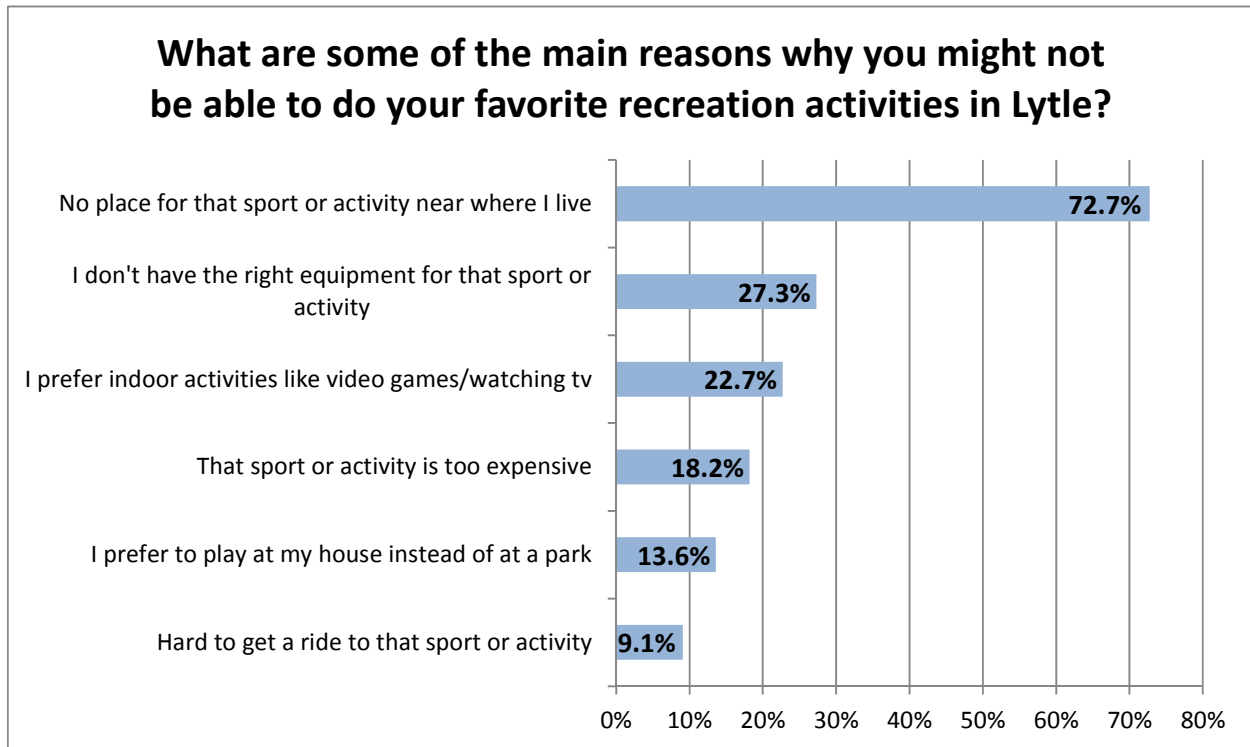


The survey also asked the youth what types of improvements they might be interested in throughout the City. They were most interested in adding more fun playground equipment in the parks and offering more events for kids, both with 88% either interested or very interested. The results are shown in the graph below.



Lytle 2025 Comprehensive Plan

Finally, the students that took the youth survey were asked what for some of the reasons why they are not able to participate in their favorite recreational activities. The number one response was “there is no place for that sport or activity near where I live,” with nearly 73% indicating this was a reason. Some of the write in answers that the youth included are (1) just don’t know when and where things are going on, (2) would like a theater for the weekends, and (3) wish the parks, fields looked nicer.



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Open House/Public Meeting

The mail-out survey provided a broad understanding of current citizen perceptions in Lytle. To further expand those ideas, a citywide open house/public meeting was held during the course of the planning process. This meeting helped generate specific feedback and ideas regarding key issues and opportunities throughout Lytle. Residents were first shown a series of illustrations depicting different recommendations, and were asked how important they felt each one was. Next, residents that attended were divided into three different groups to discuss the issues of land use, economic growth, parks and open space, and Downtown/Main Street beautification.



The ideas that received the most support from the meeting attendees were:

1. Make downtown more walkable
2. Beautify/adapt the older buildings in downtown
3. Attracting new businesses and services to Lytle
4. Revitalizing Main Street to make it more attractive
5. Make improvements to existing park (specifically John Lott Park)



To understand the level of importance of different initiatives that the city could undertake, citizens were asked a budgeting question. **If you had \$10 to spend on improvements for the City of Lytle how would you allocate those funds?** The overall total of all answers was:

1. Attract new businesses to Lytle = 20%
2. Improve downtown with sidewalks and gateways = 18%
3. Improve John Lott Park = 14%
4. Improve water supply = 12%
5. Repair streets = 11%
6. Develop new sports complex = 11%
7. Beautify railroad corridor through downtown = 6%
8. Address drainage issues = 4%
9. Overall beautification = 2%
10. Public safety = 1%
11. Lift stations = 0.5%
12. General maintenance = 0.5%



Lytle 2025 Comprehensive Plan

Summary of the group discussions:

Economic Growth and Land Use

Question: What types of growth would you like to see in Lytle? Answers included: 1) retail and manufacturing; 2) services

Question: Where should non-residential growth in Lytle be focuses? Answers included: 1) south on IH35

Question: what residential types should be considered in Lytle in the future? Answers included: 1) Single family homes \$150,000+; 2) quality rental – include apartments and duplexes



Parks, Trails, Open Space/Quality of Life

Question: What do you like about parks in Lytle? Answers included: 1) provides place for community events; 2) keeps kids off the streets; 3) provide green areas; 4) provides community focus.

Question: What do you not like about parks in Lytle? Answers included: 1) do not like the fact that they are poorly maintained; 2) do not have current/new playground equipment; 3) provides place for vandalism; 4) not enough lighting; 5) doesn't have adequate watering system; 6) inadequate restroom facilities; congestion



Question: What are the most important things to address regarding parks in Lytle? Answers included: 1) allocating money to different parks; 2) maintenance; 3) improvements; 4) funding; 5) parking; 6) different landscaping.

Future ideas: 1) John Lott for small children baseball; 2) splash pad; 3) remove some baseball field and add tennis courts; 4) put bigger kid baseball at new complex; 5) combine Veterans Park with John Lott.

Downtown/Main Street Beautification

Question: what do you like about Downtown Lytle? Answers included: 1) variety of businesses; 2) beautification – headed in the right direction; 3) scrap yard has improved – accepting junk instead of it sitting in front of businesses and homes; 4) true Main Street – small town style



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Question: What do you not like about Downtown Lytle? Answers included: 1) Beautification – code enforcement standards; 2) is there enough code enforcement of structures; 3) old buildings – abandoned – condemnation; 4) need more parking

Question: What are the most important things to address along Main Street and in Downtown Lytle? Answers included: 1) downtown/historic value – preservation; 2) rail car beautification; 3) lighting/sidewalks; 4) removal of buildings that are falling down; 5) parking and Gidley (have or structure)

Summary of Public Engagement – What Does It Tell Us?

Several prominent concerns and ideas were highlighted repeated during the public input process.

- There is a high level of satisfaction with living in Lytle today, and residents want to keep that.
- The rural, small town atmosphere of the city is a key reason to live in Lytle, and residents want to keep it that way.
- Improving the appearance of downtown is a significant concern.
- Traffic along Main Street is an issue.
- The creation of better job opportunities in or near the City is important.
- Attracting new businesses and services is important.
- Maintaining a reasonable tax rate is important.
- There is interest in expanding the Community Center to offer recreation programs, community events and an indoor place to work out.
- There is significant interest in enhancing the John Lott Park.

Similar questions can be asked again on a periodic basis (such as every three to five years), and the results can be used to determine if initiatives developed as part of this plan are making progress.





CHAPTER 4

Recommendations

CHAPTER 4 | Recommendations



Introduction

The recommendations contained in this section reflect the input from Lytle residents and their vision for the future of the city. The recommendations are divided into key areas, and include:

- **Transportation and future thoroughfares** – indicates where future roads should be developed to maintain adequate connectivity throughout Lytle in the future.
- **Police and Public Safety** – recommends actions to maintain a high level of public safety in Lytle.
- **Infrastructure** – recommends actions to address infrastructure needs of the city in the future.
- **Future land use** – determines the appropriate configuration of types of land uses throughout Lytle that allow for orderly development of the city, and that preserve the integrity of existing developed areas of the city.
- **Housing** – preserves the character of existing neighborhoods, allows for housing opportunities for both current and future residents of the city, and sets minimum standards for new housing developments.
- **Downtown and the Revitalization of the Core area of the city** – reinforces the direction provided by the Downtown Master Plan, and supports actions to enhance and strengthen downtown Lytle.
- **Parks, Recreation and Trails improvements** – recognizes the importance of quality of life to Lytle, and recommends actions to improve the city's parks and increase livability in Lytle.



Transportation and Mobility

The transportation network is a key form giver for a city. For the vast majority of both residents and visitors, streets are the way we experience all parts of Lytle. Streets contribute to the character of Lytle and essentially define the city. Transportation is more than just the movement by vehicles. It embraces mobility via multiple modes, whether by car, by walking or by bicycle.



A good transportation system that adequately moves people within and through the city is vital to its economic health. If traffic comes to a standstill in the city, businesses that are in the city will suffer. Likewise, residents of Lytle want to be able to easily get to nearby destinations.

Lytle is adjacent to Interstate Highway 35 (IH-35) southwest of San Antonio. This proximity and quick access to IH-35 is a key asset of the city. While traffic congestion was not a high concern among residents in Lytle, there are some key factors to keep in mind as the transportation network is expanded:

- 1) **Residents want to maintain the easy access to other citywide and regional destinations.** Easy access to IH-35 allows them to visit retail and dining opportunities throughout the area, and to visit cultural, sports and entertainment events throughout the greater San Antonio area. Residents emphasized that maintaining this easy access to IH-35 was a critical concern to them.
- 2) **Ensure easy movement within the city itself, especially the ability to cross over major highway barriers.** Lytle residents are very concerned about their ability to travel easily within the city itself. They are concerned about the potential for congestion along Main Street and in crossing the railroad corridor that may hinder their ability to travel to different areas of the city.
- 3) **Address non-vehicular movements within the city by walking and bicycling.** Residents of the city are very interested in places to walk in the city and in places where they can ride a bicycle. Concerns over the lack of sidewalks along key streets were mentioned repeatedly.



Lytle 2025 Comprehensive Plan

Transportation Related Objectives

The following are transportation related objectives for the Lytle Comprehensive Plan.

- **Transportation Objective #1** – Maintain very good connectivity to the regional transportation system via IH-35.
- **Transportation Objective #2** – Ensure that streets and thoroughfares within Lytle preserve the small town character of the city.
- **Transportation Objective #3** – Maintain low volumes of vehicular movement within neighborhoods in Lytle, but ensure connectivity between destinations in Lytle.
- **Transportation Objective #4** – Make it easier to move around Lytle by walking or bicycle riding.
- **Transportation Objective #5** – Ensure that streets in the city are maintained in good condition.

The Existing Street Hierarchy in Lytle

The following general classifications of streets can be found in Lytle. These street “types” follow national transportation practices, and are generally based on the volumes of traffic that a street is designed to accommodate.

Arterials – Move large volumes of traffic between major destinations (typically in excess of 15,000 to 20,000 vehicles per day). These roads frequently prioritize mobility over accessibility. Main Street, FM 2790 and the IH-35 frontage road are examples of arterial roadways in Lytle.

Collectors – Provide the transition from arterials to local streets. They typically connect residential areas, local shopping and local destinations. These roads are designed to move traffic over short distances, and strive to balance accessibility and mobility.

Local Streets – Provide access to properties, typically residential or local destinations. Local streets prioritize accessibility over mobility.



Lytle 2025 Comprehensive Plan

Transportation Strategies

To address the transportation system objectives established by the comprehensive plan, the following strategies and actions are recommended.

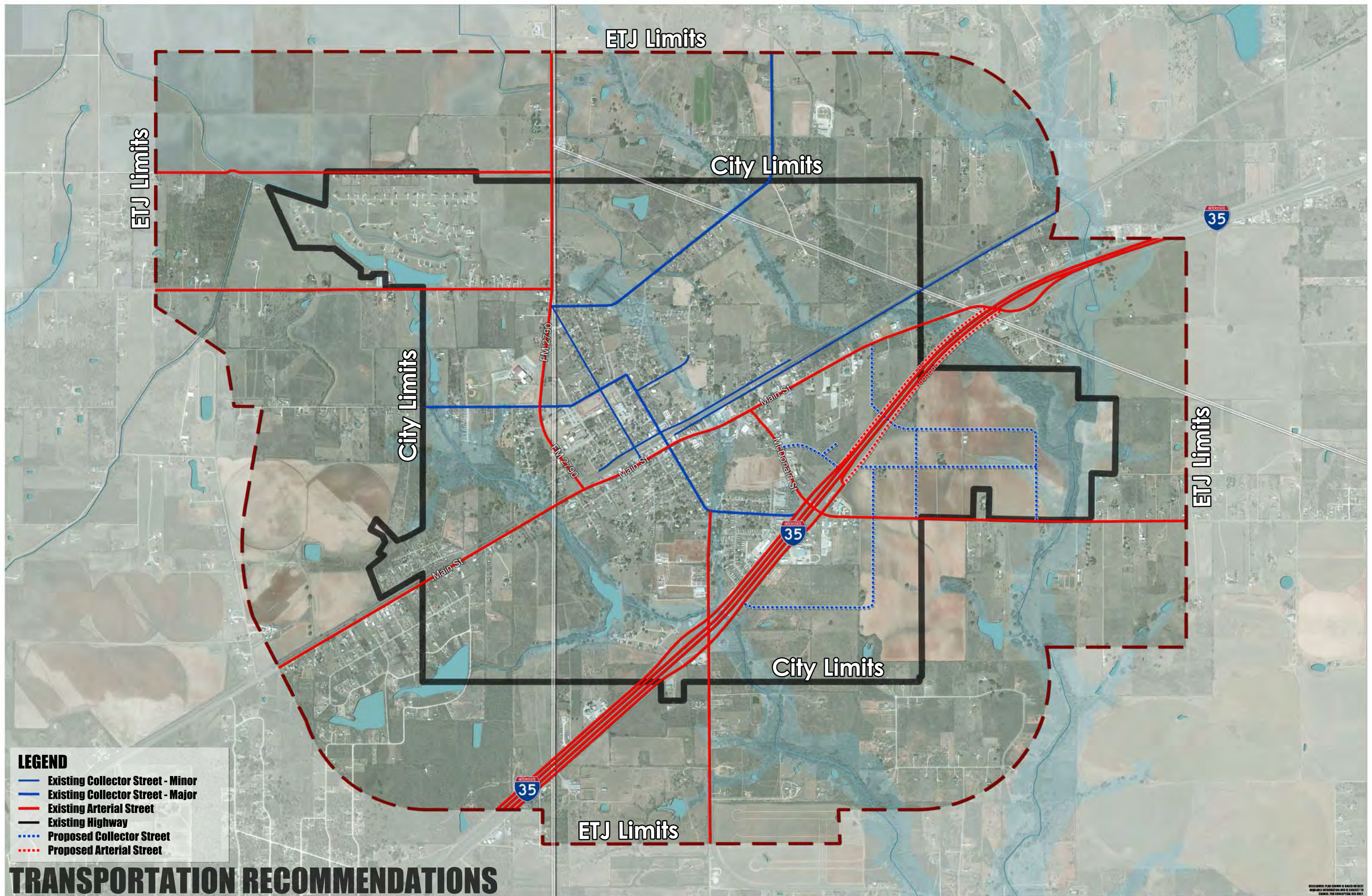
- **Begin planning for frontage road extensions north of 2790 (with TXDOT)** – because of their easy access and high visibility, undeveloped lands in this area may be targeted for major development in the next decade (when desired by the property owners). The extension of frontage roads northward to where they currently end at the Texas 132 intersection with IH 35 is needed to increase access to these properties.
- **Improve frontage roads between 2790 and Benton County Road (with TXDOT)** – as growth occurs in Lytle, the frontage roads provide an alternative access route. The city should work with TxDOT in the future to allocate funding to improve the existing frontage roads, and gradually transition to a one-way flow along all access roads.
- **Reconfigure Main Street through Downtown Lytle** – the downtown plan recommends changes to Main Street that make it more walkable and that enhance the character of Downtown Lytle. Redevelopment of the roadway, in conjunction with TxDOT, should maintain a balance between the need for access to west Lytle and the need to make it a more pleasant place to walk and visit the heart of Lytle.
- **Address Railroad Street improvements** – Railroad is an important downtown roadway, providing both parking and access to many businesses. In its current condition, it detracts from the downtown area.

These recommendations are illustrated on the Transportation Recommendations Map in this section. That map identifies the current hierarchy of roadways, and also locations where future roadway connections are recommended. These connections will ensure additional connectivity and a network of alternative routes as future areas of the city are developed. The routes and alignments shown on the map indicate where connectivity is needed in the future – however, the exact location and alignment of those roadways may vary, and will probably be phased in over time. In large undeveloped tracts, those future roadways may not be needed until future development occurs.

Other transportation recommendations

- **Preserve vehicular connectivity between neighborhoods** – as new developments occur, ensure that collector streets to those new neighborhoods provide at least two access points, and that connections shown on the transportation recommendations map are incorporated. If developments are proposed that incorporate private streets or are gated and access controlled, review the need for future connectivity in that area to determine if at least one through public street is needed.





LEGEND

- Existing Collector Street - Minor
- Existing Collector Street - Major
- Existing Arterial Street
- Existing Highway
- Proposed Collector Street
- Proposed Arterial Street

TRANSPORTATION RECOMMENDATIONS
COMPREHENSIVE PLAN CITY OF LYTLE
AUGUST 2014

Lytle 2025 Comprehensive Plan

- **Address the need for pedestrian and bicycle connectivity** – include sidewalks on at least one side of every street in new developments, and in areas with non-residential uses include sidewalks on both sides of streets.
- **Enhance pedestrian and bicycle connections around schools** – where neighborhoods back up to schools, ensure that sidewalk cut-through options are provided. Ensure that sidewalks are available within a ¼ mile or greater from every school campus, so that school children have the option of walking to school. Where feasible, consider wider (10') multi-use pathways that provide a route to ride a bicycle or walk to school.
- **Long range, plan for future connections from IH 35 to areas north and west of Lytle**, so that congestion in the downtown area can be relieved if it grows to levels that impede the redevelopment of downtown Lytle. Routes to be considered include a new connection between Grey Street and Cortez Lane, or as an extension of 2790/1518 north of Main Street. Any route would require additional right of way and coordination with TxDOT, and may be required only in the future, but planning for such a roadway should be considered before new development in these areas occurs.

Infrastructure

Although not something that is a day to day concern of residents in Lytle, infrastructure plays a significant role in the economic strength of the city. Reliable water and wastewater systems, along with streets that are in good repair instill a sense of confidence in investing in Lytle for the long term.

Much attention has been given to infrastructure issues over the past few years, and plans and strategies have been developed to upgrade infrastructure systems in the city. This plan reinforces the need to continue to address and fund necessary infrastructure repairs and upgrades.

Infrastructure Objectives

- **Infrastructure Objective #1** - Provide up to date water and wastewater systems that more than adequately meet the needs of the residents of Lytle.
- **Infrastructure Objective #2** - Develop water and wastewater systems that are capable of accommodating growth in the ETJ (where not covered by other providers) and that can be expanded into those areas quickly.
- **Infrastructure Objective #3** - Continue to pursue cost effective water and wastewater systems that meets the needs of current and future residents of the system, but that are reasonable in cost.
- **Infrastructure Objective #4** - Maintain all city streets in a superior condition.



Lytle 2025 Comprehensive Plan

Infrastructure Strategies

To address the infrastructure system objectives established by the comprehensive plan, the following strategies and actions are recommended.

- As a high priority, continue ongoing upgrades to water and wastewater systems for current residents and customers.
- Ensure superior water and wastewater service for potential growth areas near the city by conducting a feasibility study.
- Conduct evaluation of storm water and drainage systems.

Public Safety

Residents of Lytle were satisfied by the level of public safety that they receive. The city should continue to monitor public safety needs, and ensure that equipment and personnel remain adequate.

- **Public Safety Objective #1** - Ensure that the city's Police Department continues to be adequately manned and equipped to provide a superior level of public safety.
- **Public Safety Objective #2** - Maintain a balance between patrols in commercial areas and residential areas.

Public Safety Strategies

To address the public safety objectives established by the comprehensive plan, the following strategies and actions are recommended.

- Review annual crime statistics and enforcement efforts and adjust enforcement efforts accordingly



Lytle 2025 Comprehensive Plan

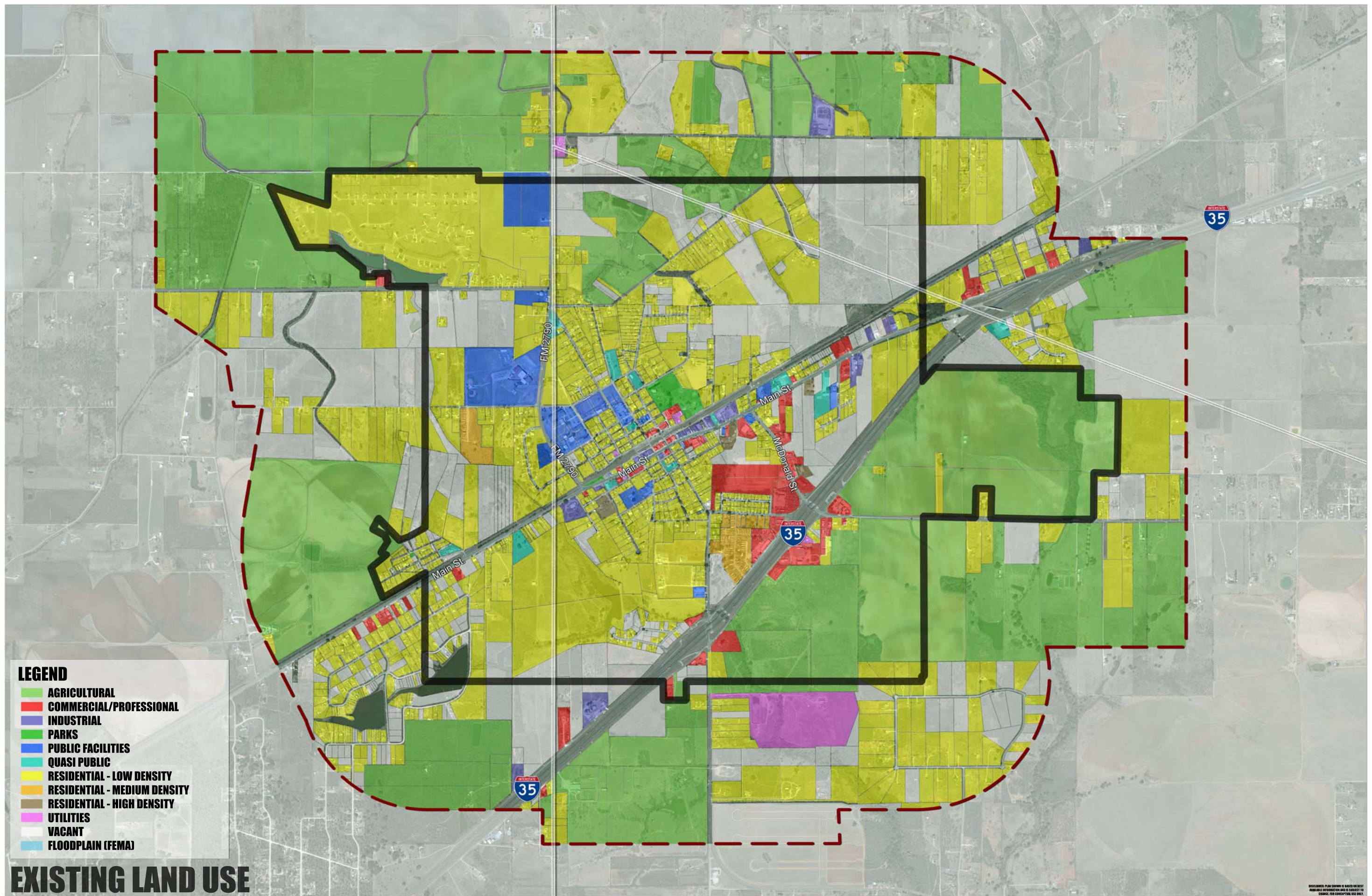
Future Land Use and Economic Development

Much of the land within the city limits and ETJ is currently undeveloped. Growth is expected to occur both as in-fill development within the city limits and within the ETJ. Therefore, reaching a population of over 5,000 residents may be beneficial to the city so that it can obtain home-rule city status. This would give the city additional tools to help in regulating the development and redevelopment of the surrounding areas.

Existing land uses in Lytle are shown in the map on the following page. As can be seen from the existing land use map, much of the city is residential, but transitional growth is occurring along the 2790 and Main Street corridors, and is anticipated to continue as interest in the city expands.

(Existing land use plan after this page)





LEGEND

- AGRICULTURAL
- COMMERCIAL/PROFESSIONAL
- INDUSTRIAL
- PARKS
- PUBLIC FACILITIES
- QUASI PUBLIC
- RESIDENTIAL - LOW DENSITY
- RESIDENTIAL - MEDIUM DENSITY
- RESIDENTIAL - HIGH DENSITY
- UTILITIES
- VACANT
- FLOODPLAIN (FEMA)

EXISTING LAND USE

COMPREHENSIVE PLAN

CITY OF LYTLE
AUGUST 2014

Lytle 2025 Comprehensive Plan

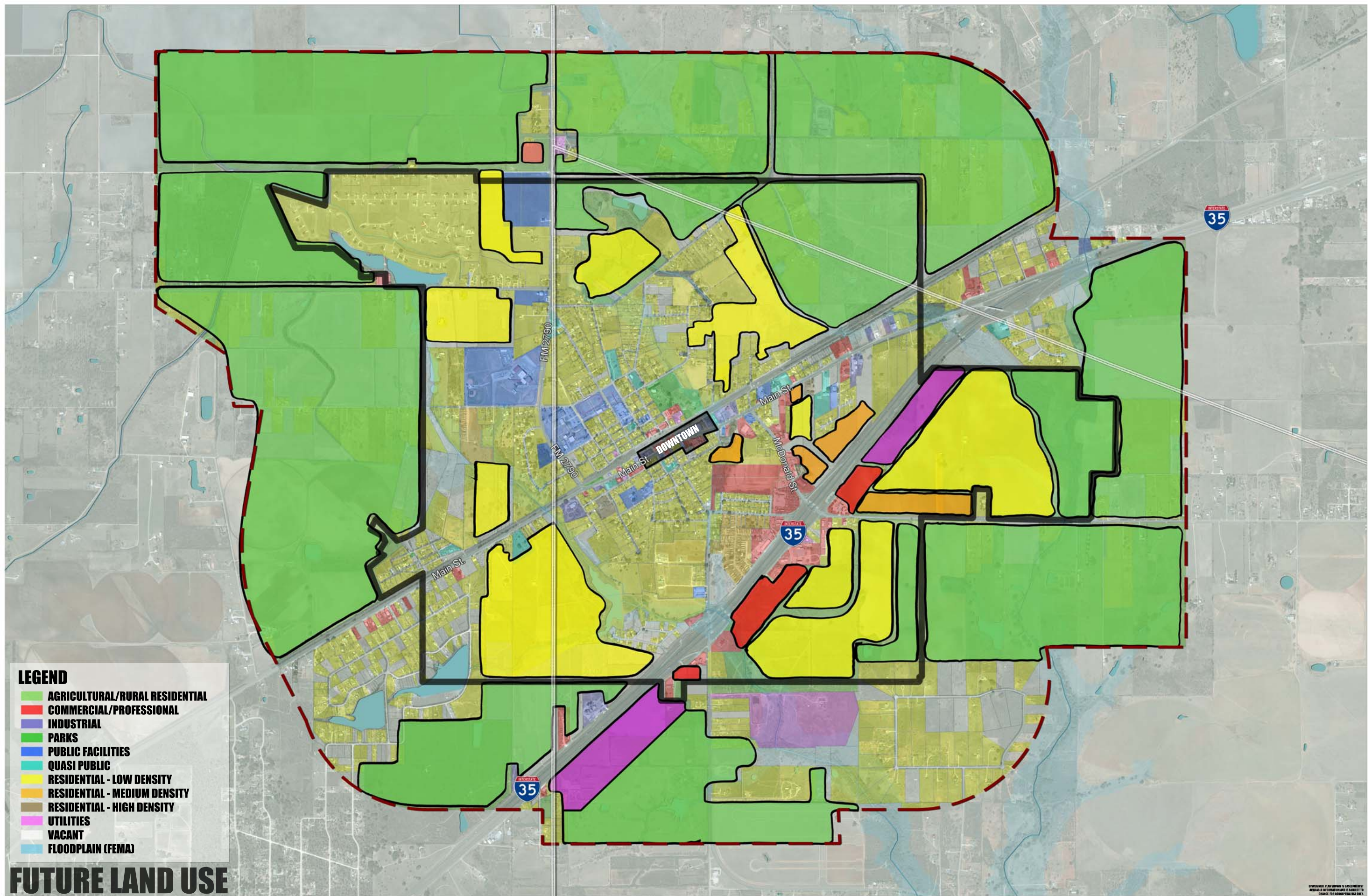
Future Land Use Plan

A future land use plan is developed for multiple reasons. First, it looks at long term growth and issues that could affect the entire area further down the road. Second, it identifies locations for a future commercial and retail development. Finally, the future land use plan for Lytle focuses on future growth within the city and ETJ.

Because of the city's general law status, annexation in areas outside of the city's current city limits will be voluntary. Annexation of some already developed neighborhoods in the ETJ area may also be difficult or longer term because of the more significant infrastructure needs in these neighborhoods. If appropriate and deemed beneficial to both the city and residents of the area, limited purpose annexation may be considered.

(Future land use plate here, next page)





LEGEND

- AGRICULTURAL/RURAL RESIDENTIAL
- COMMERCIAL/PROFESSIONAL
- INDUSTRIAL
- PARKS
- PUBLIC FACILITIES
- QUASI PUBLIC
- RESIDENTIAL - LOW DENSITY
- RESIDENTIAL - MEDIUM DENSITY
- RESIDENTIAL - HIGH DENSITY
- UTILITIES
- VACANT
- FLOODPLAIN (FEMA)

FUTURE LAND USE

COMPREHENSIVE PLAN

CITY OF LYTLE
AUGUST 2014

Economic Growth

Economic development is critical to the city because the sales tax generated accounts for a major part of the city's general revenue in its annual operating budgets. Essentially, that revenue goes to providing the kinds of amenities and services that Lytle residents want. Given the size of the city, every little bit that is generated helps. As such, Lytle must get everything it can out of its non-residential areas in terms of both property values and sales tax revenues.

Major economic issues impacting the city today are:

- The need to focus on retail along the IH-35 frontage corridor.
- Older style metal buildings may be the most cost effective, but may also detract from the appearance of key areas of the city. Quality needs to become as important as quantity.
- Main Street and Railroad Street both have the potential to be revitalized and draw more businesses into downtown.

Objectives for Economic Growth

- **Economic Growth Objective #1** - Ensure long term economic sustainability by proactively seeking high quality retail and in-fill development to increase the city's sales and property tax revenue.
- **Economic Growth Objective #2** - Improve the city's infrastructure, access and neighborhoods to serve as a catalyst in attracting new investment to the city.
- **Economic Growth Objective #3** - Proactively seek new high quality development for undeveloped areas of the city and its extra territorial jurisdiction (ETJ).

Actions and Strategies for Economic Growth

- **Focus on non-residential development along freeway corridors** – work with TxDOT to enhance frontage road connectivity and the quality of frontage roads in these areas. This improved access will provide for greater ability to sustain development along these corridors.
- **IH 35 Frontage Corridor** – pursue larger development opportunities in high visibility sites that front on IH 35. Work with property owners to plan for gradual transition of some or all of their properties when strong economic opportunities occur.
- **Gateway areas** – enhance gateway corridors into the city along Texas 132 and FM 2790. Ensure that adequate landscaping and architectural quality is included in high visibility developments that occur along those corridors.
- **The Downtown/Main Street Corridor** – utilize the downtown corridor as an economic catalyst and attractor for the city, both for local residents and visitors to Lytle.



Lytle 2025 Comprehensive Plan

Downtown Revitalization

Lytle's Downtown Plan addresses the importance of the downtown area as a key component of the city. Everywhere, downtowns serve as the one central location that everyone in the city can recognize and identify with. A city without a true downtown or a "heart" of the city has little character and identity.

The Downtown plan recognizes the following key reasons for redeveloping and enhancing Downtown Lytle. As stated in that plan, these include:

1. Image – downtown creates an image for visitors and local residents.
2. Develops Community –downtown Lytle fosters community pride and participation.
3. Enhancement of Older Buildings – older buildings can be revitalized to create a unique architectural flavor in the city.
4. Unique Retail and Services – Downtowns typically favor local businesses, encourage strong local investment and can provide services that would otherwise require traveling out of the city.
5. Creates employment - downtown enhancements and new businesses can create much needed additional employment opportunities in Lytle.
6. Prevents further aging and blight – by encouraging redevelopment, the further unsightly disrepair of older buildings can be reversed, leading to a more attractive appearance for the city.
7. Provides economic activity – downtown development can help generate much needed sales tax revenue for the city.



*Downtown Area Limits as defined by the Downtown Master Plan
(illustration by MLA Landscape Architecture)*



Lytle 2025 Comprehensive Plan

Existing Downtown Conditions

The Downtown Plan references several existing conditions that are key influences on how revitalization of the downtown area should proceed. These include the following points:

- Main Street has significant volumes of traffic that make walking or strolling between businesses somewhat unpleasant. Sidewalks are also inconsistent and have significant accessibility challenges.
- Railroad Street was once the real main street of Lytle, and still retains ornate and imposing building facades fronting on Railroad. However, as the current Main Street was developed and became the key transportation corridor that it is today, facades facing onto Railroad Street became less important. Many today are neglected and lend the street a dilapidated appearance.
- The downtown area still retains multiple restaurant and commercial properties, but it must now compete with the new retail areas around HEB.
- As much as half of the existing population of Lytle lives within 1 mile from downtown Lytle, and can readily access downtown via vehicle, bicycle or walking. These existing neighborhoods are an important asset to the downtown area; however, sidewalks in the area are inconsistent and on many streets not available.
- The railroad tracks create a barrier that separates commercial development along Adams Street from commercial areas along Main and Railroad.
- John Lott Park is very close to the downtown area, but has no direct connection to Downtown Lytle.
- The Downtown area has no current public space or plaza. The existing Veterans Memorial space is not large enough or central enough to serve as the main downtown park area.
- Existing parking in the downtown area is uneven and inconsistent. In some places it is poorly defined due to the lack of striping and poor asphalt surfaces.

Opportunities in Downtown Lytle

The Downtown Master Plan notes multiple redevelopment and enhancement opportunities in or near Downtown Lytle. As noted in that plan, these include:

- The Railroad corridor – the corridor needs to be cleaned up, with outdoor storage removed from the corridor. Enhanced and more formal parking areas, as well as the potential for trails could be explored in conjunction with Union Pacific Railroad.
- Many of the blighted buildings in the downtown area can be renovated into very attractive structures that could house professional offices, restaurants or retail venues. Parking areas both along Main and Railroad need to be improved to make it convenient for users of the downtown area.



Lytle 2025 Comprehensive Plan

- As pointed out in the Downtown Plan, older agricultural products stores and storage facilities can be transitioned into attractive new downtown businesses.
- In conjunction with TxDOT, Main Street can be reconfigured into a roadway that is more attractive, that organizes parking along Main, that provides better and more consistent sidewalk areas, and that continues to handle the traffic volume going through downtown both to areas west of Lytle and along 132 to Natalia.
- New public parking areas could be developed jointly by the city and private property owners. These would help reduce the need for extensive additional parking by private development. Parking in the downtown area should be close-in but should be placed in the rear of buildings or as on-street parking, and should never dominate the front area of downtown buildings.

Recommendations Regarding Downtown Lytle

Actions related to the enhancement and redevelopment of Downtown Lytle are among the most important that the City of Lytle should undertake over the next decade. The Downtown Master Plan should be used as a guide for the redevelopment of the area, and the following actions should be undertaken by the city.

- Consider creating a tax increment financing district (TIF) or other funding district that can help fund improvements to the downtown area. TIFs are discussed in the implementation section.
- As a high priority, discuss ways in which to transform Main Street (132) from north of N. Bank Street to north of the intersection of Railroad Street and Main Street to create a more downtown friendly street that still addresses TxDOT's safety and traffic capacity needs.
- In conjunction with TxDOT, prepare strategies and concept plans for the transformation of a reasonable section of Main Street. These should be ready to submit to TxDOT for near-term enhancement grant opportunities. Evaluate mechanisms for the city's match, which may be in the 20 to 25% range. Consider funding and developing construction drawings so that the project is shovel ready and therefore a more competitive grant candidate.
- Renovate/transform Railroad Street to create parking and a walking trail. Consider reducing the pavement width from Somerset to the intersection with Main Street to provide space for parking and a wide sidewalk or path.
- Create small scale matching grant amounts that can be used for façade or sidewalk improvements in front of existing buildings. Consider grants that help improve structural/electrical needs within buildings if funding is available.
- Create district landscaping, building placement, parking and façade restoration requirements to guide the redevelopment of existing buildings and the construction of new buildings.
- Create public parking areas along Railroad and Main that reduce parking requirements for renovated or new buildings in the downtown area.



Lytle 2025 Comprehensive Plan

- Create incentives for mixed use developments, including upstairs live/work units. These incentives may include height or zoning credits, or parking reductions.
- For all new construction, whether city-initiated or by private development, consider the long term impact on the downtown area. Include changes to nearby parking, crosswalk improvements, changes towards a standard decorative lighting fixture and other small changes that contribute to the eventual renovation of all of the downtown area.
- Seek grant funding to create sidewalks leading from adjacent neighborhoods to the downtown area.

Downtown Master Plan Concept

Concepts and recommendations for the downtown area were prepared by MLA Landscape Architecture during 2012 and 2013. These graphically illustrate multiple strategies, concepts and design themes for the downtown area, and propose to transform Downtown Lytle into a significant asset for the city. Illustrations and concepts prepared as part of that plan are shown below, and should guide redevelopment of the downtown area.



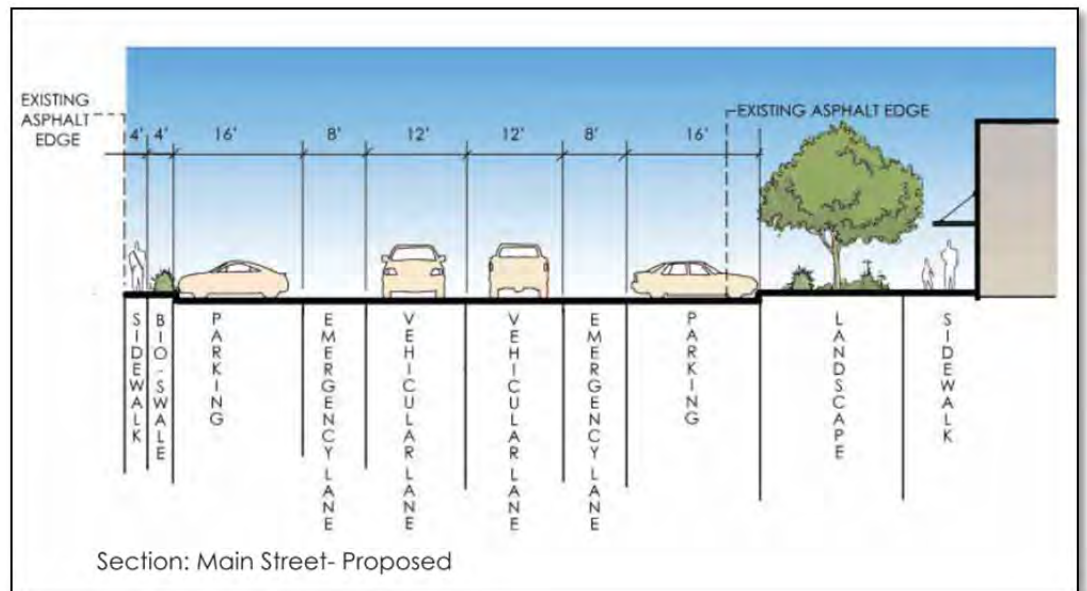
*Overall downtown concept recommended by the Downtown Master Plan
(illustration by MLA Landscape Architecture)*



Lytle 2025 Comprehensive Plan



*Downtown Area perspective prepared as part of the Downtown Master Plan
(illustration by MLA Landscape Architecture)*



*Proposed Main Street Configuration proposed by the Downtown Master Plan
(illustration by MLA Landscape Architecture)*



Parks and Recreation and Open Space in Lytle

Well-developed parks and civic facilities are often the first places that visitors notice in a community. In fact, parks are one of the most visible elements of a city government at work, and can instill a strong sense of pride in its residents. A great park system lets both citizens and visitors know that the leadership of the city is interested in providing the best for its citizens. The citizens of Lytle recognize that parks play an important role in the quality of life in the City, and that a strong parks system provides for a healthier environment, improves the well-being of children and adults, and remind us every day about what is attractive and fun in our city.

This section assesses the opportunities for parks and civic facilities in Lytle, and what should be done to fill key needs and make Lytle an even better place to live. The recommendations of this section are intended to be implemented by the City of Lytle, since Lytle is the primary governmental entity charged with providing recreational facilities for the citizens of the city. Ancillary facilities with recreation potential are provided by the Lytle Independent School District on school campuses in or near the city.

Park Types

Understanding the types of parks and their standards helps to determine whether or not the public is being well served with recreation opportunities. The number, type, distribution and condition of parks also define the effort and cost required for maintenance and operations.

A. LOCAL PARKS - These parks are located within the neighborhood or groups of neighborhoods served by the facility, and are intended to provide for the day-to-day recreation needs for residents of all ages and abilities in most cities. They are crucial for creating a high quality of life at the neighborhood level and should be easily accessible to residents by walking, bicycling, or driving.

- **Pocket Parks** are very small “pockets” of open space easily accessible by walking or bicycling by nearby residents. These parks are a recent addition to the park system among park and recreation planners. Their size is usually less than one acre in size. Because of their small size and intention of providing recreation to very close-by residents, vehicle access and parking is not a priority. Amenities typically include benches, fountains, landscaping, possibly a playground, and other focal features. Plazas or small green areas in downtown areas can also be considered pocket parks but in an urban environment. Veterans’ Park is an example of a pocket park near downtown.



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- **Neighborhood Parks** serve a similar function to pocket parks, but at a larger scale. They are the traditional basic unit of a park system. Like pocket parks, neighborhood parks are within easy walking or bicycling distance from residents, but may also need to identify parking for residents of neighborhoods that live further away or are bringing a lot of items. Neighborhood parks typically serve a neighborhood, with a service area of approximately $\frac{1}{4}$ to $\frac{1}{2}$ mile radius. Typical size ranges from 1 to 5 acres and amenities include playground equipment, fields or areas for informal play, multi-purpose courts, shaded picnic areas, exercise trails, restrooms, and parking (possibly curb-side depending on the design of the neighborhood and park). Mateo Galicia Park is an example of a neighborhood park in Lytle.
- **Community Parks** are intended to serve a group of neighborhoods or portion of a city. Community parks are typically accessed by vehicle, but should also be easily accessible by foot or bicycle for nearby residents. The service area of a community park is approximately a 1 to 2 mile radius. Typical size ranges from 5 to 50 acres, or large enough to provide a variety of facilities while still leaving open space for informal recreation and natural areas. Amenities are similar to that of neighborhood parks, but increased in number and scale to accommodate more visitors. They typically include playground equipment, natural areas, areas for informal play, athletic fields, multi-purpose courts, shaded picnic areas, large group pavilions, trails, restrooms, and parking. Community parks may also include a community pool or recreation center. John Lott Municipal Park is an example of a community park serving Lytle.

B. REGIONAL PARKS - Regional parks are intended to serve the entire southwest region of San Antonio. Visitors may drive as far as two hours to access the park. Nearby regional parks include Braunig Lake, Medina River natural areas, and the Mitchell Lake preserves, all within 30 minutes from Lytle. These parks can serve as economic generators for a region since they have the potential to attract visitors from outside of the community. Regional parks typically range in size from 100 to 500 acres and include *extensive* amenities such as a lake or pond for water-based activities, pools, trails, large playgrounds, sports field (suitable for organized competitions), large group pavilions and picnic facilities such as grills and tables, lighted trails, performance areas or amphitheaters, restrooms, parking areas, and other facilities or amenities that take advantage of the unique characteristics of the site.



Lytle 2025 Comprehensive Plan

C. UNIQUE PARKS - These parks are created with a specific purpose in mind and are unique in some way. Sometimes its physical features that make a park unique, other times is the type of facilities provided that define the purpose of a park. Parks in this category include special purpose parks, linear parks, and open space or nature preserves. Sizes of these parks will range based on the facilities and natural features as will the geographic draw of the park.

- **Special Purpose Parks** are defined by their facilities and have a broad range of uses. Their size varies with the use of the park and normally the service area is community-wide, although it may extend regionally. Because special purpose parks are defined by the activity, facilities at these parks are limited to support that activity and use. Examples of special purpose parks may include golf courses, athletic fields or complexes, swimming pool centers, tennis complexes, botanical centers, memorial gardens, and cemeteries.
- **Linear Parks or Greenbelts** are areas that generally follow some natural feature that is linear, such as creeks, drainage corridors, railroad (abandoned) or utility corridors, or transportation corridors. Many of these corridors typically have development restrictions, but are valuable for developing trail to facilitate pedestrian and bicycle travel to connect other parks and open spaces areas, schools, neighborhoods, shopping centers, civic facilities, and other destinations.
- **Open Space or Nature Preserves** are a type of land that contributes to the open space of a community, but with minimal development and programming. These areas typically have development restrictions, but are valuable because they protect and often enhance natural features. Some open space or nature preserves can accommodate some passive recreation, such as hiking or interpretive features. However, some nature preserves may also be sensitive to human activity and may need to be limited.



Lytle 2025 Comprehensive Plan

Existing Parks in Lytle Today

The City of Lytle currently has three park locations, which total 16.3 acres. A summary of the existing park inventory and levels of service are shown in the tables below. The map on the following page shows the location of existing parks in Lytle at the end of 2013.

Table 4-1 Lytle Park Inventory

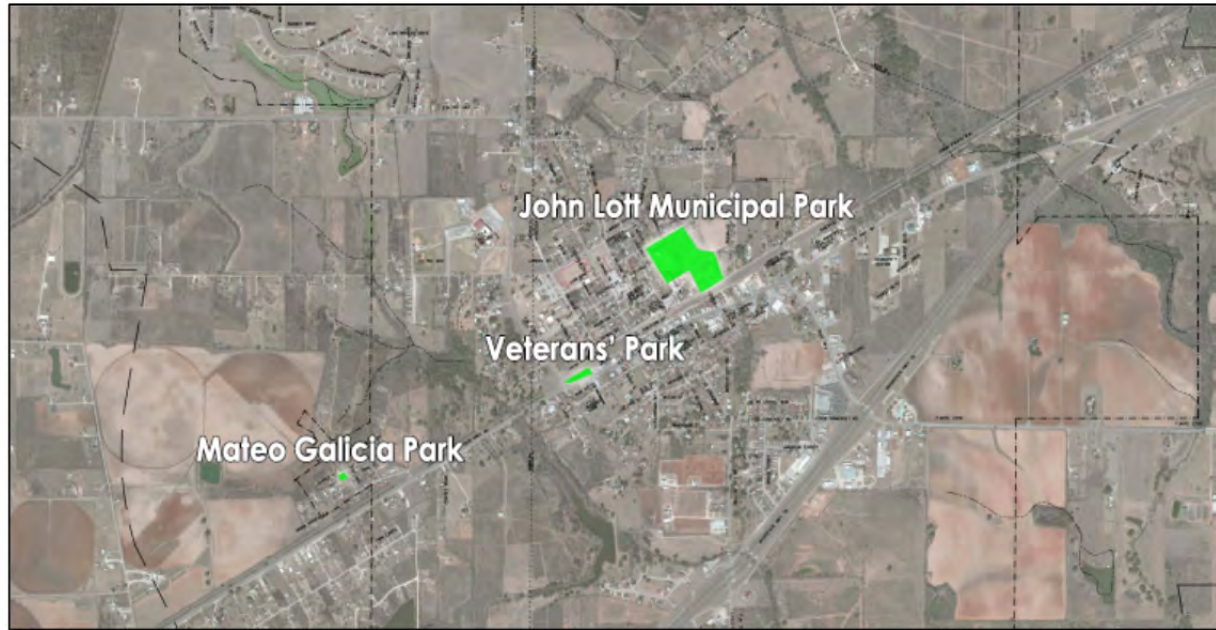
Park Name	Acres	BBQ Grills	Baseball Fields	Basketball (# goals)	Benches	Gazebo	Pavilions	Picnic Tables	Playground Equip.	Swings	Trash Bins	Tennis Court	Skate Spot
John Lott Park	15.5	6	4	4			2	6	6	6		2	1
Mateo Galicia Park	0.2	1		1	1			2	3	2	1		
Veterans' Park	0.6				1	1							
Total	16.3	7	4	5	2	1	2	8	9	8	1	2	1

Table 4-2 Existing Level of Service

Facility	Current Amount	Current LOS (1 facility per capita)	Target LOS	Current Deficit/Surplus
Park Acreage	16.3 acres	6.2 acres/1,000 residents	8 acres/ 1,000 residents	Deficit of 21 acres
Baseball fields	4	656	4 per city	No deficit
Pavilions	2	1,312	4 per city	Deficit of 2
Picnic tables	8	328	Varies	Varies
Playgrounds	9	292	In every park	In every park
Swings	8	328	In every park	In every park
Skate park	1	2,625	1 per city	No deficit
Facilities				
Basketball courts	5 goals	525	Varies	No deficit
Tennis courts	2	1,312	2 per city	No deficit

Lytle 2025 Comprehensive Plan

Key park facilities that are not currently available in Lytle include multi-purpose flat fields for soccer or football, dog parks, sand volleyball courts, disc golf course, and aquatic facilities such as a splash pad or swimming pool.



Recommendations to Improve Lytle's Park System

The city recognizes the value of parks and trails, and the importance those amenities have in attracting new residents and sustaining existing residents. The city should seek to maintain a superior parks system by improving amenities within existing parks and offering new park locations and new park amenities.

- **Redevelop John Lott Park as a high priority.** Enhance the front area of the park with landscape and entry features. Renovate parking areas.
- **Enhance trails** within the park and include additional lighting to allow evening walking.
- **Replace/upgrade playground equipment and playground safety surfacing** at John Lott Park.
- **Add 2 picnic pavilions** to John Lott Park, one near skate park, one near the Live Oak Street parking area
- **Create a Downtown Plaza/events area** as recommended by the Downtown Master Plan. Consider developing in conjunction with private developments and sharing use of the facility.



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- **Continue to upgrade the Community Center** as a significant asset for Lytle residents. Promote use of the facility for classes taught by area residents.
- **Develop Phase 1 of the new community park** west of FM 2790.
- As residential growth occurs east of IH 35, **work with area developers to acquire land for a new park east of IH-35.**
- **Pursue agreements to reopen/allow use of the Middle School track** for evening walking by Lytle residents.
- **For all schools, work with the District staff to allow for some use of school facilities** during non-school hours.

Neighborhoods and Housing

Housing is a critical component of any community. It provides us shelter, but also serves to create much of the physical makeup of our cities. A balance of housing types is important to any community, so that individuals and families can find options that provide choice in cost and in buying or renting. To grow as a community that is attractive to new residents and businesses, Lytle must continue to offer a stable and attractive range of house types, sizes, and costs.

Housing in Lytle in 2013 ranges from small cottage-style homes to large “ranchettes” that provide a country-lifestyle for residents who work in San Antonio. In recent years, Lytle has been increasingly recognized as an attractive place to balance living in a small town while enjoying employment in the greater San Antonio area. As the greater San Antonio area continues to grow, so will the popularity of living in the country while still only 30 minutes from many places of employment in San Antonio. Quality schools and housing costs that are seen as being more reasonable than other small communities north of San Antonio will also continue to attract new residents to the area. Finally, Lytle’s general proximity to activity in the Eagle Ford Shale play may have some resulting demand for housing, but generally for more settled workers that can afford to live farther from the activity taking place in counties to the south and east.

Increased interest in the area around Lytle - This increase in interest in both Lytle and the area around the city is reflected in area population trends in recent years. The population within a 5 mile and a 15 mile radius from Lytle has increased to over 5,200 in 2012 since 2010, a 3.3% increase in only three years. Within a 15 mile radius, the population has increased to almost 15,200 in 2012, an increase of 2.7% in just the last three years.

Existing Housing in Lytle

The 2010 Census indicated that Lytle had 964 housing units, with an average of 2.59 residents per housing unit. This compares to 898 housing units in the year 2000. Per appraised values for housing in Lytle as of 2012, the average value of single family housing in and near Lytle has risen to over \$170,000.



Lytle 2025 Comprehensive Plan

The primary housing type in Lytle continues to be single family residences, comprising 80% of all housing in the city and its extra territorial jurisdiction (ETJ). Duplex, multi-family and mobile home residences comprise a smaller percentage of the overall living units found in or near Lytle. The breakdown of housing types from the 2010 census is shown in the table below.

Age of Housing in Lytle – the age of housing serves as an indicator of the potential condition and attractiveness of housing opportunities in a city. Recent construction in and near Lytle over the past decade has decreased the age of housing in Lytle somewhat, from an average age of 30+ years in the mid 1980's to an average age of around 27 years as of the most recent census. The table above shows the age of housing in the city in 2010.

Value of Single Family Residences in and near Lytle – over the past 15 years, the value of single family residences built in Lytle has also increased, with residences built in 2012 averaging over \$157,000. This further emphasizes the interest in Lytle as small town/country living alternative for those with employment in nearby San Antonio. The table below illustrates average single family permit values since 1997.

General Age of Housing in Lytle

YEAR STRUCTURE BUILT

Total housing units	1,270	1,270
Built 2010 or later	Not included	NA
Built 2000 to 2009	138	10.9%
Built 1990 to 1999	208	16.4%
Built 1980 to 1989	167	13.1%
Built 1970 to 1979	326	25.7%
Built 1960 to 1969	187	14.7%
Built 1950 to 1959	66	5.2%
Built 1940 to 1949	74	5.8%
Built 1939 or earlier	104	8.2%

Source: US Census 2010

New Single Family Home Construction Permits in Lytle

Year	Number of Homes (+/-)	Average Cost (per Permit)
1997:	6	\$70,700
1998:	7	\$117,400
1999:	5	\$89,200
2000:	10	\$106,700
2001:	5	\$103,600
2002:	6	\$103,600
2003:	7	\$103,600
2004:	6	\$135,100
2005:	8	\$107,000
2006:	33	\$135,200
2007:	27	\$134,000
2008:	20	\$155,000
2009:	15	\$147,100
2010:	10	\$162,500
2011:	10	\$140,400
2012:	16	\$157,100

Source: city-data.com/city/lytle-texas

Housing Types in Lytle – residential types in Lytle are predominantly single

Lytle 2025 Comprehensive Plan

family, with over 73% of all homes being single family detached in 2010. Housing types in Lytle generally fall into the categories shown on the table on this page.

Housing Structure Types (2010)		
Total housing units	1,270	1,270
1-unit, detached	928	73.1%
2 units (duplex)	25	2.0%
3 or 4 units	52	4.1%
5 to 9 units	48	3.8%
10 to 19 units	0	0.0%
20 or more units	0	0.0%
Mobile home	217	17.1%

Housing Condition – as in any community, some dwelling units in Lytle are in need of repair. These predominantly exist in the older central areas of the city. Structures that are in significant disrepair have a negative impact on adjacent residences, and can lead to accelerating the overall condition of a neighborhood.

General surveys of the city indicate that approximately 5% of housing in the city could be considered to be in a substandard or dilapidated condition. These units may have unsound structural components or defects that require major repairs or in some cases may not be repairable. This compares to approximately 39% of the housing stock identified during the previous Comprehensive Plan in 1987.

The growing interest in Lytle and the area around it has led to refurbishment of many properties and the construction of significant numbers of new homes since the previous plan, and results in the significant improvement in this area. However, in the core area of the city, continued focus on dilapidated structures on the part of the city should continue.

Housing Goals and Actions for Lytle

Housing goals set by this plan build upon those set in the previous comprehensive plan, but reflect the changing desires for living. These goals recognize that having a variety of housing opportunities, ranging from smaller, affordable places to live to larger family sized homes to rental opportunities are all important components of Lytle's economic makeup.

Housing Goal #1 – Provide a range of housing options that meet the needs of all residents of Lytle.

Action – Identify appropriate locations for higher density housing throughout Lytle and surrounding areas. Criteria for these areas include proximity to major roadways, locations where increased traffic volumes can be adequately handled, and proximity to places to shop and eat. Ensure that these locations are adequately buffered from existing single family residential areas.



Lytle 2025 Comprehensive Plan

Action – Develop zoning and building requirements that buffer new higher density residential housing from existing single family residential areas.

Action – Create zoning requirements that encourage the development of higher density housing types in sizes and number of units that are appropriate to Lytle’s scale, such as four-plexes and eight-plexes. Three story units should be permitted, but only in key areas along major roadways and near Interstate 35.

Action – Create zoning standards and requirements that encourage mixed use developments that combine housing and higher density residential uses.

Action – Develop architectural standards for higher density housing that create developments with longer lasting value. These may include requirements for higher percentages of masonry, additional building articulation, and the inclusion of green spaces and amenity areas for higher density housing developments.

Housing Goal #2 – Preserve and strengthen the value of existing neighborhoods in and near the city.

Action - Address aging utility infrastructure needs in older neighborhoods to encourage homeowner reinvestment in those neighborhoods.

Action - As feasible, improve streets in older neighborhoods to encourage property owner reinvestment in those neighborhoods.

Action – in key areas with linkages to the downtown area, to parks or to nearby schools, add sidewalks and concrete ribbon curbs to better define streets.

Action – require preservation of major trees when redeveloping or altering existing residences. The mature trees that exist in Lytle’s older neighborhoods are a key contributor to the attractiveness of those neighborhoods, and should be preserved.

Action - Work with area homeowners to create informal neighborhood associations that can encourage and incentivize property improvements, such as front yard treatments and rear yard fencing. Area residents can work with each other to make visible improvements such as painting or minor repairs that improve the appearance of area homes.

Housing Goal #3 – Encourage improvements to existing housing

Consider providing annual “grants” that can be provided to homeowners in targeted areas of the city to improve the exterior of homes. Incentives can also be provided to area non-profits who agree to assist elderly or disabled homeowners or property owners to make exterior improvements.



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Through recognition and incentives, reward homeowners who improve properties in a manner that benefits their entire neighborhood.

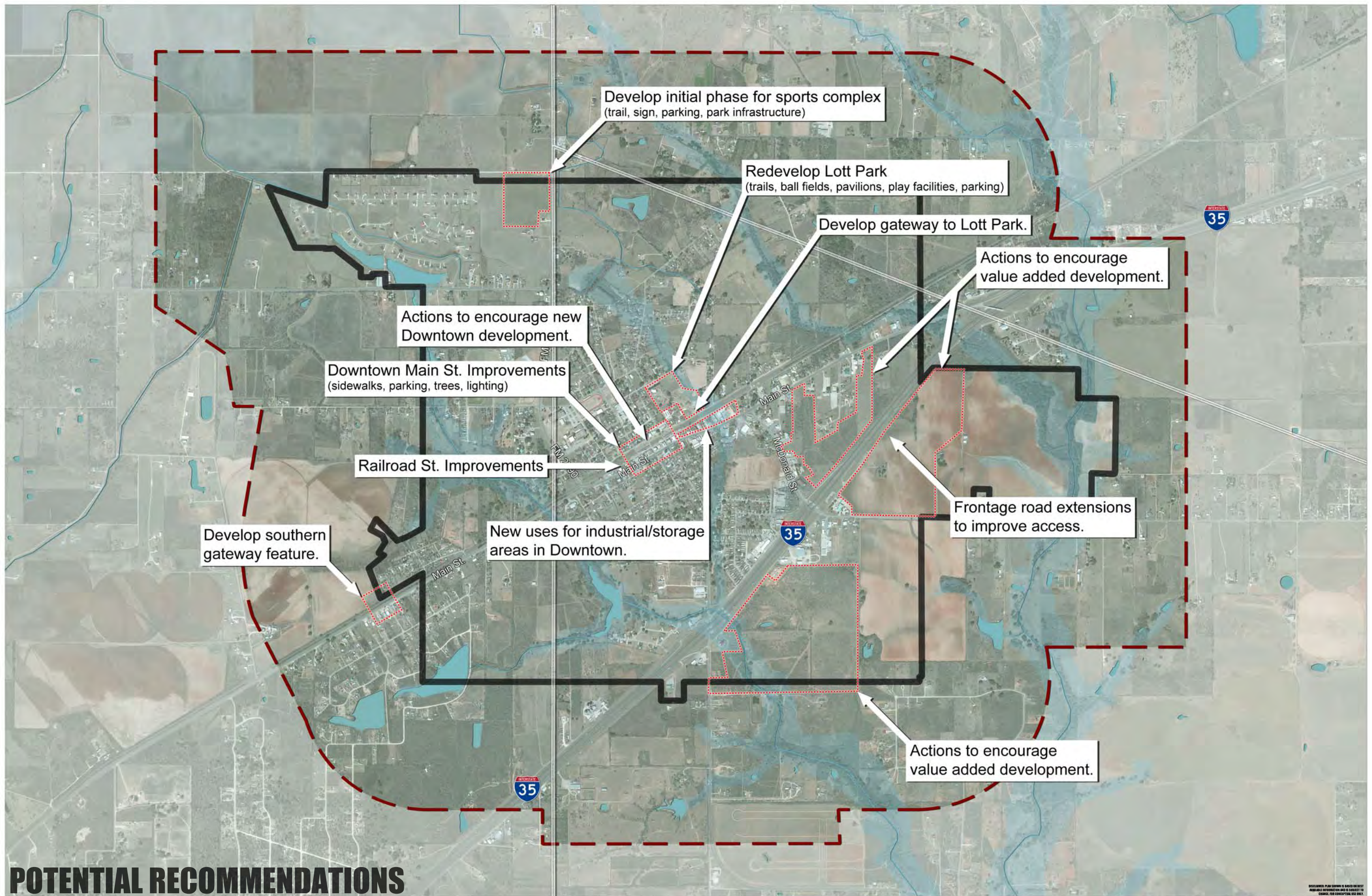
Action - Pro-actively work with the owners of substandard and/or dilapidated housing to repair properties in a timely fashion. Where necessary, use code enforcement actions to require property owners to make improvements.

Key Priorities of the Comprehensive Plan

The following six key elements summarize the city's focus over the next decade. These are illustrated on the map on the following page.

1. Prepare for and encourage freeway development/new employment opportunities.
2. Focus on enhancing Downtown Lytle.
3. Quality of life – further improve John Lott Park and develop the initial phases of Sports Complex.
4. Focus on residential development within Lytle's city limits.
5. Guide future roadway development that enhances connectivity.
6. Strengthen the identity of the city.





POTENTIAL RECOMMENDATIONS COMPREHENSIVE PLAN

CITY OF LYTLE
AUGUST 2014



CHAPTER 5

Implementation

CHAPTER 5 | Implementation



Implementation Strategy

Earlier chapters of this comprehensive plan identify recommended actions to achieve the desired goals of Lytle. However, successful implementation requires more than simply going after an action. An implementation strategy identifies methods for strengthening execution of the recommendations. In order to create a comprehensive approach to implementing this plan, the implementation strategy is organized into the following components:

- Public investment priorities
- Partnerships
- Funding mechanisms
- Regulatory mechanisms
- Monitoring progress



Principles of Implementation

Partnership driven - Almost all of the actions in this plan include the possibility of multiple partners, including the City of Lytle, coming together to make efforts happen faster and with more reliable funding. The City's role will be to bring those partners together and to create common themes and direction in implementation.

Significant citizen and stakeholder input - In order to engage the Lytle residents and ensure community buy-in, implementation of all actions related to this plan will be reviewed by the citizens of Lytle and will include extensive property owner participation.

Balance needs and desires - It is inevitable that conflict will arise between differing views and goals. Trade-offs are expected, but the City and community must work together to achieve the goals that promote the entire Lytle community.

Committed investment by both public and private sector - The City's role in implementing the comprehensive plan is to unify public and private interests and to guide all entities in one direction. Most of the major planned improvements will actually be constructed by the private sector as development occurs. However, there is a need for public investment to support private efforts.

Fiscal responsibility - As illustrated in this comprehensive plan, choices and investments have impacts on various components of a city. The City must recognize the extent of the impact of public investments and choices so that there are no unintended or significantly negative consequences against the vision or goals of the community. Use of public monies, including incentives, must result in significant public benefits that promote the vision for Lytle.

Public Investment Priorities

This section focuses on the key public investment opportunities to be implemented by the public sector, including the City of Lytle, the counties, TXDOT, and any other public entity that may have a stake. These projects help create the foundation of the City in which to grow, and helps support private entities in their efforts to implement components of the comprehensive plan. These actions include investments in public infrastructure, such as sidewalks, roadways, and utilities; important changes to the regulatory framework to achieve the desired built environment; and efforts and investments toward key public facilities.

The importance of public investment - Investment is risky, particularly in the economic climate we live in today. Before private investment occurs, it needs to be reassured of the future conditions and status of an area. The City of Lytle needs to take the first step in making that reassurance by investing public monies into the City. Public investment not only creates a more appealing environment to generate private investment, but it also demonstrates to private investors the importance of Lytle to the City.



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The table on the following page identifies the major physical improvement recommendations. Priority levels and a potential timeframe have been identified for each recommendation. These priorities and time lines may be re-evaluated as new opportunities occur in the future.

Table 5.1 Transportation Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Expand vehicular capacity of Main Street	Congestion along Main St. is the single most significant concern to residents	City of Lytle	Within 12 -18 months
Consider traffic calming along neighborhood collector streets	Lowers traffic speeds and improves walkability	City of Lytle	Short term where needed
Develop citywide network of wide sidewalks, sidepaths, and bicycle lanes	Citizens repeatedly requested more places to walk or ride a bicycle in the City	City of Lytle	Ongoing over the next 5 - 10 years

Table 5.2 Neighborhood Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Aggressively pursue code enforcement efforts by City staff	Ensures that all homes in a neighborhood retain their value	City of Lytle	Ongoing
Assist City residents in establishing neighborhood associations or volunteer groups	Upkeep and improvements to homes are important	City of Lytle; neighborhood associations	Within 1 year
Create small grant program to assist in home repairs	Some residents not able to physically or financially afford upkeep	City of Lytle; neighborhood associations	Within 1 - 2 years
Incorporate housing redevelopment ordinance requirements and incentives	Encourages new residents to invest in older housing stock	City of Lytle	Within 1 year



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Update subdivision standards and building code requirements	Review and update standards for buildings in residential areas	City of Lytle	Within 1 year
Adopt a tree preservation ordinance	Mature trees in Lytle contribute significantly to the appearance of neighborhoods	City of Lytle	Within 1 year

Table 5.3 Branding/Community Identity Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Continue installation of minor branding features	Lets buyers and visitors know that residents care about the City	City of Lytle	Within 3 years
Add neighborhood identity features that enhance neighborhoods and City as a unique place	Reminds citizens of the pride they have in their neighborhoods	City of Lytle/neighborhood associations	Within 1 - 2 years; as funding is available

Table 5.4 Infrastructure Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Continue ongoing upgrades to water and wastewater systems	Insures that adequate capacity and flow is available for current and future residents and customers	City of Lytle	Within 5 years
Ensure superior water and wastewater service for potential growth areas	High quality growth in the ETJ areas is critical	City of Lytle	Ongoing as necessary
Conduct evaluation of storm water and drainage systems	Critical to protect property values	City of Lytle	Short to medium term
Complete citywide street overlay projects	Necessary to maintain a smooth driving surface	City of Lytle	Within 5 years

Table 5.5 Public Safety Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Review annual crime statistics and enforcement efforts,	Maintain the satisfied level of public safety that residents currently	City of Lytle	Annually



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and adjust enforcement efforts accordingly	receive		
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Table 5.6 Economic Growth Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Pursue recommendations to retain/recruit new retail	Sales tax revenue and retail is a significant part of the economy of Lytle	City of Lytle	Ongoing; both short and longer term
Proactively seek higher quality/high value developments and redevelopments	Developments constructed over the next few years can be expected to remain for 20-40 years	City of Lytle	Short term
Allow for expanded home use occupations in residences near and along Main St.	As Main Street is revitalized, the flexibility to operate small businesses should be provided by the City	City of Lytle	Within 1 - 2 years

Table 5.7 Parks and Civic Facilities Actions

Action	Need for Action	Responsible Entity/ Potential Partners	Potential Timeframe
Develop trails throughout the City	Residents consistently requested more places to safely walk or ride a bicycle in the City	City of Lytle	Within 3 years (one mile per year)
Renovate John Lott Municipal Park	Renovation will allow for more amenities to be added to the park and further enhance it as the City's premier park	City of Lytle	Within 5 years
Develop the proposed Sports Park in phases	This second community park will provide additional sports facilities and park amenities	City of Lytle	Within 5 years to 10 years
Renovate the community center building	Renovate the existing facility to accommodate more events, rentals, meetings, parties or reunions	City of Lytle; private partnership	Within 5 - 10 years



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Partnerships

Interdepartmental and interagency collaboration are critical components to strengthening implementation efforts. Federal-aid funding opportunities often require cooperation among local and regional agencies. By partnering with other agencies and organizations, funding resources can be utilized more efficiently and efforts will carry farther.

Moreover, the City of Lytle needs to create strong partnerships with private entities such as the development community, employers, nonprofit organizations, and other entities that can help achieve the goals and recommendations of the plan. This will help create buy-in among the various affected entities and strengthen implementation efforts. Many recommendations of this comprehensive plan require partnerships and collaboration with other City departments, public agencies, and organizations across the City and the region.

Table 5.8 Partnership Opportunities

Agency	Potential Role or Function
Lytle City Administration	Will guide efforts and advise City Council and other departments on decisions to promote or impact the comprehensive plan. Should also guide any updates of the City's policy documents so they promote the goals of this plan.
Lytle Public Works	Help influence the design, maintenance, and provision of public facilities such as roadways, infrastructure, and water and wastewater resources.
Lytle Police Department	Key entity in maintaining a high standard of public safety in Lytle. The Police Department will also be an important partner in promoting civic engagement through community events.
Lytle Public Safety Department	Partners in ensuring a high level of public safety. These entities will also be valuable in efforts to promote civic engagement and public health to neighborhoods in Lytle.
Lytle ISD	Key entity in helping schools become a neighborhood center by increasing public use and access to schools.
TXDOT	A necessary partner in maintaining an arterial network that moves traffic efficiently while also balancing the community goals of a strong small town character and sense of place.
Counties (Medina, Atascosa, Bexar)	Potential partners in a number of efforts, most importantly transportation, but also environmental protection and resource management.
Area builders and developers	Key players in forming the built environment.



Special Funding Mechanisms

Funding for implementing the comprehensive plan will come from a variety of sources, including local resources such as the general fund, which is supported by property and sales taxes as well as fees; voter-approved bonds; and federal grants. In addition, Texas law provides for a number of mechanisms to finance public improvements. The following discussion identifies potential funding opportunities and mechanisms that Lytle can use to assist with implementation.

Capturing Latent Sales Tax Potential - Sales tax rates in Texas are capped at 8.25% (2% of which is available to local governments, counties, transit authorities, or special purpose districts). However, Texas law allows the creation of special purpose districts that can also levy sales taxes. This risks any future opportunity for the City to capture that sales tax revenue. Cities may also create special purpose districts that are funded through the sales and use tax for areas, including forming districts within a municipality's ETJ.

The City of Lytle may want to consider establishing a special purpose district where there is latent sales tax capacity. This will allow the City to secure future and potential sales tax revenues for the City. Depending on the type of district, the City may have certain restrictions on using the funds. Typically, the formation of districts earmarks the revenue for either a certain area or particular use, such as hospital districts, water districts, or library districts. Although a district may result in restricting the use of any funds generated through a special purpose district, it allows the City to secure potential additional revenue in these areas.

Tax Increment Finance (TIF) / Tax Increment Reinvestment Zone (TIRZ) - A TIF District is a zone where certain property tax revenue generated in the district is reinvested back into the district through development of infrastructure. TIFs operate on the idea that public investment helps stimulate and grow property values, justifying the reinvestment of property taxes back into the district generating the revenue.

At the creation of a TIF, the assessed property value of properties of a defined area is set as the base value. Over the years, as the property values increase and property tax revenue increases, the property tax revenue generated by the incremental property value above the base is reinvested into the TIF district.

According to the Texas Comptroller of Public Accounts, a TIF district may be created in two ways. First, affected property owners may petition the city and city council to create a TIF district (also known as a TIRZ). The petition must be submitted by owners of property that constitutes at least 50 percent of the appraised property value within the proposed zone.

A second way of creating a TIF is by a city council without the need for a petition. If not initiated by petition, an area may be considered for tax increment financing only if it meets at least one of the following three criteria:

- The area's present condition must substantially impair the city's growth, retard the provision of housing, or constitute an economic or social liability to the public health, safety, morals or welfare. Further, this condition must exist because of the presence of one or more of the



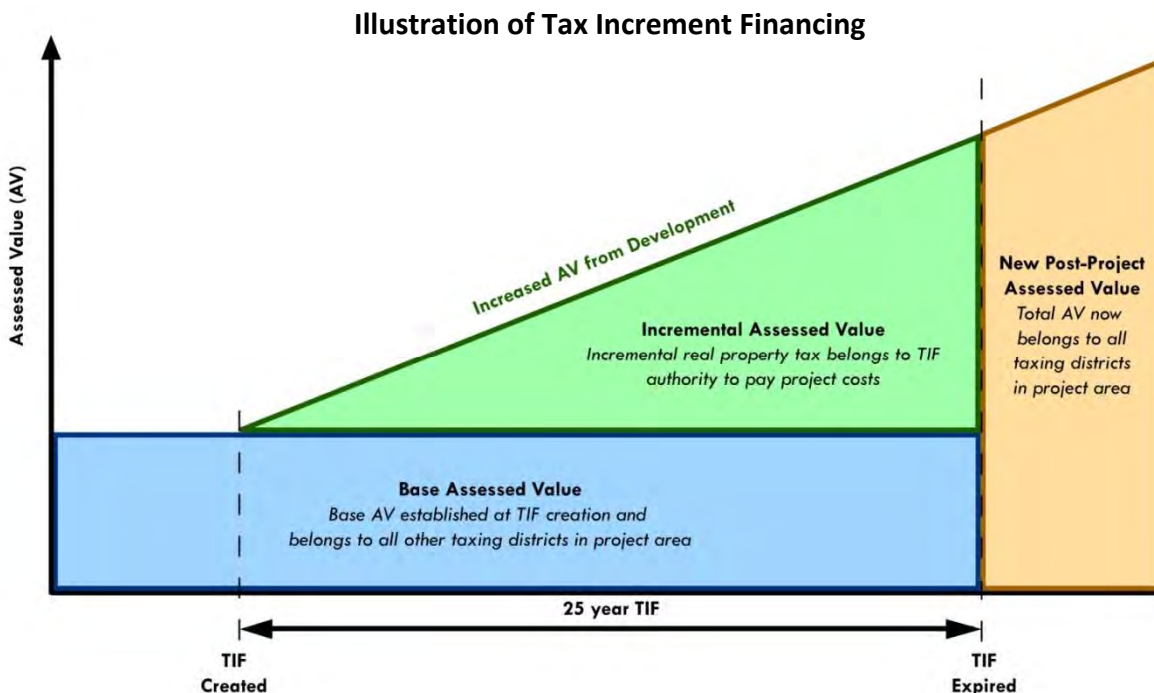
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following conditions: a substantial number of substandard or deteriorating structures, inadequate sidewalks or street layout, faulty lot layouts, unsanitary or unsafe conditions, a tax or special assessment delinquency that exceeds the fair market value of the land, defective or unusual conditions of title, or conditions that endanger life or property by fire or other cause; or

- The area is predominantly open, and because of obsolete platting, deteriorating structures or other factors, it substantially impairs the growth of the city; or
- The area is in or adjacent to a “federally assisted new community” as defined under Tax Code Section 311.005(b).

Within developed areas of the city, the reason usually cited to justify a TIF district is that the area’s condition substantially impairs the city’s growth because of a significant number of substandard or deteriorating structures or infrastructure. The tax code places several further restrictions on the creation of a reinvestment zone for tax increment financing:

- No more than 10 percent of the property within the reinvestment zone (excluding publicly owned property) may be used for residential purposes. This requirement, however, does not apply if the district is created pursuant to a petition of the landowners.
- A reinvestment zone may not contain property that cumulatively would exceed 15% of the total appraised property value within the city and its industrial districts.
- A city also may not create a reinvestment zone or change the boundaries of an existing zone if the zone would contain more than 15% of the total appraised value of real property taxable by a county or school district.



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Development Incentives

Chapter 380 of the Texas Local Government Code allows the granting of certain economic development incentives by cities to encourage developers to build in their jurisdiction. Development incentives typically take the form of property tax abatements, loans or grants, commitments for infrastructure, or sales tax rebates.

The following discussion briefly describes incentive structures commonly used in communities in Texas to attract businesses and encourage development. However, this discussion should not serve as a formal Chapter 380 policy for incentive funding. The City of Lytle is encouraged to conduct further research and develop a formal Chapter 380 policy to guide decisions of funding incentives.

Property Tax Abatement - A tax abatement is an agreement between a taxpayer and a taxing unit that exempts all or part of the increase in the value of the real property and/or tangible personal property from taxation for a period not to exceed ten years. Abatements recognize the potential for other benefits of property development other than increased property value, such as job creation and sales tax revenue. Abatements are typically tied to job creation and value of the investment. Tax abatements would not work well with a TIF district, since a TIF relies on increasing property values to generate revenue while a tax abatement essentially freezes the property value.

Sales Tax Incentives - One type of incentive that Texas cities have used is sales tax incentives to develop commercial and retail projects. These agreements allow a city to attract development by refunding a portion of the sales tax the project generates back to the developer. The developer receives assistance to make the project viable, and the city benefits from growth in sales tax revenue, property taxes, and new jobs. The Texas Comptroller of Public Accounts recommends the following guidelines concerning Sales Tax Incentives:

- Place a limit on both the percentage of sales tax granted to the developer and the total amount of the grant. For example, the grant could be limited to a portion of the sales tax generated by the development, up to \$1 million.
- The agreement should have a termination date depending in part on the developer's total investment.
- Milestones and deadlines should be included in the agreement to ensure that the developer completes the project according to the city's expectations. The city should include terms by which the developer could be considered out of compliance or in default of the agreement, and consider possible penalties such as reductions in the sales tax incentive.
- The city should consider including terms in the contract to remedy adverse impacts caused by the development, such as increased traffic and increased demand for law enforcement and utilities.
- Payment of grants under the agreement should be based on the net sales tax allocation, after adjustments and fees, and not due to the developer until the city receives the funds from the comptroller.



Regulatory Mechanisms

Public investment and improvements only go so far; creating the built environment of Lytle will be implemented in large part by the private community, including developers, community leaders, organizations, etc. Therefore, the City must take steps to create the right regulatory environment and incentives for private sector development.

In order to achieve the goals outlined in the comprehensive plan, the City of Lytle must research and adopt the appropriate regulatory tools to influence private development in a way that creates the character and environment Lytle desires. There are a variety of regulatory tools emerging that have been shown to create a building or series of buildings that shape the public realm as much as they shape the area within the walls. These regulations focus on influencing the character and physical form of the building or site.

Monitoring Progress

The Comprehensive Plan is a living document and should be updated periodically to assess progress, identify new opportunities, and re-evaluate goals and priorities. Data should be collected, reported, and evaluated frequently to evaluate ongoing progress and the appropriateness and effectiveness of certain actions. Every 3 to 5 years, the City should evaluate progress towards implementation of the actions listed earlier. Additionally, a 10 year update allows the City to evaluate the goals and vision for the future of Lytle, which may result in adjusting goals, objectives, and actions.





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