



Comprehensive Plan Update

Centers - Corridors - Parks - Trails - & Related Plans



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Comprehensive Plan Update

MESA Design

Adopted March 2009

Petty & Associates, Inc.

Amended February 24, 2015



Argyle, Texas

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ACKNOWLEDGMENTS

The creation and adoption of successful public plans results from the inputs, involvement, and dedication of a wide range of community leaders. The Argyle Comprehensive Plan Update is the result of the commitment of Argyle elected officials, staff, and community members to positive growth and change in the community. The following individuals were instrumental in the construction of this Plan.

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TABLE OF CONTENTS

ACKNOWLEDGMENTS.....	v
EXECUTIVE SUMMARY.....	ix
INTRODUCTION.....	1
POPULATION AND ECONOMIC ANALYSIS.....	9
Population Projections	
Cost of Governance	
Tax Gap Analysis	
OPPORTUNITIES AND CONSTRAINTS ANALYSIS.....	15
Citizen Desires	
Environmental Systems	
Physical Systems	
Land Use	
Parks and Trails	
Current Comprehensive Plan	
Reason for an Update	
PLANNING PROCESS.....	33
LAND USE PLAN AND THOROUGHFARE FRAMEWORK.....	37
Fulfilling Public Goals*	
Nature of a Land Use Plan	
The Planning Framework	
Land Use Districts*	
Land Use Regulatory Structure	
Form-Based Plan	
Thoroughfare Framework	
FORM BASED STANDARDS*.....	51
Understanding the Form Based Standards	
Center Form Based Standards	
Corridor Form Based Standards	
PARKS AND TRAILS PLAN.....	101
Inventory and Public Input	
Goals and Objectives	
Needs Assessment	
Parks and Open Space Transect/Typologies Concept	
Parks and Trails Concept Plan	
Parks and Open Space Distribution Plan/Park Selection Criteria	
Connectivity, Facilities, Infrastructure, and Program Matrix: Implementation Strategy	
Implementation Priorities	
GLOSSARY OF LAND USE TERMINOLOGY*.....	115
APPENDIX.....	121
Demographic Charts	
Park System Public Input Survey	
Key Graphics*	

* Amended Feb 24, 2015

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EXECUTIVE SUMMARY

MESA Design Group was hired by the Town of Argyle in August 2007 to formulate a Comprehensive Plan Update for Argyle's incorporated land area and its associated Extra Territorial Jurisdiction. This Comprehensive Plan Update is a reflection of community sentiments, aspirations, goals, objectives, and vision. Key among those qualitative aspirations of the citizens of Argyle is the desire to maintain a smaller population than normal growth would precipitate within the regional context. This Update explores the ways in which this challenge of maintaining a low population can be met without compromising the high quality of life and high service provision currently enjoyed by residents of Argyle.

An extensive Public Process was conducted to fully understand the goals and vision of the community for Argyle, including the formation of a Steering Committee, two Town Wide Public Meetings, and close work with Town officials, Boards, and staff members. Assessments are presented as a series of issues, symptoms, and solutions statements, drawn from input received in the public process, as well as from data gathered by MESA Design Group. Population growth predictions, environmental systems, physical systems, land use, and parks and trails are addressed in the Assessments and Public Process, and serious concerns are revealed about the ability of Argyle to retain its rural character and distinct identity in the face of high regional growth pressures. There are significant environmental systems, in the form of waterways, the ridgeline, and the Cross Timbers area, that must be preserved to maintain the rural character. Improvements must be made to Argyle's thoroughfare system to allow it to function on both a regional and local level. The introduction of identity and flexibility in land use districts will enhance Argyle's distinction from its neighbors and preserve the individualistic identity of the Town. Finally, public input made clear the desire for a more cohesive network of parks and trails in Argyle.

The goals expressed in the Public Process and in the Assessments phase require a visionary plan that anticipates the costs that a smaller population must bear as it provides an attractive quality of life. The Argyle Comprehensive Plan Update addresses the need for non-residential development to close the tax gap between the total cost of services and the

residential ad valorem tax revenues ultimately available to support that cost. The Plan also addresses the cost burdens of dealing with externalities of rapid and dramatic population growth within the surrounding areas (such as traffic inundation, etc.). Therefore, a balanced Land Use Plan that realistically sustains a limited population growth picture and a Parks and Trails Plan that provides for the creation of amenities are the focus of this Comprehensive Plan Update. The Land Use Plan is used to establish policies that address the many issues now facing Argyle and to influence Argyle's response to the future. As a result, this Plan serves as a management tool for managing current and future growth and initiating change that will move Argyle toward the quality of life desired by its residents.

In addition, the citizens of Argyle desire to preserve and creatively extend a physical image of Argyle that identifies its rural heritage and life style. Therefore, the Comprehensive Plan Update also includes an image for the Town's corridors and prescribes a pattern/form of development within each that will convey the desired visual qualities of Argyle. This will provide visual definition to the Town and its resident community.

Even though Argyle wishes to keep its population small, the Town must still provide basic park and recreation opportunities to its citizens. Providing such amenities and opportunities allows Argyle to accomplish its desire to preserve and integrate its abundant natural assets into a vision of the future. Therefore, the Comprehensive Plan Update presents a Parks and Trails Plan that identifies needed recreational opportunities, important natural corridors that merit preservation, and an open space transect that arrays all the open spaces (from public urban to private rural) that will comprise Argyle's future landscape.

This Comprehensive Plan Update will become the official policy of the Town of Argyle and guide its decisions regarding development and capital expenditure. The Comprehensive Plan Update is a guide and should not be construed as a rigid code. The Plan is an ongoing process that will, in time, necessitate another reassessment and update.

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INTRODUCTION

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INTRODUCTION

This Introduction to the Comprehensive Plan Update includes information on the history of Argyle and the background and context leading to the need for this Update. After each section of information, a summary statement of the problem or concern is presented. A *Therefore* statement follows as a targeted and direct approach to addressing and solving the problem raised. In this way, a clear pattern between problem and solution is established, while maintaining a close connection to the concerns raised by Argyle residents. *Therefore* statements become some of the guiding principles that direct the Comprehensive Plan Update.

Historic Development in Argyle

Argyle is situated in southwest Denton County, Texas, on a series of alternating ridges and creek watersheds. This landscape form has shaped development in Argyle since the beginning of its settlement in the 1850s, when early settlers began to raise cattle in the area. The community added a post office, school, and church in the following decades. The Texas and Pacific Railroad, which came to Argyle in 1881, constructed its rail line adjacent to a creek running from north to south to take advantage of the flat constant grade along the banks. As a result, the natural system of the creek watershed gave form to the linear railroad corridor, and subsequent commercial and residential development was also shaped by the linear drainage areas and transportation lines. By the end of the nineteenth century, Argyle had a business district, including a bank, supply stores, and a hotel, to serve the commercial trade brought by the railroad. Local products distributed via railroad included wheat, oats, cotton, and other agricultural products. Later, as the automobile gained importance, a road connecting Argyle with Denton to the north and Fort Worth to the south (which today is US Highway 377, hereinafter known as US 377) followed the alignment of the railroad and creek, and small commercial establishments and residential uses lined the roadway through Argyle. The ease of construction on the level land along the creek served as an incentive for development to follow the natural pattern of the drainage area, which had been

reinforced by the connectivity and value brought by the railroad and highway.

From the beginning of its settlement, Argyle was characterized by agricultural land uses and a linear transportation corridor used to ship goods produced on the individual farms to market. Economic value and identification of Argyle as a community was based on the production from individual lots and their individual owners. Rural lot lines dictated the alignment of new roadways; since lot line alignments were irregular and lacked a central organization, the roads that followed the lines were also irregular. An identity of individualism contributed to a civic reality still present in Argyle today. The rural structure does not provide a town center and has shaped the Town of Argyle as a city of jurisdiction, not of a particular civic spatial form or identity. This reality, built over time by ownership patterns, the landscape of the town, and the lack of town identity, presents a significant challenge for Argyle.

Commercial development is limited to linear service corridors, and because rural lot characteristics have shaped roadway development, clear gateways and cues to announce arrival to Argyle are lacking.

THEREFORE develop a street system determined not by lot lines but by economic conditions, which will enable increased value capture and provide a sense of arrival and civic identity for Argyle.

US 377, built on the flat constant grade next to the railroad, has historically served as the backbone of the Town of Argyle, though structures and functions along the road are not spatially arranged to form a destination. As the oldest corridor in Town, educational, civic, and commercial land uses are located along the edge of the road, including Argyle High and Middle School and Argyle Town Hall. Older housing stock is also grouped in this corridor. The road grew out of pre-existing natural and rail corridor forms, and as such follows a pattern established by the natural drainage system. Growth along the north-to-south alignment of



US 377 responded to the importance of transportation connections to Denton and Fort Worth.

The established development along US 377 has been joined by a new pattern, one that also responds to the importance of connectivity to the surrounding area. The principal east-to-west corridor, Farm-to-Market 407 (FM 407), is now becoming more important in that it provides access to Flower Mound and neighboring communities to the east and to Interstate 35W (I-35W) to the west.

FM 407 and US 377 are alike in their patterns of use: both are regional roadways used to go somewhere else, outside Argyle. Most of the automobile traffic and the consumer expenditures carried with it are moving to other destinations. There is a need to establish a local system of streets that lead to destinations within Argyle. The intersection of US 377 and FM 407 is the crossroads of the principal north-south and east-west corridors in Argyle. This area holds promise for economic development to increase the tax base in Argyle, but constraints on development must be resolved. The parallel alignments of the floodplain, railroad, and highway generate tight geometries of land for development. Any future commercial and mixed-use developments would require specific lot sizes in order to accommodate vehicle access, parking, and appropriate building footprints. Currently, lot dimensions are limited by the geometry of the narrow transportation corridor, and these lots will not attract land uses that will expand Argyle's tax base to a significant degree.

Existing regional thoroughfares deliver traffic and consumers to other communities, and roadside lot geometries limit commercial development options.

THEREFORE, enhance Argyle's transportation network with a local road system and lots suitable for commercial development.

Much of Argyle is characterized by linear elements running from north to south. In the west, I-35W forms a strong edge to the Town, and adjacent to the Interstate is a ridgeline defining the border of the Cross Timbers ecological region. Farther to the east is the overlay of creek, railroad, and roadway at US 377. Existing limitations of lot size along US 377 and FM 407 will serve to direct new commercial development of significant scale towards I-35W. If limitations on new commercial development along interior thoroughfares in Argyle are not resolved, I-35W will likely become the Main Street of the community for new commercial development. In this scenario, the development on

land bordering I-35W will have a regional flavor and lack a sense of place belonging to Argyle. If I-35W becomes the new anchor of commerce in Argyle, the rest of Town will be separated from the new district by a ridge and the rear building facades of regional-scaled commercial development. Commercial development must become an east-west phenomenon in Argyle, and not be limited to a north-south distribution only.

Current conditions favor future development of commercial uses primarily along I-35W in Argyle.

THEREFORE, provide conditions that attract new development to interior thoroughfares, establishing commercial uses on east-west and north-south axes.

Argyle's Identity

The Town of Argyle has long been small and autonomous, and its citizens are proud and protective of their rural lifestyle. Argyle developed as a linear band of commercial and civic uses in a surrounding field of rural agricultural land, and the identity of Argyle as a place was limited to a grouping of private households rather than as a central gathering area or zone of interaction. Lot size and scale varied, but each unit was an independent entity, which limited a sense of collective identity and desire to address issues of shared concern in Argyle. The community lacked a traditional street grid and Town center, and self-identified as more of a ranch landscape than a Town, and this perception is still present today.

A rural community primarily seeks to preserve the private realm of individuals, while a town is oriented



towards economic goals that will serve to support town services. In the face of growth, continuing Argyle's current course will not serve the Town in the present or future, because the existing built environment and Town infrastructure will not support the inevitable growth that will be seen in both Argyle and the surrounding region.

Past civic decisions in Argyle, based on individualistic values, have not positioned the Town to benefit from regional growth; continuation of an individualistic direction will not address new issues brought by future growth.

THEREFORE, create a plan for the community that directs growth to benefit the municipality and collective interests of Argyle, while maintaining autonomy to those seeking preservation of private concerns.

Streets as Determinants of Form and Value

Argyle's road system forms part of a regional network carrying automobile traffic that passes through Town on the way to external destinations. Due to a pattern of incremental rural developments in which individual decisions were made without a collective planning vision, the transportation routes in Argyle are not differentiated in a spatial sense. Development along entry corridors in Argyle is organized at the level of each individual lot, and not at a district level in order to provide a consistent visual character to motorists entering Argyle. There is a lack of hierarchy, meaning that there is little sense of arrival, destination, or departure, since the entire corridor is structured in the same way.



Argyle's linear commercial district should be aggregated, and the community should define the place, instead of being defined by the road, as is currently true. If automobile traffic is directed to commercial destinations within Argyle, and not only to regional destinations outside Argyle, the potential for economic value capture is greatly increased. Streets that serve internal destinations would provide a shift from the opportunistic movement of transitory vehicular corridors to a movement within an internal system that would benefit the Town of Argyle. This would allow for value differentiation in an active community, provide for a change from isolation and dispersal to a new expression of the Town in public spaces, and change the dominance of the linear corridors of US 377 and FM 407. Argyle would have a tangible sense of arrival and destination, and the community would be defined more by a distinctive physical form than by a jurisdictional boundary.

Argyle's road network does not provide a sense of arrival or destination to motorists, and the entry corridors are not spatially defined as an organized district.

THEREFORE, change the entry experience to one of sequential structure and defined hierarchy, so that a visitor or resident is aware of the threshold of arrival, a sense of central destination, and a point of departure complementary to the arrival.

Preservation of Rural Views and Natural Features

New structural patterns of development on ridges and in an east-west orientation are challenging the established form of north-south development and open views to ridges and creeks. Growth in the FM 407 corridor is shaped by connectivity to I-35W and expanding municipalities to the east. New development patterns in this corridor do not follow natural system alignments, which promise to change the visual experience of the rural landscape in Argyle. Without a plan for shaping the character and form of new development, growth along FM 407 impacts Argyle in two important ways. First, open views to a landscape of rural character are threatened; second, creeks could be affected, with implications for their valuable functions as wildlife habitat and floodplains.

The results of a visual preference survey of Argyle residents indicate that transparency and views to the rural landscape are highly valued. Views of the landscape along FM 407 are a good example of

these qualities. Housing stock in this area is new and of high value, and the lots also tend to be larger. Rural fencing styles allow open views to the landscape and natural context along the road. This openness and transparency on the ground plane, essential to the idealized rural identity of Argyle, will not be preserved if the development that occurs along FM 407 is of a standard suburban nature. With privacy fences and other physical expressions of suburbia, the landscape would change from a rural flavor to a suburban one. The character of higher elevations in Argyle, visible through short and open rural fencing styles, would be threatened by suburban-style development on ridges. Privacy fences, higher and not visually transparent, would permanently change the visual character from a rural to a suburban quality, regardless of lot size.

The rural landscape cherished by residents of Argyle would be threatened by traditional suburban development.

THEREFORE, preserve openness and transparency of this rural character through designation of distinct rural corridors and commercial development corridors.

Development pressure in Argyle and surrounding communities is driven in part by the growing regional population and demand for a house in a rural setting. The top of a ridge is where the rural identity is most visible and therefore feels the greatest development pressure. Development on top of ridges costs less than in lower areas, such as along the corridor near US 377. On a ridge or mound, clay soils can be avoided, which simplifies construction design and execution. Production builders can draw lot lines without offsets and achieve a higher level of efficiency.



Hilltops embody the rural character and are also attractive to production builders for suburban home development.

THEREFORE, target density for lower elevations, since hilltops can be preserved if development is clustered at lower elevations.

The natural systems of Argyle, specifically the ridges and creeks between them, have been avoided by development for the most part. Land adjacent to creeks is largely held by small landowners, not by ranches; without protection, the creeks could be threatened by land use decisions made by individual small landowners. The undisturbed ridges and creeks provide efficient and valuable stormwater management to Argyle that would be expensive to replicate through engineering and traditional stormwater management practices. Rural roads take unusual turns due to their alignment on old lot lines and ignore the natural features of creeks and ridges. These rural roads also set a pattern of low-density development that does not incorporate considerations of impact on natural systems on a scale larger than the building site on a lot.

Creeks and floodways provide a natural amenity and stormwater function for Argyle.

THEREFORE, value and protect these systems as growth moves into the region.

Public Ownership of Land

Although the viewsheds are critical to preserving the image and experience of the Argyle community, public access is also important. Argyle currently has no system of parks, trails, or public open spaces. A viable parks system can contribute to a holistic vision for viewshed protection (mentioned above) while also providing public recreation and ensuring the preservation of natural resources for perpetuity. A system-wide/city-wide approach can also serve a greater benefit to preservation of intact parcels rather than random scattered pockets. These multiple initiatives make a parks plan an important step in achieving a variety of the greater goals for the Argyle community.

Without a park system in place, open spaces are left in the hand of private ownership and may not provide full public access to the resource. A central plan examines all goals when determining the strategic issues associated with park acquisition, including viewshed, recreational, and preservation agendas.

THEREFORE, a park plan for the Town of Argyle will provide a vision to accomplish a variety of community goals by a Town-sponsored vision for public open space.

Limits of Current Infrastructure

Argyle is fortunate to be located in a growing region, with transportation connectivity to adjacent communities that produces significant volumes of vehicular traffic moving through town. Traffic drives the value of potential commercial developments and allows economic value capture for Argyle. However, if the dependence on regional roadways continues as growth intensifies and impacts Argyle, serious limitations will become apparent. As more intense development arrives along the roadways to serve a growing regional population, the lots behind the roadside development will become landlocked by new commercial uses developed on the roadways.

Another limitation of Argyle's dependence on regional roadway corridors is that new growth is both dependent on and a burden to those roads. If a four-lane arterial can be assumed to have a 24-hour capacity of 29,000 vehicular trips, and at future buildout the Town of Argyle has 13,000 residents, and each of the 4,560 households of 2.85 residents in Town generates about 10 vehicular trips daily, we can assume that 45,600 daily vehicular trips will be demanded. At this level of demand, all other types of traffic demand are squeezed out, leaving no other room for extra volume. If the current condition of dependence on FM 407 and US 377 continues, the volume demanded by future growth in Argyle will account for all roadway capacity.

Dependence on existing regional roadways is not a sustainable strategy for the future of Argyle.

THEREFORE, create an expanded local thoroughfare system, planned and scaled to the needs and character of Argyle, which is not dependent on US 377 and FM 407.

Need for a Parks Plan

Projected growth in Argyle and the surrounding region will reveal weaknesses inherent in a community that does not provide park, trails, or open space facilities to its population. Developers and business owners see these types of facilities as important amenities and regard them as a signal of the municipality's quality of life. Current and new residents are likely to request public open spaces as part of the services provided in exchange for paying municipal property taxes.

Increases in the number of residents in Argyle will also place pressure on the current practice of using school and church facilities for recreation and public open space.

Without a parks plan in place, Argyle will likely experience reduced marketability, increased pressures on existing facilities, and demands from residents for open space amenities.

THEREFORE, create a balanced and legible system of park and trail amenities that enhance the image and lifestyle goals of the community.

Flexibility is Important

A small town often lacks the capacity to acquire, manage, and maintain open space facilities due to lack of staff and funding for these activities. As a town grows, it can be difficult to phase and implement resident desires for additional open space amenities. The growth and development pressures in Argyle's future provide both challenges and opportunities. Managing a new parks system will add to the other new services Argyle must provide, but such a time of transition can be an ideal time to acquire land for parks, trails, and public open spaces. Flexibility is important as it allows the market and opportunity to drive acquisition. Requiring developers to contribute to the parks system, either through land or financial donations, and creating a park acquisition strategy that is triggered by the transition of land ownership from one party to another are two ways in which growth can positively contribute to a parks system.



Implementation of a parks plan is both an opportunity and a challenge for Argyle. The vision must be flexible in order to allow the Town to respond to market conditions as parcels come available for acquisition.

THEREFORE, ensure that the Argyle Parks and Trails Plan provides a flexible strategy for acquisition, construction, and operations while also responding to the community demand for facilities.

Connectivity and Compatibility

New development in Argyle will likely take place in various locations over time, and maintaining a sense of connection and cohesion between new developments and existing fabric will be important. The provision of public open spaces in new developments and of trails linking the community can help achieve this goal. A hierarchy of trails and users can be tailored for the different areas within Argyle in order to both make areas unique and to integrate them into the whole. The plan should support value creation initiatives in appropriate locations to drive development rather than respond to it. Particular trails and types of open spaces must be coordinated with land use and development patterns to ensure a continuity of experience.

Parks and trails have the potential to be unifying elements in the fabric and character of Argyle, enhancing land values and contributing to the experience of the Town fabric.

THEREFORE, the Parks and Trails Plan should provide connectivity and public open space options in conjunction with the Land Use Plan.

Conclusion

The collection of observations, citizen goals, and contextual data contained within the *Therefore* statements provides a preliminary picture of the challenges and opportunities currently present in Argyle. As the Town seeks to respond to increasing regional growth pressures, there are manifestations of Argyle's history, such as rural roadways and lot geometries, which must be modified in order to allow beneficial development. The rural character and small town charm of Argyle make it a desirable place to live, but lack of services, such as public open spaces, is detrimental to marketability. Overall, the desirability of Argyle, coupled with high growth pressures, will either take the community by surprise with piecemeal development or can allow the Town to demand and direct high quality development that will increase the quality of life enjoyed by Argyle residents. This Comprehensive Plan Update is designed to provide a menu of choices and kit of graphics to guide development, create a system of parks and trails, and effect positive change in Argyle.



POPULATION AND ECONOMIC ANALYSIS

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POPULATION AND ECONOMIC ANALYSIS

The rural character of Argyle, valued by its residents and visitors, shapes the demographics and population analysis, which in turn shapes the economic analysis for Argyle's Comprehensive Plan Update.

Population Projections

At the time of the 2000 U.S. Census, Argyle's population was 2,362. As discussed in greater detail below, Argyle's population was estimated at 3,400 in 2007. The 2000 U.S. Census provides a snapshot of the socioeconomic conditions in the Town. Of the 2,362 people living in Argyle in 2000, 96% were white. The most prevalent ages in the Town were under 17 years old and from 35 years old to 54 years old, suggesting that the Town is composed of many families with children. The median household income in Argyle at the time of the census was \$91,161. More information can be found in the Appendix.

It is predicted that the region around Argyle will grow at a rate of 7.5% over the next 30 years. If Argyle experiences this rate of growth, it will reach a population of approximately 30,000 residents by 2037. Based on the public input received in this planning process, Argyle residents indicated that this was significantly more population growth than they desired for their community, seeing this magnitude of growth as detrimental to the rural character of the Town. In order to guide this Comprehensive Plan Update, a full target buildout population of 13,000 was identified. This is a

reasonable balance between the surrounding regional growth pressures and Argyle's desire to preserve the Town's rural character. A population target of 13,000 was approved by the Town and by residents during the public planning process.

There are several possibilities by which the buildout population will be reached. If Argyle grows at a rate comparable to that predicted for the region, the Town will reach a population of 13,000 by approximately 2026. On the other hand, Argyle could attempt to slow residential growth in the Town, compared to the region, to reach a population of 13,000 by 2037 (which represents a 4.57% rate of growth). These possibilities are illustrated in Figure 1. Argyle may also grow at an intermediate rate, in which case the buildout population will be reached sometime between 2026 and 2037. In any of these scenarios, Argyle is certain to face substantial population growth pressure. Additionally, it is often unrealistic to expect that a community will be able to slow growth compared to regional growth.

Using the buildout population of 13,000, it is possible to calculate the expected number of households in Argyle at this population. At the time of the 2000 U.S. Census, Argyle's average household size was 3.05 persons. Nationally, household sizes have been growing smaller, and an average household size of 2.85 was determined to be appropriate for this calculation. With a population of 13,000 and average household size of 2.85, Argyle can expect to contain approximately 4,560 households.

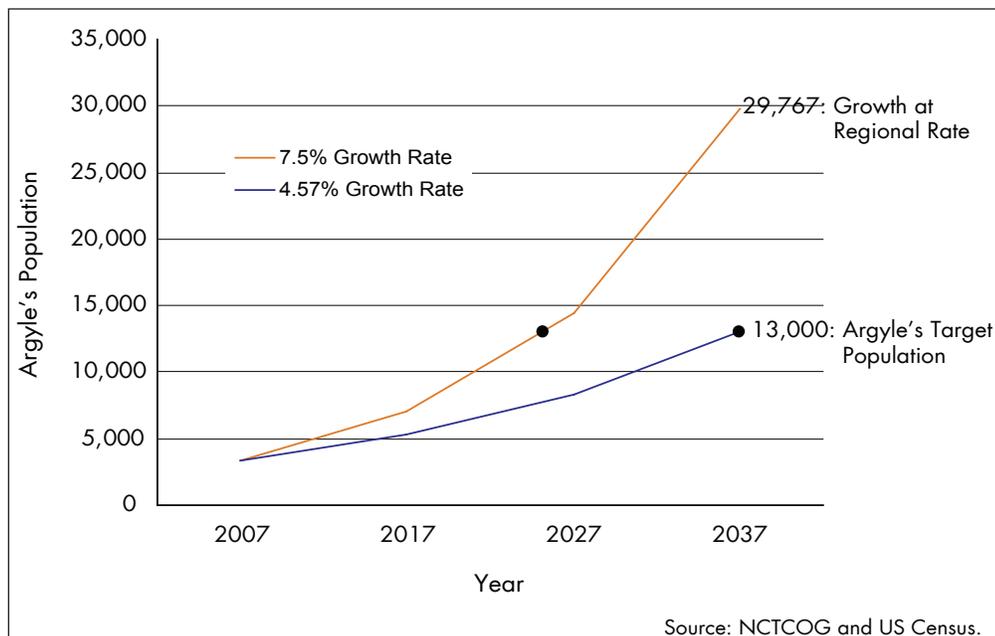


Figure 1. Projected Population Growth in Argyle.

Understanding job distribution among the future population helps to predict retail, office, and industrial square footage demands in the area, which contributes to the development of the Land Use Plan. Figure 2 illustrates the percentage of workers that are predicted to aggregate in various job categories in Argyle, as well as the number of households that can be expected in each category at the buildout population of 13,000. The job categories are then assigned an assumed average level of income and consumer expenditures. Managers have the highest annual income, followed by Technical/Sales workers, Construction, Operators, and Service workers.

To calculate the amount of demand for local retail in Argyle at buildout, the number of households, consumer expenditure data, and average sales per square foot of retail space are used. These calculations yield the total square footage of retail needed to meet demand. Industrial and office demand is calculated in a similar manner, based on the average amount of square feet needed per worker in each occupation category. These numbers are adjusted by a regional multiplier, to account for the percentage of people who live in Argyle but work elsewhere in the region. This information can then be used to guide decisions regarding distribution of uses and districts in the Land Use Plan for Argyle.

Cost of Governance

Quality of life in a municipality is often measured by

its level of service, which is calculated by dividing government expenditures by the total population. This reveals the amount of money the government spends on service provision to residents, including services such as schools, road maintenance, and police and fire systems. Based on fiscal year 2007 total expenditures of \$2,403,089.15 and an estimated population of 3,400, Argyle's current level of service is approximately \$707 per capita annually. Through the input of the Steering Committee and at public workshops during the planning process for this Comprehensive Plan Update, it was determined that one of Argyle's main goals is to achieve and maintain a high quality of life while limiting population growth. Argyle currently provides adequate services, with the school system being one of the better services, while road repair is one of the services in need of more resources. With increased growth, Argyle will need to spend more on these services to maintain current levels and will need to spend even more to improve service provision.

To arrive at an acceptable target for level of service, analysis of several analogue cities was performed (Figure 3). Currently, Argyle has a level of service comparable with Plano and Denton and is surpassed by Flower Mound, University Park, and Highland Park. During public review and input, Argyle residents exhibited a preference for a level of service and quality of life comparable with that of Highland Park. While this level would represent a significant increase over current levels in Argyle, it was determined that a level of service of \$1,200 per capita would be a

Employment Field	Percentage of Workers in Each Field	Number of Households*
Managers and Professionals	35%	1596
Technical, Sales, and Clerical	29%	1323
Service	17%	775
Construction	9%	411
Operators and Fabricators	10%	456
Total	100%	4561

*Average Household Size = 2.85

Figure 2. Predicted Job Distribution in Argyle at Buildout Population of 13,000.

City	FY 2006-2007 Expenditures	Estimated 2007 Population	Level of Service
Garland	\$129,603,155	240,000	\$540
Rowlet	\$36,536,314	54,000	\$677
Plano	\$179,535,017	255,000	\$704
Argyle	\$2,403,089	3,400	\$707
Denton	\$94,539,000	119,000	\$794
Flower Mound	\$79,944,836	64,000	\$1,249
University Park	\$33,085,702	24,000	\$1,379
Highland Park	\$14,480,620	8,900	\$1,627

Figure 3. Level of Service Comparison between Argyle and Analogue Cities.

reasonable target. This level places Argyle on par with municipalities such as Flower Mound, while maintaining the sense of place, preserving the character, and protecting the Cross Timbers environment that make Argyle unique.

At the buildout population of 13,000 and at the target level of service of \$1,200 per capita, Argyle’s cost of governance will be \$15,600,000. Figure 4 shows how Argyle will reach this cost in 2026 at the regional rate of growth, while Figure 5 illustrates reaching this cost in 2037 at a slowed rate of growth. As shown Figure 4, if Argyle does not cap its population, by 2037 the cost of governance could reach as high as \$35.7 million.

Tax Gap Analysis

Municipalities can draw on several sources to make up the general fund that is used to pay the cost of governance. Primary sources are residential ad valorem tax revenue, and both local and regional commercial ad valorem tax revenue, and fees, fines, and finances (Figure 6). Any discrepancy between the necessary general fund and the municipality’s revenue is known as the tax gap. Analysis of projected tax gaps are

helpful to inform land use decisions, as the tax gap can illuminate revenue areas in which a municipality is lacking or could improve.

With a capped population of 13,000, Argyle will not receive enough residential ad valorem tax revenue to provide the desired high level of government service to its residents. Generally, as a municipality’s population grows, residential tax revenue also grows. However, service provision for the new residents will be necessary. It is estimated that for every \$1.00 of residential tax revenue raised, a municipality will spend between \$1.33 and \$1.50 on service provision. The potential ad valorem tax revenue from non-residential uses is more beneficial to municipalities, since for every \$1.00 of non-residential ad valorem tax revenue raised, a municipality typically spends only \$0.33 for service provision. Due to Argyle’s small geographic size and low population, revenue from fees, fines, and finances will be negligible, and therefore have been omitted from the following tax gap analysis.

To calculate Argyle’s projected tax gap, several assumptions were made. As discussed above, average household size was assumed to be 2.85, or slightly below Argyle’s 2000 average of 3.05, in keeping with national trends. Argyle’s average home value was \$227,500 at the time of the 2000 U.S. Census, and the most recent appraisal listed the average home value at \$283,000. In 2008, the average home value in Allen, TX, was \$217,000. Based on this data, \$250,000 was selected as Argyle’s average household value for this analysis. This is a conservative balance between these figures and market trends in the region. The residential ad valorem tax rate was kept at \$0.39 per \$100 value,

Year	Population*	Total Cost of Governance**
2007	3,400	\$4,080,000
2012	4,881	\$5,857,368
2017	7,008	\$8,409,009
2022	10,060	\$12,072,220
2026	13,000	\$15,600,000
2027	14,443	\$17,331,232
2032	20,734	\$24,881,226
2037	29,767	\$35,720,217

* With 7.5% rate of growth

** With \$1,200 per capita cost of government

Figure 4. Argyle’s Cost of Governance at a 7.5% Growth Rate.

Year	Population*	Total Cost of Governance**
2007	3,400	\$4,080,000
2012	4,251	\$5,101,474
2017	5,316	\$6,378,686
2022	6,646	\$7,975,663
2027	8,310	\$9,972,460
2032	10,391	\$12,469,179
2037	13,000	\$15,600,000

* With 4.57% rate of growth.

** With \$1,200 per capita cost of government

Figure 5. Argyle’s Cost of Governance at a 4.75% Growth Rate.

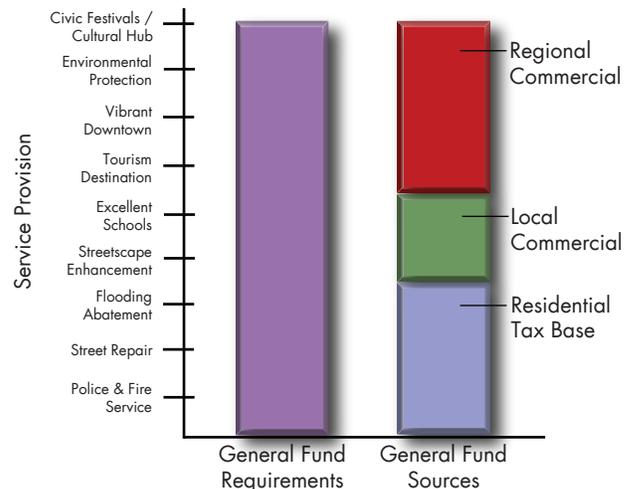


Figure 6. Illustration of Municipal General Fund Sources.

which is Argyle’s current rate. Finally, the regional rate of growth (7.5%) was used as more realistic than a slowed rate of growth. To provide a level of service of \$1,200 per capita for up to 13,000 people, the cost of governance, the residential tax revenue, and the resultant tax gap are shown in Figure 7.

The tax gap analysis shows a projected tax gap of \$11.2 million (calculated in 2008 U.S. Dollars) with the buildout population of 13,000. This represents the ad valorem revenue that Argyle should seek from non-residential land uses. In addition to commercial ad valorem taxes, municipalities can raise revenue from taxes on warehouse inventory (valued at \$1 million per 100,000 square feet of industrial warehousing) and retail taxes (valued at 1% of retail sales at \$254 per square foot of retail space). However, this tax gap analysis excludes these last two revenue sources for several reasons. Argyle will need sales tax revenues to fund transit projects and for 4A and 4B Board commitments, and inventory tax should be available to incentivize development through abatements. These are known as triple-freeport tax abatements because the incentive abates city, county, and school taxes on inventory that remains for less than six months. Finally, the use of sales and inventory tax revenues in the general fund would limit Argyle’s debt capacity, which will be needed in order to float bonds to pay for infrastructure improvements.

This Comprehensive Plan Update is designed to close the projected \$11.2 million tax gap through the development of both local and regional commercial land uses by providing non-residential tax revenue to Argyle. As the Town hopes to cap population growth at 13,000 and because a tax rate increase is not a realistic or sustainable approach, the tax gap must be closed by tax revenue from commercial development. This allows the Town of Argyle to maintain a high level of service without increasing its population. The

tax gap is a monetary expression of the need for commercial development to support Argyle’s quality of life, and it can be used to calculate the square feet of non-residential development needed. The total area of developed square feet needed can be converted to acres, and then allocated among land use categories according to community priorities identified in the Comprehensive Plan Update process. This will be described in greater detail in the Land Use Plan and Form Based Standards sections of this plan.

With a capped population, local residents will not be numerous enough to support the amount of retail necessary to close the tax gap. To determine the total area of commercial development needed, a dollar cost per square foot is assumed, and the number of square feet necessary to reach the total dollar amount needed for the tax gap can be calculated. At buildout, the Town of Argyle’s 13,000 residents will support approximately 330 acres of non-residential development. At a modest level of commercial density, as stipulated in the Land Use Plan, the Town of Argyle will need approximately 1,331 acres of non-residential development to close the tax gap. If Argyle residents can support 330 acres of development, 1,001 acres remain that must be supported by people from the surrounding region. Therefore, establishing commercial uses with a regional draw is critical to funding a municipality with a capped population and a desire for a high level of service. To achieve the population cap, a Land Use Plan has been created that will concentrate commercial development in nodes of higher intensity uses to preserve open space and Form Based Standards that will ensure a style of development that is in keeping with Argyle’s rural aesthetic. As Argyle moves forward, the Town must market itself as amenable to the high quality regional development it needs to make the Town’s vision a reality. The attraction of high quality development is possible because of regional travel through Argyle on I-35W, the high growth pressures in the region, and Argyle’s appealing rural character.

Year	Population	Households	Residential Tax Revenue	Cost of Government	Tax Gap
2007	3,400	1,193	\$1,148,246	\$4,080,000	\$2,931,754
2012	4,881	1,713	\$1,648,455	\$5,857,368	\$4,208,913
2017	7,008	2,459	\$2,366,570	\$8,409,009	\$6,042,438
2022	10,060	3,530	\$3,397,518	\$12,072,220	\$8,674,702
2026	13,000	4,561	\$4,390,351	\$15,600,000	\$11,209,649

Assumptions:

Rate of Growth: 7.5%

Household Size: 2.85 Residents per Household

Average Home Value: \$250,000

Residential Property Tax Rate: \$0.39 per \$100 value

Cost of Government: \$1,200

Figure 7. Argyle’s Tax Gap Analysis reveals \$11.2 million tax gap.

OPPORTUNITIES AND CONSTRAINTS ANALYSIS

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OPPORTUNITIES AND CONSTRAINTS ANALYSIS

A series of issues, symptoms, and possible solutions, identified by Argyle residents, elected officials, staff, and MESA, serve as an opportunities and constraints analysis that frames and directs Argyle's Comprehensive Plan Update. Issues, which encompass both desires and fears of the community, identify broad themes important to quality of life in Argyle. Symptoms related to each issue are assigned based on assessments of existing conditions. These specific symptoms can then be addressed by clear and direct solutions, tailored to each symptom and related to the over-arching issue. There are several key categories into which the issues fall, including environmental systems, physical systems, land use, and parks and trails. Additionally, the opportunities and constraints analysis begins with the identification of issues related to citizen desires. These are broad issues and serve as a useful way to frame the assessment of existing conditions in Argyle.

The Opportunities and Constraints Analysis concludes with a review of Argyle's current Comprehensive Plan and the reasons why an Update is appropriate and necessary at this time.

Citizen Desires

The issues in the Citizens Desires category closely relate to the primary goal of the Comprehensive Plan Update: wanting to preserve Argyle's rural heritage and lifestyle. A large part of this rural lifestyle is an emphasis on individualism, which presents the central challenge of maintaining individual distinctions and rights, while accommodating a significant increase in population.

The first issue is the fear of individuals losing their property rights. In this case, symptoms are defined as burdens placed on property owners that would limit their rights, while solutions would seek to preserve and broaden property rights. Three key symptoms are the application of single-use zoning on properties, a

lack of awareness and/or understanding of zoning options, and the inability of property owners to respond in a timely fashion to market demands. The first solution is the adoption of district-based zoning, rather than single use zoning. District zoning allows for a combination of related and complementary uses in one area, establishing a general form and function, but with a degree of flexibility for the individual property owners. Additionally, building form should be stressed over building use as a way of regulating the aesthetics of an area without infringing on the property owner's right to utilize the property (within an acceptable range of defined uses). Overall, solutions seek to incorporate flexibility into property rights, allowing a variety of acceptable uses and approaches by individual property owners that leads to compatible and coherent districts. This flexibility also allows greater latitude in responding to market demands and personal inclinations.

Also related to individualistic values is the second issue, which represents the desire for non-growth in Argyle. Symptoms of this desire are the long heritage of a rural lifestyle in the Town and a fear of change among residents regarding what might happen to their community. As discussed above, the region around Argyle is projected to have a significant growth rate over the next three decades, and it is unreasonable to expect that Argyle will be able to avoid growth of any kind. Solutions must therefore be crafted that can manage growth in a way that is well-suited to preserving a rural aesthetic. Growth should be limited in areas that exemplify strong rural character and should be encouraged in a series of high density nodes. These nodes should be located in areas that are not environmentally sensitive and that are in close proximity to key transportation intersections. By directing development to the connections between both regional roadways and local roadways, development can capture and serve both regional and local markets.



Environmental Systems

Environmental Systems in Argyle include several defining features that shape the Town's character, including waterways, the ridgeline, and the Cross Timbers ecological zone. Additionally, Argyle has a rich agricultural history, primarily exemplified in the Post Oak Savannah ecosystem to the west of the ridgeline. These natural features influence a strong contemporary appreciation for the environment of Argyle, and the Comprehensive Plan Update must therefore be informed by an analysis of the environmental systems.

The first environmental systems issue is the erosion of rural character. Symptoms that contribute to this erosion are regional development pressures, Argyle's proximity to much more urban environments, and the loss of large expanses of undeveloped land and tree cover. Solutions must focus on identifying and preserving the natural features that contribute to the rural character. Argyle's waterways and floodplains form a significant part of the rural identity, and are located throughout the Town (Figure 1). In the southwest corner of Argyle, Graham Branch flows in a southern direction, and includes several forks of the creek that roughly follows I-35W. Fincher Branch is located in the eastern portion

of the Town and encompasses several creek branches that flow together in a north-eastern direction. In the north of Argyle is Graveyard Branch, which also flows in a north-eastern direction. One fork of Graveyard Branch is the creek along which the railroad and US 377 located, taking advantage of the flat topography adjacent to the creek bed. Each Branch, and their attendant forks, has floodplains that reach up to 1000 feet wide on one side in some areas. The creek and floodplain systems are therefore prominent natural features in Argyle.

Vegetation in the waterway and floodplain areas of Argyle is primarily representative of the Post Oak Savannah ecosystem, which stretches from Argyle to the east across north central Texas. This ecosystem was originally a true prairie grassland community with forested areas only along waterways, and rich fertile soils. Early settlers first used these lands for grazing livestock until the prairie was plowed under for farming in the late 1800s. Today, much of the Post Oak Savannah is used for pastureland and consists of non-native grass monocultures, with trees remaining along the waterways in some areas. Argyle's waterways and floodplains still retain a significant amount of tree

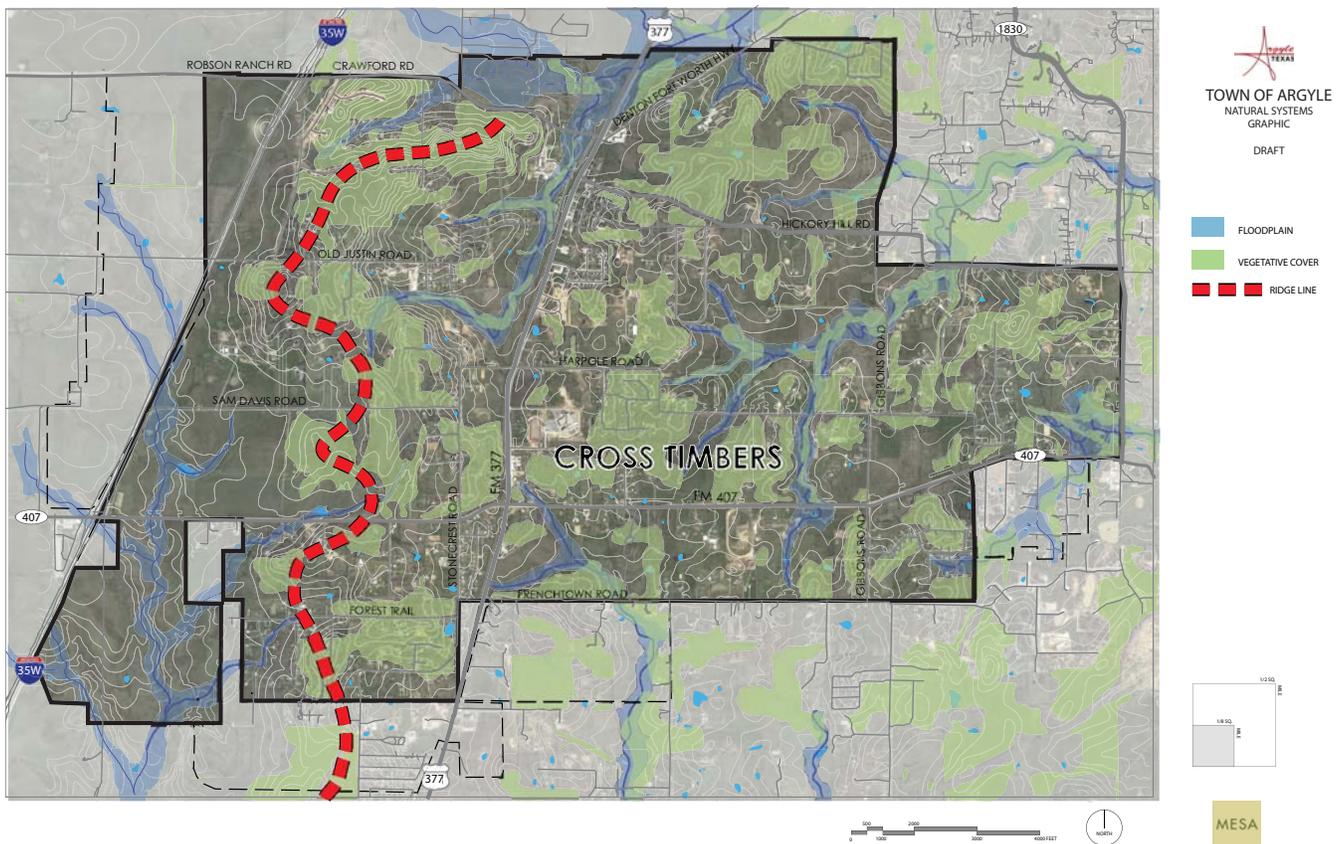


Figure 1. Natural Systems in Argyle.

cover (Figure 1, refer to Appendix for color version), which contributes to the rural identity and aesthetic of Argyle today.

The solutions recommended to address the issue of eroding rural character target the preservation of Argyle's waterways and vegetative cover. First, significant vegetative cover should be mapped to understand its full extent and locations. Development can then be directed away from the floodplains and areas with significant remaining vegetative cover in order to protect these resources. Overall, development should be encouraged in the traditionally non-rural areas within Argyle, and discouraged from rural or sensitive areas. Finally, a contextual roadway design and thoroughfare plan should be established for Argyle that maintains views of the rural landscapes as part of the arrival and sense of place experiences for driving in Argyle.

The loss of the Cross Timbers ecosystem is the second main issue related to environmental systems in Argyle. A ridgeline runs north-south through the western half of Argyle, roughly between I-35W and US 377 (Figure 1). This ridgeline is the approximate western edge of the Cross Timbers ecosystem, originally a heavily forested region separating the prairie lands found on either side of the Cross Timbers area. These woodlands are composed primarily of post oak, blackjack oak, cedar elm, hickory, osage orange, eastern red cedar, mesquite, bumelia, hawthorn, and greenbrier trees. Early travelers through this part of Texas referred to the Cross Timbers as the Grand Forest, and it served

as a significant landmark reference. Today, however, there are few large tracts remaining of the woodlands ecosystem, making the tracts in Argyle more valuable for their rarity. Information about environmental systems, as they relate to public open space, will also be addressed in the following section on Parks and Trails Opportunities and Constraints.

Symptoms that contribute to the fear of losing the Cross Timbers ecosystem include the increased pressures of population growth and development on the region around Argyle; the desire to live within the natural beauty of the Cross Timbers; and a lack of economic incentive for preservation of the ecosystem. Solutions to this issue should begin with documentation of the Cross Timbers area to know exactly where and how much of this ecosystem remains in Argyle. Development can then be strategically located in key clusters that minimize impact on the Cross Timbers. Finally, requirements specifying the use of native vegetation in landscaping will help to preserve the natural ecosystems and prevent the spread of non-native species in this sensitive area.

The rural identity of Argyle is largely influenced by the environmental systems of the waterways, floodplains, vegetative cover, ridgeline, and the Cross Timbers. Much of these lands are located on private property, which can make them more susceptible to degradation through piecemeal development projects. Private landowners have traditionally been caretakers of Argyle's environmental systems and must be empowered by the Town of Argyle to continue their stewardship of the land. The solutions presented in this section strive to



provide protection for the environmental systems and property owners as regional growth patterns impact Argyle.

Physical Systems

This section of the Assessments focuses on the main thoroughfares through and around Argyle, and how these roads can be used to direct and enhance development. Issues relate primarily to increasing connectivity within the roadway systems, improving the identity of Argyle as seen from its roadways, and how growth will impact the Town’s ability to fund public infrastructure projects.

The first issue speaks to limitations imposed by the current irregular roadway system and alignments present in Argyle. The roadway system in Argyle is composed of US 377 and I-35W as the primary north-south roadways, FM 407 as the primary east-west roadway, and Sam Davis, Old Justin, and Crawford Roads as secondary east-west roadways (Figure 2). These roads serve a variety of users, from regional to local, but the distinctions between and the intersections connecting the regional and local systems are not well-defined. I-35W, as an interstate highway, should be

part of the regional thoroughfare system. However, since there are no other north-south roads besides US 377, I-35W may be used by local residents as part of the local thoroughfare system. Additionally, FM 407, based on its size and maintenance condition, should be part of the local system, but ends up functioning as a regional road for east-west travel.

This irregular thoroughfare system evolved based on the rural, agricultural, and ranching needs of the community, which is limiting in the face of development pressures today. Additionally, the use of the creek corridor for the establishment of both the railroad and US 377 creates challenges with roadway geometries and lot size in this area. Overall, the current roadway system in Argyle is best described as “ad hoc,” which contributes to an ad hoc style of development. Solutions to this issue include planning new thoroughfares to work with the regional and local systems; creating a connected local system that will support the regional system; and realigning thoroughfares to enhance the style of development Argyle desires. These solutions will be addressed in greater detail in some of the issues described below.



Figure 2. Physical Systems in Argyle.

There are several additional facets to the problems with the regional and local thoroughfare systems. One issue is that the regional system only serves as a throughway, encouraging users to merely pass through Argyle rather than treating Argyle as a destination. Since the regional thoroughfare system is poorly connected to the local thoroughfare system, users may not be aware that they are in fact passing through a distinct Town. Additional symptoms include the lack of commercial centers and lack of a local civic identity in Argyle. Solutions to this issue are to create a local thoroughfare system that complements the regional system; create centers of commercial activity; and define streetscape standards that reinforce the local identity of Argyle.

Expanding on the fact that the regional system is not well connected to the local system, this can be analyzed as an issue of its own. Symptoms of this lack of connectivity are high traffic volumes on regional roads; a low rate of growth for commercial development; and commercial development that is focused primarily on the regional system in a low density, strip pattern. Argyle may not be experiencing these symptoms yet, but if development pressures increase without improvements to the thoroughfare system, these symptoms are quite likely. Solutions must strive to increase connectivity between the regional and local systems, in part by enhancing and expanding the local system to relation to the regional system. Creating strong destination experiences and centers of commercial activity will provide reasons for regional travelers to stop in Argyle, further connecting the local and region systems. These steps will enable Argyle to improve services to both regional and local markets, and allow Argyle to expand their market capture.

Also important to capturing and serving a wider market is the creation of a distinct identity for the Town. The lack of features that signify a distinct identity for Argyle is another physical systems issue. Symptoms of this issue are the absence of gateway designations that mark entrance to Argyle; an identity that is viewed as

an area, not a town or village; and little differentiation between the Town of Argyle and its surrounding region. In order to increase Argyle's visual identity, Argyle-themed gateway monuments should be created at key entry points. Unique districts should be created within Argyle and differentiated through physical visual cues. Finally, preservation and development projects should contribute to the common goal and view of Argyle's identity and future.

The final issue related to physical systems is that of substandard public infrastructure in Argyle. As the Town has been a primarily rural community, there is a historic lack of demand for public infrastructure. However, the low density housing that contributes to the rural character also puts a burden on infrastructure costs. Houses that are spread far apart require much more spending per house on infrastructure than houses that are more densely arranged, due to the higher costs of extending and maintaining roads, electricity, and water and sewer lines to the far flung houses. Finally, the primarily residential nature of Argyle means that there is very little commercial tax base to contribute to the Town's general budget. As discussed in the Population and Economic Analysis section of this report, tax revenue from commercial properties contributes to the service provision gap created by residential properties in the Town's budget, but Argyle currently has few of these resources to draw upon. Solutions to this issue include clustering new development in higher-density arrangements to reduce the cost per person; using development impact fees to provide infrastructure for new developments; and increasing the commercial tax base in Argyle.

Improvements to the roadway system, establishment of visual cues as to the identity and distinctiveness of Argyle, clustering development, and increased commercial development will enable the physical systems to both preserve the rural character of Argyle and direct development complementary to this character.



Land Use

Issues, symptoms, and solutions related to land use in Argyle are organized around three main themes: response to growth pressures; types of land uses; and regulatory approaches. This section begins by examining how regional growth pressures currently and in the future will impact Argyle's existing land use. Commercial and residential land uses are analyzed in light of these growth pressures, and how the types and arrangements of land uses can be used to manage and benefit from growth. Finally, Argyle's current regulatory structure as it relates to land use, including the current land use plan, ordinances, and the review and approval process, are examined.

Growth Pressures

The first issue related to growth pressures is the high population projections that have been made for Argyle and its surrounding region. Symptoms of the population growth, some of which are already being felt in Argyle, are the high growth rate of communities adjacent to Argyle and stronger development pressure. These pressures are, in part, a result of the desire of large numbers of people to live near or in rural environments. Unfortunately, this desire for rural living threatens to destroy the rural environment people seek. Solutions to this issue must seek to control the effects

of increased population through land use patterns. To that end, populations should be strategically located in key clusters, identified by higher density land use allowances. Additionally, permitting a mixture of housing types in some land use areas, as opposed to only allowing single family, detached residences, will enable both greater density and the absorption of more population with less land. Finally, a land use plan that encourages commercial development in appropriate areas can increase a municipality's tax revenue. This, in turn, enables a population cap, since residential property taxes are not the only source of revenue for the municipality, and high population projections can be held in check.

Fears that imbalanced growth will occur in Argyle comprise the second issue in this section. As discussed in previous sections of the Opportunities and Constraints Analysis, the lack of connectivity between the regional and local thoroughfare systems inhibits commercial activity and capture in Argyle. Additionally, Argyle's image is that of an exclusively residential community, which may prevent developers from considering Argyle as an amenable location for new, non-residential development. This symptom can also be attributed to Argyle's land use plan, not just the community's image. Argyle's existing land use

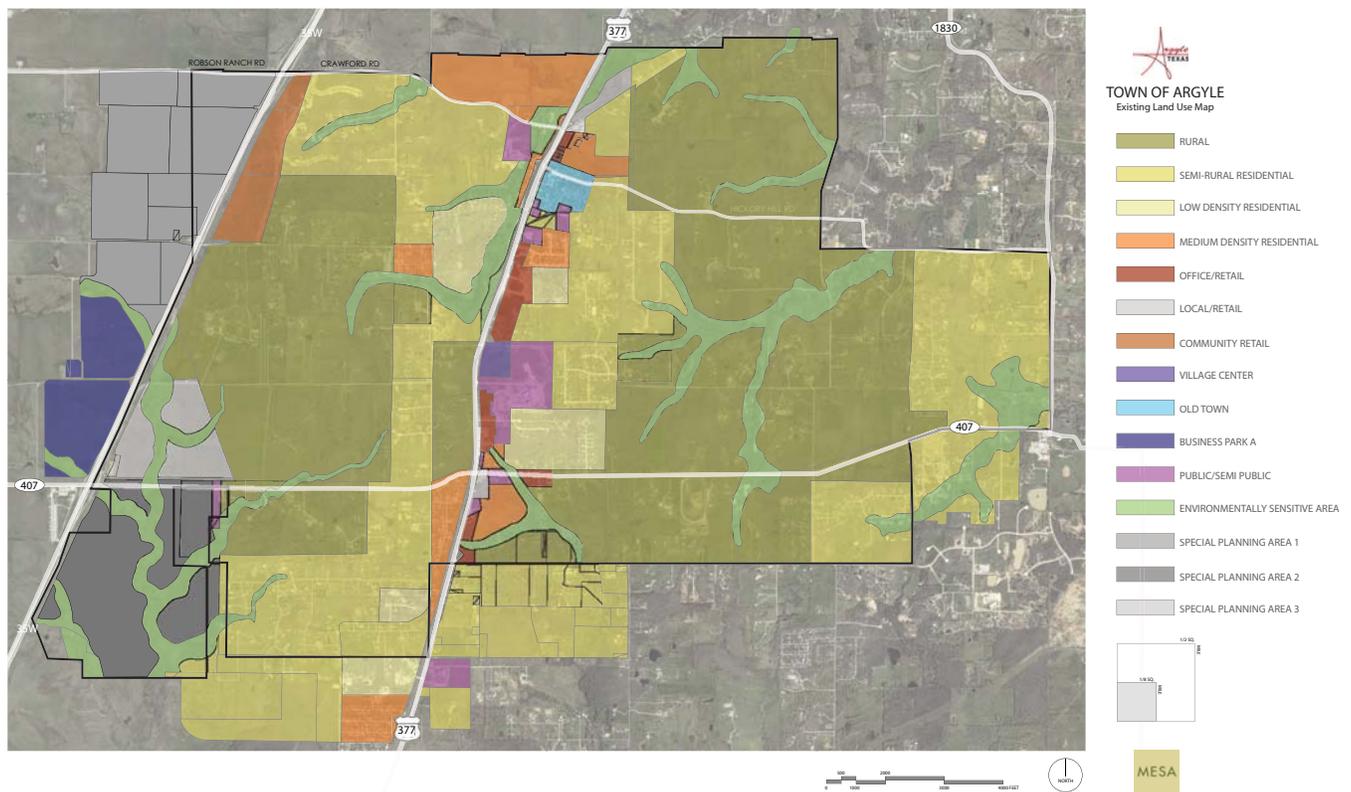


Figure 3. Argyle's Existing Land Use Plan (Dunkin Sefko and Associates).

plan (Figure 3, refer to Appendix for color version) is not flexible enough to meet new market pressures in an innovative fashion. Solutions to this issue include increasing the amount of commercially-viable land through an integrated regional and local thoroughfare system. This can also be done by clearly designating areas for commercial land uses, thereby signaling to developers that this is an acceptable use in Argyle. Flexibility in the land use plan must be promoted in order to meet future demands.

The third issue that addresses growth pressures is the current low economic tax base in Argyle. Knowing that residential populations will increase in the future, it becomes important to bolster the Town's ad valorem tax revenues in order to both provide services to new residents and free the Town from dependence on the residential tax base. The reason for the current low tax base is a functional rural setting in which many services normally provided by a municipality are:

- Not provided at this level of population
- Provided by neighboring communities
- Provided by independent contractors at a cost to property owners (e.g. trash collection)

In the future, adjacent growth and a higher need for conventional city services that provide a desired quality of life will necessitate greater tax revenue. Additionally, Argyle is not a commercial destination and has no mechanism currently in place for attracting commercial development. Solutions therefore must focus on creating a climate for commercial development, in large part through a land use plan. Regional traffic, projected to increase greatly, must be captured, and a variety of commercial uses and densities must be allowed through Argyle's Land Use Plan. This will enable Argyle to create commercial centers that are linked through the thoroughfare system and appropriate in location and scale to Argyle.

Commercial Land Uses

In the examination of the commercial land uses in Argyle, the first issue is that the existing configuration of lot sizes is too small for the type of commercial development Argyle wishes to attract. The paramount symptom for this issue is the difficult lot geometries along the US 377 corridor, a key location in the regional and local thoroughfare systems for commercial development. Small existing lots, as well as the limitations of the railroad and floodplain, along US 377 combine to make development along this road quite complicated. Looking at the Town of Argyle as a whole, the dominance of residential land uses and absence of commercial land uses is a signal to developers that lots conducive to commercial development are lacking in the Town. It can be quite costly and complicated to aggregate small lots into larger lots more suitable for commercial uses, leading developers to avoid Argyle in favor of more amenable areas. Solutions for this issue must seek to remove these physical and perceptual barriers to commercial development. Argyle should direct development to areas where there are fewer obstacles, resulting in clusters of commercial land uses. Obstacles to lot aggregation over which the Town has control should be removed, and overall, a higher degree of flexibility should be provided in the land use plan of Argyle. This will give greater freedom to individual property owners, as well as send a message to developers that Argyle is available for commercial development.

Another geometric limitation to commercial development regards the concern that linear commercial development will form along main thoroughfares in Argyle. Linear development is typically meant to primarily serve through-traffic and does not lead to extended stops. Due to the short-term, or convenience, nature of linear commercial development (including gas stations and fast food restaurants), there is typically little in the



development that could distinguish one place from another. Additionally, the value of such development is limited to the area directly adjacent to the roadway. This type of development will contribute to the image of Argyle as a place along a highway, rather than as a distinct Town, and will provide only limited commercial tax revenue to the Town budget. Commercial development must therefore be oriented around destination commercial land uses, rather than linear land uses. To create these commercial destinations, development must occur at higher densities and be focused within the community around nodes created by key intersections.

The final commercial development issue is the current state of decline in Argyle's Old Town area. The historic Old Town is not located adjacent to key regional-local transportation intersections, resulting in a loss of prominence for area. Additionally, the lack of commercial destinations and historic building stock in Old Town further diminishes its prominence as a destination in Argyle. Solutions to this issue include improving the interface between the regional and local transportation systems to make it easier for both local residents and regional visitors to access Old Town. A historic district should be created to give the area a distinct classification and make Old Town eligible for preservation and maintenance funds. Finally, a variety of housing types should be clustered in Old Town, along with complementary commercial uses, in order to create a new Town Center in the area.

Residential Land Use

Recent residential development in Argyle has been dominated by large, estate-style homes set on very

large lots. This type of development is in keeping with the rural character because it maintains the large lots and rural viewshed typical in Argyle, but it also limits the housing market options available in the Town. Additionally, this type of residential development is very land intensive, leaving few appropriate contextual sites for other housing, such as townhomes and mixed use developments. One solution to this issue is to create distinct districts and a differentiation of land value within those districts, to allow for a variety of residential development to occur. High quality architectural and design standards can be adopted, ensuring that new housing stock is in keeping with Argyle's rural aesthetic.

Another type of residential development that should be considered for Argyle is conservation development. This style of housing is often misunderstood, but if carefully managed and reviewed, can be a valuable method for accommodating larger populations while protecting and preserving rural environments. Traditional residential subdivision development splits all of the land in the development property between individual, larger lots. In conservation development, the environmentally, historically, and culturally meaningful land on the property is set aside as preserved open space, while houses are placed on smaller lots and concentrated in the least sensitive part of the development property. In an area that is zoned to allow one unit per five acres, a 100 acre property under traditional development would yield 20 housing units, each on a five acre lot. A conservation development would be allowed to use smaller lot sizes, such as one acre. In this scenario, 20 units would be allowed on the property, but those 20 units would be on one acre lots and grouped together,



while the remaining 80 acres of the property would be preserved as open space.

Symptoms of the misconceptions about conservation development include a perceived negative impact on adjacent property values and a view that the municipality must be responsible for maintaining the preserved open space within the development. In part, these views arise from the lack of a high quality local precedent for conservation development. However, it should be made clear that the higher density residential areas of a conservation development would be buffered from adjacent land uses by the preserved open space. Additionally, the preserved open space could be maintained by a home owner's association of property owners within the conservation development, or the land could be donated to a private conservancy, which would then be responsible for its maintenance. Finally, an extra level of thorough review by the Town should be established before conservation developments are allowed.

Regulatory Structure

The last section of the Land Use Opportunities and Constraints Analysis examines Argyle's regulatory structure with regard to land uses. The first issue is that of the current disorganized state of ordinances in Argyle. Symptoms include the difficult task of interpreting and applying the existing code of ordinances and the lack of clarity for the development process. Additionally, the Planned Development ordinance places a large burden on the Town to review and approve development projects in these areas. Solutions to these problems are to reorganize Argyle's ordinances, create districts and specific codes for each district to clarify the development process, and implement a well-defined and structured review process. These steps will make it easier for both officials and developers to navigate Argyle's code of ordinances and make it possible for residents to benefit from well-designed ordinances.

Expanding on the lack of clarity for the development process, the next issue addresses the perception in Argyle that the Planning and Zoning approval process is too complicated. There are currently inconsistent ordinances in Argyle's code with respect to development, and community members tend to see new development as a threat to Argyle's rural identity. This leaves developers unsure of Argyle's desires and could even send the signal that Argyle is not receptive to new development. In order to be able to attract desirable development to Argyle, ordinances should be simplified and growth clearly directed in a way that allows development while preserving rural character. The Planning and Zoning approval process must also

be given flexible parameters, enabling the process to respond to market shifts. By making clear what type of development Argyle seeks, and revising the code of ordinances and approval process accordingly, the Town will be more able to attract that development.

The final issue addresses the lack of responsiveness to market shifts in Argyle's current Land Use Plan. The existing single-use zoning structure provides little flexibility for new development, and Argyle's infrastructure is insufficient to respond to the market. The dynamic market changes and population growth in the area surrounding Argyle have exposed a significant need for a land use plan update. The updated plan must include flexible zoning able to respond to changes in density and land uses, provide multiple housing options and commercial densities, and provide infrastructure improvements in anticipation of market demand. If Argyle wishes to preserve its community and rural character in the face of substantial development pressures, the Town must have a land use plan that is flexible, responsive, and creative.



Parks And Trails

The Opportunities and Constraints Analysis relating to Parks and Trails in Argyle seeks to understand the opportunities and goals for these resources in the community. The design team conducted a series of assessments that documents the critical factors that will influence the Parks and Trails Plan. Some of these themes have been discussed above; here they are evaluated through the lens of park planning. The assessments considered include Argyle's growth pressures, built fabric, natural systems, public input, and implementation strategies. The team solicited input from the community via a survey and public presentations to allow resident desires to shape data gathering for the assessments.

Growth Pressures

As Argyle advances toward its expected population buildout of 13,000 residents, it must continue to provide the unique "experience of Argyle" that is cherished by its residents. As discussed in the Population and Economic Analysis section above, Argyle must market itself as amenable to residential and commercial development to both attract the type of development it desires and continue to provide a high quality of life

for its residents. Parks and open space play a large role in the "marketability" and image of the community, which will attract the retail and commercial activities to provide tax revenues for the Town. Commercial developers are drawn to communities that provide a high level of service, as this appeals to their own employees as well as to regional patrons that seek their services. The holistic appeal of the Town as a destination for profitable and sustainable development is tied to the image of the community, a large part of which is defined by its parks and public spaces. Parks and trails contribute to the appeal of a city as a destination to live, shop, and work. Since Argyle will be relying on taxable income from visitors outside of the Town, the attractors to the Town must be strong enough to distinguish the experience of Argyle from its surrounding communities. Argyle's rich rural aesthetic is primed to capitalize on this concept, and the Parks and Trails Plan is integral to achieving these goals.

The main issue raised by these growth pressures is that the growing population will require park and open space amenities. Argyle currently does not have any designated parks, and relies on a variety of shared facilities with schools and other institutions

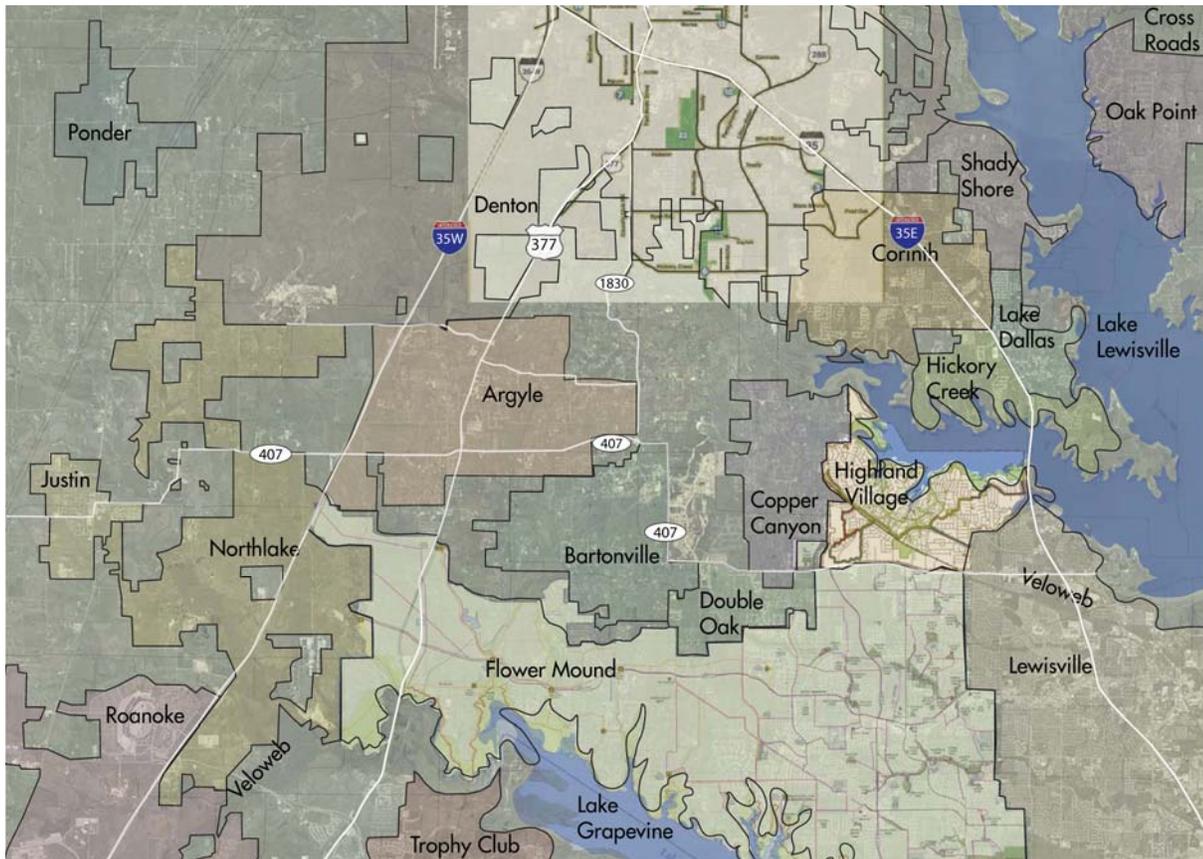


Figure 4. Argyle's Neighboring Park Systems.

to serve its residents. Many residents also participate in recreational activities in other cities, or travel to use parks in other areas. As the Town grows, however, there will be more bicyclists and joggers on roadways and increased demand for appropriate venues within Argyle for these and other activities. A lack of parks and open spaces also contributes to the lack of marketability to promote Argyle as a livable community. In order to attract the home values and income ranges that Argyle desires, it will need to provide a level of service that attracts those values. Additionally, taxpayers will also demand a return on taxation and service in the form of amenities within the community. Another important factor is the desire to balance the rural aesthetic with the community's inevitable growth. This rural aesthetic is quintessential to the Argyle experience and is consistently evaluated through the park planning process.

In order to meet the demand for park and open space amenities from increased population, Argyle must provide an open space and park system of destinations and linkages that responds to the natural and cultural systems of the Town. In part, this can be realized through a flexible vision that capitalizes on partnerships with

surrounding municipalities. Additionally, a trail system should be developed that ensures connectivity and safety.

Built Fabric

The built fabric of Argyle must be analyzed in order to understand how to create a parks and trails system that will meet the needs and demands of population increases. The primary issue is that Argyle does not currently have an open space plan or any public open spaces. Some of the factors working against the creation of public open spaces are the traditional focus in Argyle on private property over the public realm; the fact that large lots serve as private open space for many residents; and that existing adjacent regional parks satisfy some demand for public open space facilities.

An evaluation of the surrounding context reveals that Argyle sits between two well-established park systems in Denton and Flower Mound (Figure 4). Argyle should build partnerships with these neighbors (and others) to allow its residents shared access to recreational facilities that Argyle's population alone will not warrant. In turn, there may be recreational

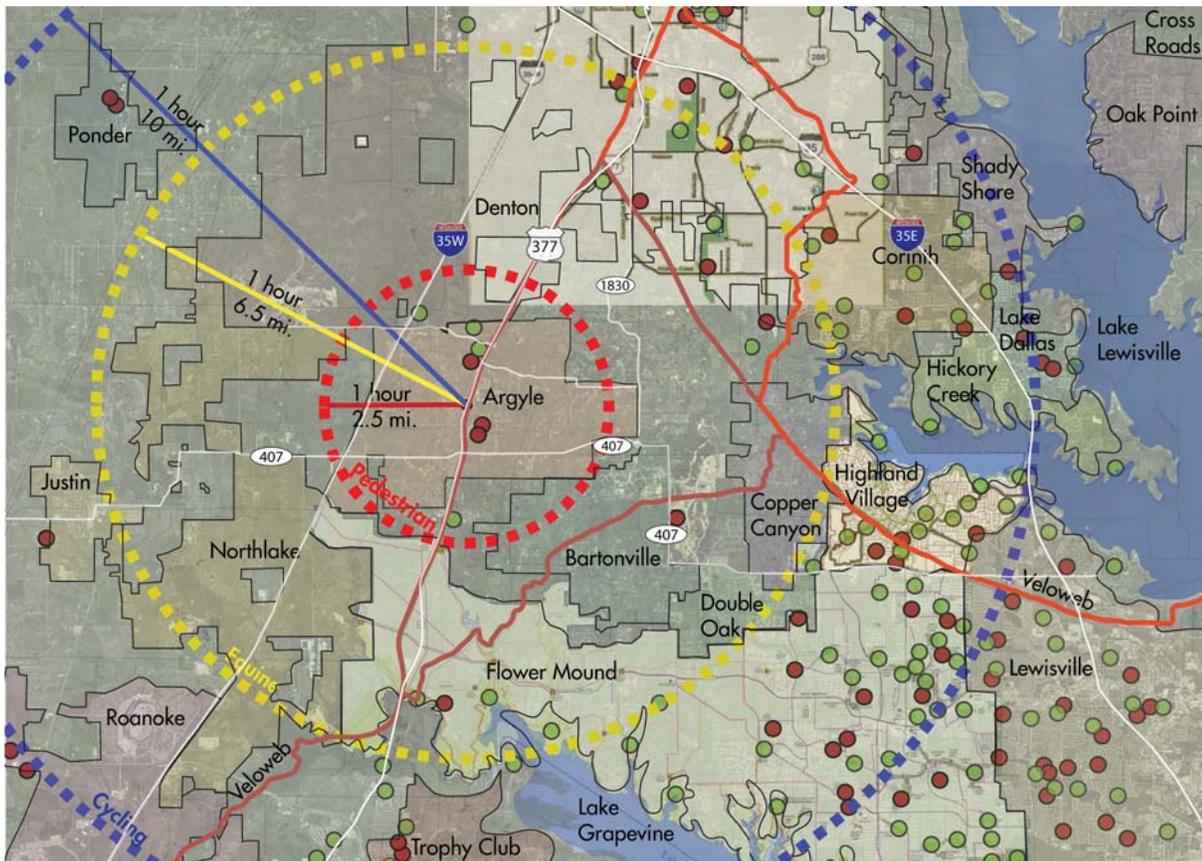


Figure 5. Travel Distances to Park Amenities around Argyle.

experiences that Argyle can offer to its neighbors to balance this relationship. For example, Argyle may seek shared access to a neighboring recreation or swim center, while inviting guests from other cities to share its own unique park or trail facilities. Joint use opportunities also exist, including partnerships with the school district and other institutions. Similarly, the Parks and Trails Plan should look for ways to support school facilities and better serve the needs of both the school district and the parks department. Strategies such as these offer a tremendous economic benefit to the community. Sharing facilities may allow Argyle to focus its investment on projects that are unique to its locale (interpretive opportunities and nature trails in the Cross Timbers and creeks) rather than swim centers and ballfields that are easily placed on flatter terrain. The goal is a holistic system that distributes people and recreational venues in appropriate, yet accessible, ways and places for residents to enjoy. These types of partnerships and shared solutions will allow the creation of open space amenities specifically tailored to the needs of Argyle, while also minimizing the impact on privately owned properties. One tool that may be useful is the application of a developer's fee for park development that could be used to benefit the entire Town.

Some of the specific concerns in Argyle about how the creation of public open spaces and trails will impact private property owners include fears that eminent domain will be used to obtain lands for trail or park construction; the presence of public trails along all of the creekways; and balancing users of these amenities, such as conflicts between horses and pedestrians on the same trails. Argyle can avoid these types of concerns by utilizing a system of system of trails along established roadways and connecting to the regional veloweb system. This is trail system that links Argyle (along US 377) with surrounding communities and beyond. Within the veloweb system, there are opportunities for connections to a variety of trail types (hike/jog/cycle/equine) to provide access to the diverse population within Argyle (Figure 5, refer to Appendix for color version). Creeks should be utilized only at critical connection points, rather than basing a trail plan along creek corridors, and a trail use typology can be constructed to create separate trails for incompatible users. Finally, a park and trail land acquisition strategy that focuses on land when it changes ownership will minimize impacts on current property owners and grant the Town flexibility to capitalize on opportunities when they become available. Overall, parks and trail connections should be provided that respond to

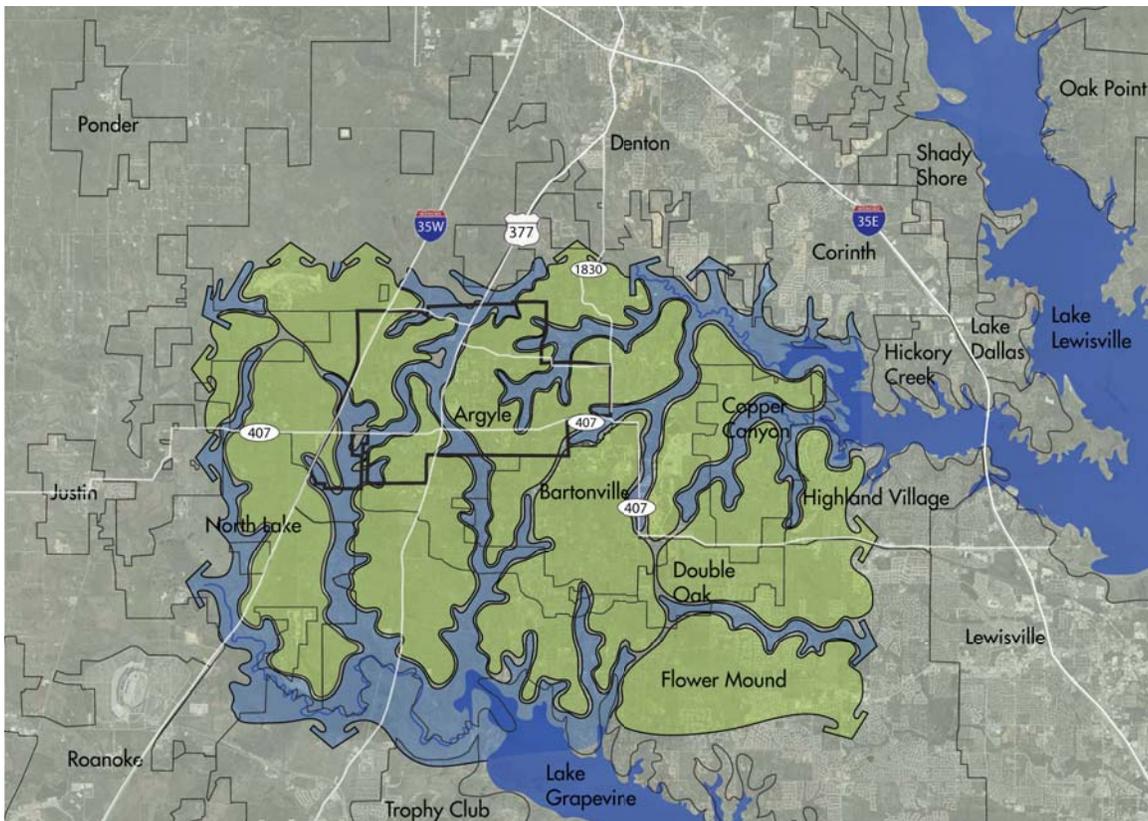


Figure 6. Argyle Region Creekways and Floodplains.

adjacent land uses, correspond with the Thoroughfare Plan, and enhance the rural character of the landmark “ranch” roadways through Argyle.

Natural Systems

Argyle is fortunate to have a diverse array of natural systems. The Cross-Timbers Forest is a prime example, but the prairie and creek corridors are also important systems to consider. The Parks and Trails Plan should build on these natural phenomena and the opportunities that they create, as part of the effort to preserve the rural character of the Town. Evidence of natural systems being degraded by patchwork development and the loss of public viewsheds along main roads, as well as the loss of identifying natural landmarks, are signs that a plan is needed to preserve these natural systems.

The Town is comprised of a series of ridges and creeks that divide the experience as one traverses the landscape (Figure 6, refer to Appendix for color version). These landforms extend well past the Town boundaries and are part of a greater system of watersheds that drain into Lake Lewisville to the east and Lake Grapevine to the south, both of which are tremendous recreational opportunities. The western ridge visually dominates Argyle’s townscape and separates the I-35W corridor

from the rest of the Town. This ridge is also uniquely tied with the greater ecological regions that pass through Argyle. The limits of the Cross Timbers Forest are primarily on the east side of this ridge whereas the prairie is generally to the west (Figure 7, refer to Appendix for color version). Often there are older stands of oaks that occur on uplands of steep and rocky or infertile soils, which have prevented the habitat from being converted to agricultural uses. In these areas, trees can be 200 to 300 years old.

The Cross Timbers ecosystem can be divided into three habitat quality levels, with the following characteristics:

- Prime: high topographic diversity, older trees, minimal mix of other hardwoods, distinct oak mottes, and intervening grasses. May include virgin forest remnants with no recent development encroachments.
- Typical: less topographic diversity, probably with some past disturbance. This is representative of most of the remaining habitat type, not because it is the original habitat, but because it is the most prevalent type that remains.

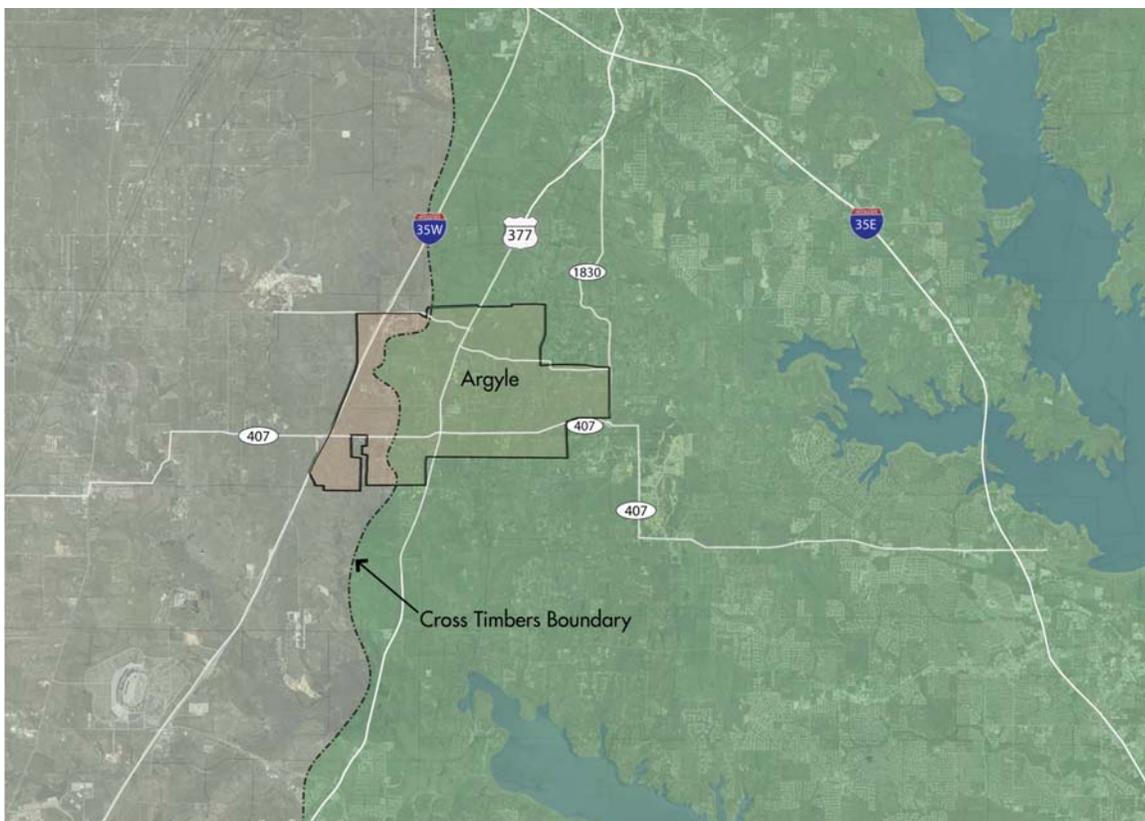


Figure 7. Boundary of the Cross Timbers Ecosystem in Argyle.

- Marginal or Unsuitable: low oak content mixed with negative features such as scrub oaks, mesquite, cedar brakes, and high presence of non-native species.

The Cross Timbers habitat type has been consistently eroded and fragmented by development in the region. However, there are large tracts within Argyle that are still relatively intact and are very visible within the Town fabric, more so than in some of the immediately surrounding towns. These three levels of quality in habitat should be considered when evaluating properties for park development and preservation opportunities. The Cross Timbers area as a system, rather than as a series of scattered pocket “islands,” should be considered as a component of the park site selection criteria. Larger, contiguous, and linked tracts hold more habitat value than disconnected parcels. Creekways and floodplains should also be considered priority areas for preservation and habitat value (Dr. Marcy Brown Marsden, professor of Biology at the University of Dallas, contributed to this ecological summary of the Cross Timbers).

In addition to these natural systems, the cultural landscape, namely the rural ranch, is deeply embedded in the experience of Argyle and is therefore integral to the park planning approach. The collection of pastures, fences, horses, trees, and ranch buildings make up this aesthetic. It is this series of rolling ranches and equine operations along FM 407 and other routes that convey this spirit of the community. They also create a mental “decompression” as one enters Argyle from the activity and distractions of the highways and roadways in surrounding communities. These “borrowed views” are

a landmark of the Town and are a shared experience of all residents, both horse owners and not. The Parks and Trails Plan should therefore designate viewsheds as a typology for preservation and land acquisition considerations. Overall, the fabric of Argyle should be preserved in a manner that ensures all residents have both visual and physical access to the Town’s open space heritage.

Public Input

As part of the Parks and Trails Assessments, MESA conducted a public opinion survey and held a public input meeting regarding the future of parks and trails in the Town of Argyle. Overwhelmingly, sentiment leaned toward the “Preservation of Open Space” as the most important factor in parks for the Town. There was also interest in providing recreational amenities in a manner that reinforces community while not being an undue tax burden. Additionally, preserving the rural ranch heritage was identified as a critical concern. These themes correlate well with the goals of this Comprehensive Plan Update and are a critical determinant in the way that the Parks and Trails Plan is developed.

Specifically, the survey revealed:

- A preference of “open space” over “active recreation” by almost a 3 to 1 margin, which exhibits the strong tie the community has with the visual and natural character of the Town.
- The “rural ranch heritage” scored highly in rating open space amenities for the Town.
- Trails, sports, and youth programs ranked higher over options such as dog parks, camps, and skating, swimming, biking, or golf.



The park system should respond to the aspirations and ideals of the community. Since it is the landscape experience that most residents identify with, it is this identity of Argyle that creates the value within the community. The park system should reinforce and enhance this endemic landscape value that all residents enjoy and capitalize upon.

Public input also revealed a lack of an equine arena and other facilities related to resident interests. There is a high concentration of horses and horse-riders in Argyle, and more facilities for these activities are desired. Additionally, the population growth is expected to contribute to the already existing demand for youth sports and recreation facilities. The Parks and Trails Plan should therefore meet the specific needs of the current residents in Argyle, as well as those of the growing population, in terms of variety and size of facilities. Finally, the Plan should connect residents and the land uses they enjoy, making it easier for residents and visitors to access the open spaces and environment of Argyle.

Implementation Strategies

One of the main barriers to implementing a Parks and Trails Plan in Argyle is the low level of funds and resources for acquisition, construction, and operation of open space amenities. In part, this stems from the current negative perception regarding the acquisition of private land for public use, which has contributed to the low budget in Argyle for open space. The Plan will seek to provide an attainable level of service for open spaces that is both flexible and economically feasible. Land acquisition should be triggered by the transition of land ownership from one party to another, which will provide the Town with a higher degree of freedom to address individual land parcels and how they fit into the overall parks and trails system. The Town should also partner with developers to achieve joint benefits for Argyle, residents, and the developer with regard to the provision of open spaces. Developments are often more attractive and marketable if they include an open space component, and developers are therefore amenable to contributing to a town-wide open space system.



After the preceding review of issues related to citizen desires, environmental systems, physical systems, land use, and parks and trails in Argyle, the Opportunities and Constraints Analysis concludes with the following brief discussion of Argyle's current Comprehensive Plan and reasons why an Update is needed. The issues facing Argyle certainly warrant careful planning, and some features of the current Plan act to limit flexible and proactive planning for the future.

Current Comprehensive Plan

The last Comprehensive Plan for the Town of Argyle was prepared in 2002. When the 2002 Comprehensive Plan was written, Argyle had a population of 2,603, and the Plan targets an Argyle population that is less than regional growth would normally generate. The document endeavors to envision a small distinctive community distinguished by its unique quality of life and level of service. However, the 2002 Plan also places great limits on non-residential development and thereby limits the ability of non-residential tax revenues to support the greater per capita costs associated with a smaller population enjoying a distinctive quality of life. Although the intent and goals of Argyle's 2002 Comprehensive Plan are laudable and well suited to Argyle, the means of accomplishing and sustaining that intent are not as well developed.

Key characteristics of the 2002 Plan are as follows:

- Land Uses are envisioned in geographically specific and use-specific terms that place rigid limitations on density only. In this way, the 2002 Land Use Plan limits the Planning and Zoning Commission's and Town Council's ability to address change without amending the Plan document itself.
- The overall set of recommended land uses presents a list of general land use designations that are spatially arranged to reflect existing zoning. As a result, existing zoning and proposed land use are very similar. This restrains Argyle's ability to direct growth and establish a balance of residential and non-residential land uses.
- Non-residential land uses are envisioned as strips along major corridors, which isolates value capture along roadways and minimizes value transfer to the rest of the Town.
- The 2002 Plan does not include a parks or open space plan for Argyle. Parks are briefly mentioned as part of the Land Use Plan, and it is recommended that Argyle develop and adopt a parks, recreation, and open space master plan.
- In addition to the Land Use Plan, the 2002 Plan contains a Thoroughfare Plan that seeks to

support the Land Use Plan and ensure orderly development. This Plan emphasizes the technical components of roadway design, but does not provide the details or flexibility necessary to implement a roadway network that both responds to and manages development pressure.

Reason for an Update

The primary reason for the 2008 Comprehensive Plan Update is to address the increased growth pressures on Argyle and position the Town to be able to meaningfully respond to these pressures. Argyle's main goal is to limit population growth to a buildout population of 13,000 and ensure preservation of the rural character and lifestyle currently enjoyed. In order to cap population and still provide a high level of service to residents, the Town must attract non-residential development to gain additional tax revenues. This goal requires a truly unique Plan that prescribes a proper balance between residential and non-residential development, spatially arranged so that the value potential of major corridors (such as the I-35W corridor) are fully realized in a way that protects and preserves the Town image and identity.

Therefore, the 2008 Comprehensive Plan Update has the following characteristics:

- Land Use is envisioned in terms of geographically general, mixed use districts within which the pattern and form of development is distinctively recognizable.
- A transect is presented that illustrates the gradient relationships between land use districts and spatially arranges them in a way that reinforces nodal clustering for non-residential uses and rural openness for residential uses.
- Non-residential land uses are envisioned as nodes at major intersections.
- A future Town form, comprised of Centers, Corridors, Rural areas, and transitions between them, is defined. With discussion of corridors and transitions, a thoroughfare framework is integrated with the Land Use Plan, but remains highly flexible and responsive.
- A Parks and Trails Plan is developed congruently with the Land Use Plan to enable preservation of Argyle's rural and natural systems and provide access to these amenities by residents and visitors.

PLANNING PROCESS

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THE PLANNING PROCESS

The Planning Process for the Town of Argyle Comprehensive Plan Update took place over approximately one year, from the end of 2007 to the end of 2008. The process was guided by regular meetings with a Steering Committee, input at critical junctures from Argyle's Economic Development Corporation, and valuable participation by residents in two Town-wide public workshops. Toward the end of the planning process, presentations were made to Argyle's Town Council and the Planning and Zoning Commission in preparation for adoption of the Plan Update.

During the preparation of this plan, Argyle was granted a unique opportunity to develop a new land use plan AND parks plan at the same time. Therefore, one does not simply respond to the other, but they build WITH each other. The result is an integrated vision. The assessments, public survey, and goals for preservation strategies always included a detailed parks planning component that discussed trail connections, park opportunities, and implementation goals. Parks and trails were focused on as an important means of accomplishing the public's goals of preserving the character of the Argyle community. One specific example is the conservation neighborhood concept as it relates to park land – resulting in open spaces that are not separate from but immersed within development. As with the land plan, flexibility was key to realizing plan success – ensuring that the city had the ability to respond to market conditions and specific land parcels as they become available over time.

Steering Committee meetings were held approximately once a month from the beginning of the planning process through the summer of 2008. Composed of representatives from Argyle local business owners, Argyle Town staff, and interested citizens, all members of the Steering Committee live in the Town and could provide a unique perspective on the issues facing Argyle. At each meeting, MESA presented the latest data and designs for the Comprehensive Plan Update,

and sought the Steering Committee's feedback through an open discussion. This feedback informed MESA's progress on the Plan. As Steering Committee meetings were held on a regular basis, valuable comments from the Committee were incorporated throughout the planning process, resulting in a richer, more accurate Plan for Argyle.

The planning process also included several meetings with Argyle's Economic Development Corporation (EDC). A series of meetings were held early in the planning process, in order to incorporate the EDC's input in the economic analysis portion of Assessments. Calculations of Argyle's target population, level of government service, tax revenues, and the mixture of residential and commercial development were discussed with the EDC. In this way, the EDC was able to contribute to the understanding of how much commercial development was necessary and appropriate to address the tax revenue gap. A meeting with the EDC was also held after the second public workshop, in order to examine the land use districts and urban design guidelines through the lens of economic development.

The first Town-wide public workshop, focusing on goals and objectives, was held in February 2008. MESA presented Assessment data that had been gathered and the reasons for the Comprehensive Plan Update, as well as preliminary ideas about the direction of the Land Use Plan and Parks and Trails Plan. A public input survey was conducted in which community members were asked to rank guiding principles for the Plan and their most important goals for Argyle. Additionally, public opinion was sought on the suitability of several planning precepts in Argyle, including sustainability, conservation development, and village centers. The most highly ranked guiding principle for the Comprehensive Plan Update was "to ensure growth is coordinated, well-planned, and respectful of the rural and small town character." The survey also revealed that the community sees providing a variety of housing types and ensuring high quality buildings as important. Finally, there was overwhelming support for the use of all three planning precepts (sustainability, conservation



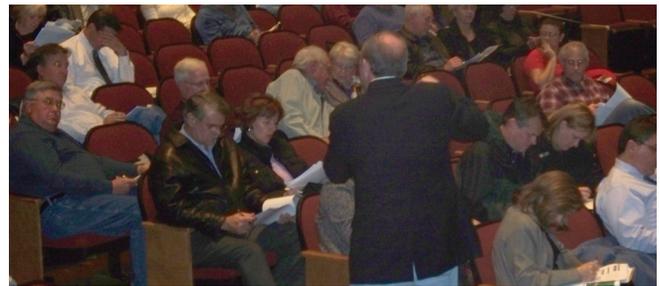
development, and village centers) in the Plan. This public workshop was quite successful at informing both the community about the planning process and informing MESA about the goals and values of the community.

Envisioning the Plan was the theme for the second Town-wide public workshop, which was held in April 2008. A review of the Plan Update goals, as well as Assessment and Population analysis data, formed the beginning of this public workshop. The results of the survey conducted in the first public workshop were presented and served as the groundwork for the following discussion of the Plan components. Public input, coupled with the gathered Assessment data, shaped the formation of the Land Use Plan and Parks and Trails Plan. By presenting these Plans in their beginning stages at this public forum, the community's feedback was incorporated in the final Plan components.

Based on feedback received at the second public workshop, the Plan evolved to be more flexible and focused on enabling Argyle to accommodate future market demand while maintaining a rural character.

This new flexible Plan was presented to both the Steering Committee and the Economic Development Corporation, where it was very well received and recognized as being an innovative approach to the issues facing Argyle. The Steering Committee requested a joint presentation to Argyle's Town Council, the Planning and Zoning Commission, and the Economic Development Corporation in order to gain input and feedback on the Comprehensive Plan Update, including the Parks and Trails Plan.

This Joint Council presentation focused on the Future Land Use Plan, the transect of centers and corridors developed for Argyle, design elements of the form-based guidelines, and the Parks and Trails Plan. Feedback from the groups at this meeting guided revisions to these components, making them more appropriate to Argyle. Additional meetings with the Planning and Zoning Commission allowed continued refinement of the Plan Update elements. The final step in the planning process was a presentation to the Town Council to inform their decision to adopt the Comprehensive Plan Update for the Town of Argyle.



LAND USE PLAN AND THOROUGHFARE FRAMEWORK

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LAND USE PLAN AND THOROUGHFARE FRAMEWORK

Future Land Use Plan: Fulfilling Public Goals

MESA was hired by the Town of Argyle in the late spring of 2007 to update the Town’s existing Comprehensive Plan. Most important among those portions of the Comprehensive Plan document needing update was the land use component. The Town also wanted to create corridor overlays for the main roadways, and since land use and corridors are closely related, the two goals were combined in this Land Use Plan. The rigid descriptive nature of Argyle’s existing Land Use Plan did not give the Town Council true guidance when it came to administering the growth management objectives of Argyle’s population. Achievement of this goal requires a new and different approach to land use, based more in the regulation of outcomes than the regulation of entitlement.

To embark upon such an innovative plan approach, it was necessary to bring participants in various public workshops through a process of affirming the intents of the existing Land Use Plan without getting bogged down in the allocation of entitlements associated with its rigid format. This meant consideration of changes to the Plan itself as a way of externalizing its purpose/intent and deliberation of the growth potential of Argyle (and the Argyle vicinity) in light of Argyle’s desire to maintain a certain population and quality of life.

The maintenance of a small population places greater burdens upon the intensity and value of non-residential development. When small populations are unable to fund the cost of services, they become dependent on non-residential development to close the “tax gap”. The Tax Gap analysis discussed earlier in this report demonstrates that achieving a population cap at 13,000 people would require intense non-residential development along I-35W and within the Argyle’s commercial core.

Through this process it was clear that the Citizens of Argyle desired to:

- Balance economic development with population targets of Argyle.
- Maintain a population cap at 13,000 people.

- Encourage nodes of development to preserve the open landscape.
- Preserve the natural assets and natural corridors of Argyle by using them to influence and shape patterns of physical development.
- Create villages and nodes of commercial aggregation.
- Establish a recognizable system of regional and local thoroughfares.
- Provide flexibility to respond to future market conditions and population trends.

Guided by these statements of intent, MESA investigated approaches to land use that would fulfill Argyle’s goals and vision.

Argyle can be considered as one Town with separate zones, with the boundary of these zones as the ridgeline that defines the edge of the Cross Timbers. This ridgeline and major transportation corridors run from north to south, and organize much of the built form of the Town. These major north-south transportation corridors are met by east-west roads at intersections, where concentrated development would benefit from high traffic volumes. For example, Crawford Road runs east-west in the northern half of town, and FM 407 runs east-west in the southern half of town. I-35W’s influence and regional connectivity in the west, as well as the road’s separation from other portions of Argyle by the ridgeline, create suitable areas for regional commercial development and higher density districts.

For the Argyle Comprehensive Plan Update, MESA designed a transect to illustrate the ten land use districts and their relationship to each other (Figure 1). The transect approach to land use planning can be thought of as a spectrum of density, ranging from highest density around commercial nodes to lowest density in the more rural zones of town. Beginning with the more dense commercial development in the west, each sequential district in the transect steps down in density and intensity of development recommended. This transition continues within each district and from district to district, changing the character of development possible in a consistent manner that concludes with the protection of the rural environment so prized by Argyle’s residents.

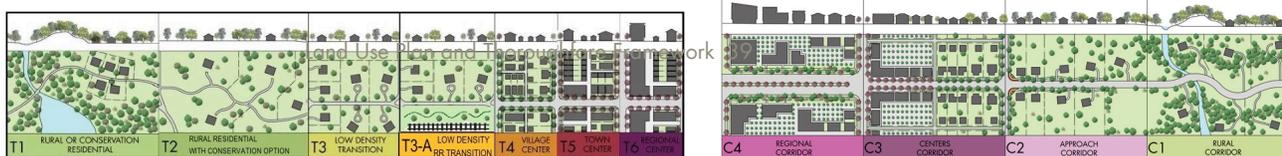


Figure 1. Transect of Districts in Argyle.

The Nature of a Land Use Plan for Argyle

Land use is significantly different than zoning. Argyle’s current Land Use Plan is more about zoning and because the document describes actions to be taken (as if they were already taken) it is a map and not a plan. A plan:

- Anticipates and informs actions.
- Views the consequences of actions on a larger scale and in futuristic terms.
- Anticipates an ultimate condition so that present actions serve the desired end.
- Provides flexibility for a town to respond to market conditions.
- Is initiated by the town and its general public for the purpose of defining a vision.

All these components of a plan are missing from a zoning map. By virtue of what it does and how it is accumulated, a zoning map (or a land use plan that functions as a zoning map):

- Is a record of action (to be) taken.
- Considers consequences immediately present and generally in close proximity to the site.
- Is initiated by a particular interest for the purpose of maximizing things of value to that interest.
- Seeks to lock down the future in the present without view to limitation.

The zoning map is the manifestation of how a city applies its zoning ordinance. It is required that such ordinances be applied uniformly within jurisdictional boundaries. For this reason unequal applications are prohibited under State enabling legislation and such applications include contract zoning and generally any zoning that can be proven capricious. A land use plan assures due deliberations in light of public policy as they regard an individual zoning decision, and thereby uniform application is more certain. A zoning map by its reactionary nature provides no such assurance, and zoning decisions that are not consistent with the neighboring zoning in place already could be construed as arbitrary and capricious. This is a great challenge to zoning in areas where non-residential and residential uses are mixed and in such cases, a city’s ability to change the status quo is more difficult.

The historical origins of zoning were to protect retailers in New York from encroachment by the neighboring (and growing) Garment District, similar to Argyle’s goal of preserving its rural character. Therefore, zoning is meant to be “protective” rather than visionary. A land use plan is strictly meant to deal with vision and is meant to avoid being mired in the issues of protection to the extent of zoning. However, many cities are limited in their view of the land use plan and see it as a version of the zoning record and/or as a zoning map for future (yet un-zoned) portions of the city. In this view

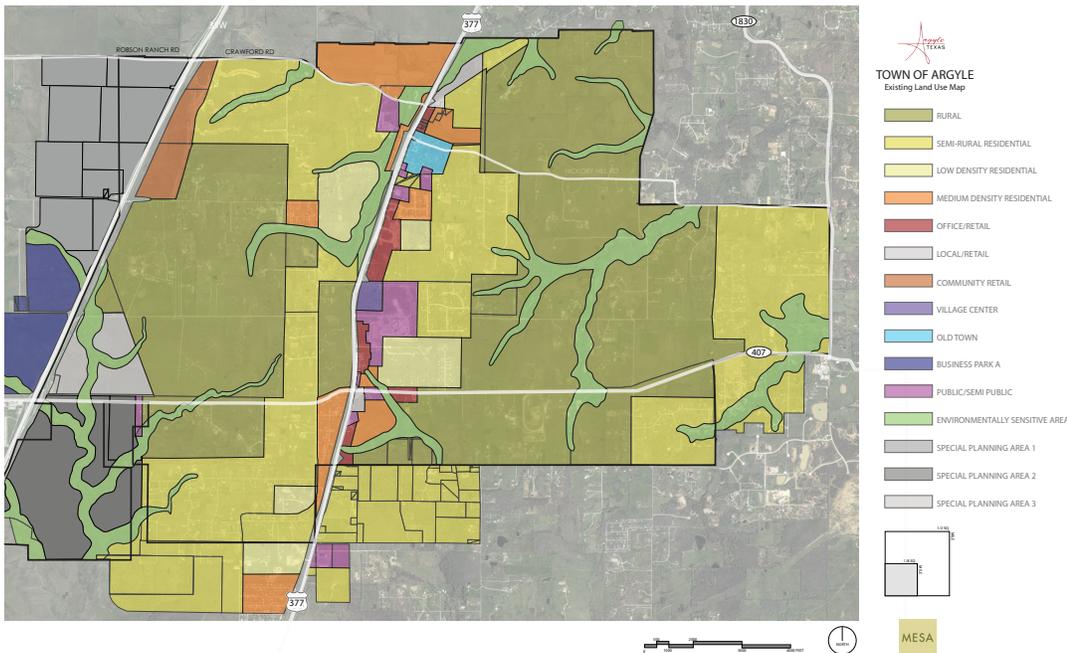


Figure 2. Argyle’s Existing Land Use Map (refer to Appendix for color version).

of the land use plan, adoption of the plan becomes focused on anticipating the land owner's/developer's response to market conditions. This is particularly true of the non-residential portions of the land use plan which end up "stripping" the traffic corridors.

In its relationship to zoning, a land use plan is intended to serve as a guide. The term guide means reference. A land use plan's status as a record of publicly derived vision allows it to be a point of reference in city council deliberations regarding zoning. Zoning is the action performed by an elected Council and the land use plan is the input provided by the citizenry of a city to facilitate the Council's deliberative proceedings. If the land use plan is written in zoning terminology, the Council will be limited in their current and future discretionary actions. Therefore, it is important that the status of the land use plan as a guide be preserved by using terms/categories that do not replicate the zoning map. For this reason, the Argyle Land Use Plan is built upon a description of districts (e.g. the Village Center District) and broad land use terms that speak to both function and character.

It is important that interpretive applications of the land use plan reside with a city's elected officials. This allows the elected officials to perform discretionary functions and city staff to perform ministerial functions. The distinction between discretionary and ministerial is

important to the operations of a city, especially when it comes to matters of development. If the zoning map is (in effect) the functional land use map, then city staff is called upon to play two discretionary roles:

1. Make decisions regarding the lines of zoning change.
2. Define future land use patterns.

As a result, use of the zoning map is influenced by this discretionary role and both the application of zoning as well as the envisioning of land use is effected.

When the zoning map and the land use plan are not kept separate, the development process is also affected. The land owner/developer are uncertain as to risk associated with acquiring entitlement because there is no clear policy without a case by case interpretation. The process of interpretation opens the entitlement portion of a development process to an uncertain time frame and an uncertain outcome. Often cities that try to manage their zoning decisions from a zoning map find themselves trapped in perpetuation of existing zoning because any variance constitutes incremental decision making that is hard to defend from a "uniformity of application" point of view. Finding precedent in the existing zoning pattern to justify a current zoning decision is where the conflict between development and entitlement happens and

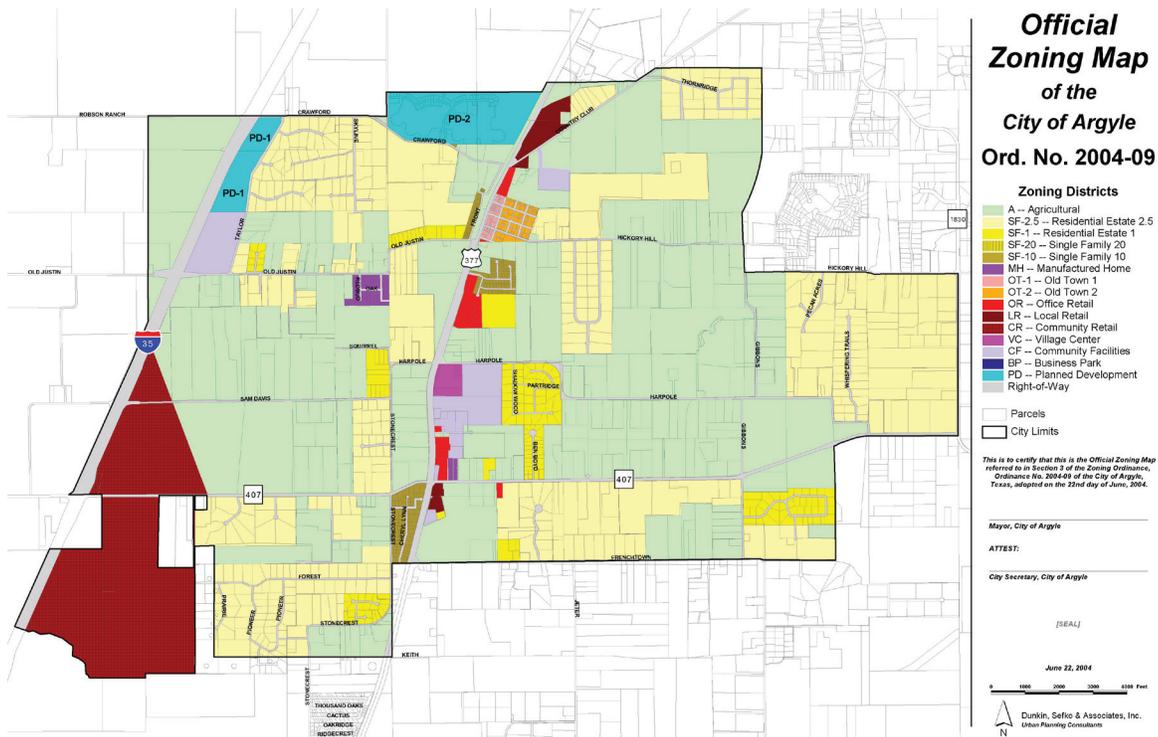


Figure 3. Argyle's Existing Zoning Map.

often necessitates the involvement of attorneys. A Town such as Argyle, which has a broad mixture of zoning in a relatively small area, is particularly susceptible to this type of conflict situation. The question before city staff should be whether or not an action complies with the Comprehensive Plan, and a recommendation should be made regarding that question. It is then up to the Planning and Zoning Commission and ultimately the Town Council to approve that compliance or make an interpretation (based on the case) that allows some degree of variance from the Comprehensive Plan. The need to comply with the Comprehensive Plan also allows the Council to impose “conditions” that can assure that the intent of the Plan is accomplished. As a city fills in, these additional conditions become very important to preserving the “quality of life”.

In summary, the Town of Argyle has a land use map and is lacking a land use plan. One of the purposes of this Comprehensive Plan Update effort is to establish a land use plan that guides future application of zoning and the zoning map. Without the two documents working side by side, the Town of Argyle is nurturing a condition that leads to conflict, creates an environment of uncertainty, and requires Town Staff to function at levels of discretion not typical of the Staff function.

The Planning Framework: The Foundation of the Plan

The Planning Framework is the template document upon which the Land Use Plan will be built (Figure 4, refer to Appendix for color version). It articulates elements of form and structure that implement the intents of Argyle’s citizens and achieve closure of the tax gap those intents generate. The Planning Framework also responds to natural features present in Argyle, such as the ridgeline separating the east and west portions of the Town. The Planning Framework establishes a simple structure of four nodal forms (two regional centers, a village center and a town center). These nodal forms are linked by a “hubbing” circulation network that defines a Town-specific circulation form (instead of the current “pass through” form) and creates a sense of place. This Town form is connected to external destinations by approach corridors that announce and celebrate the particular place/identity of Argyle. Within this physical matrix are transitional zones and low density residential zones that comprise the largest portion of Argyle’s landscape. This simple structure brings to Argyle the elements of identity, recognition, legibility, and Town.

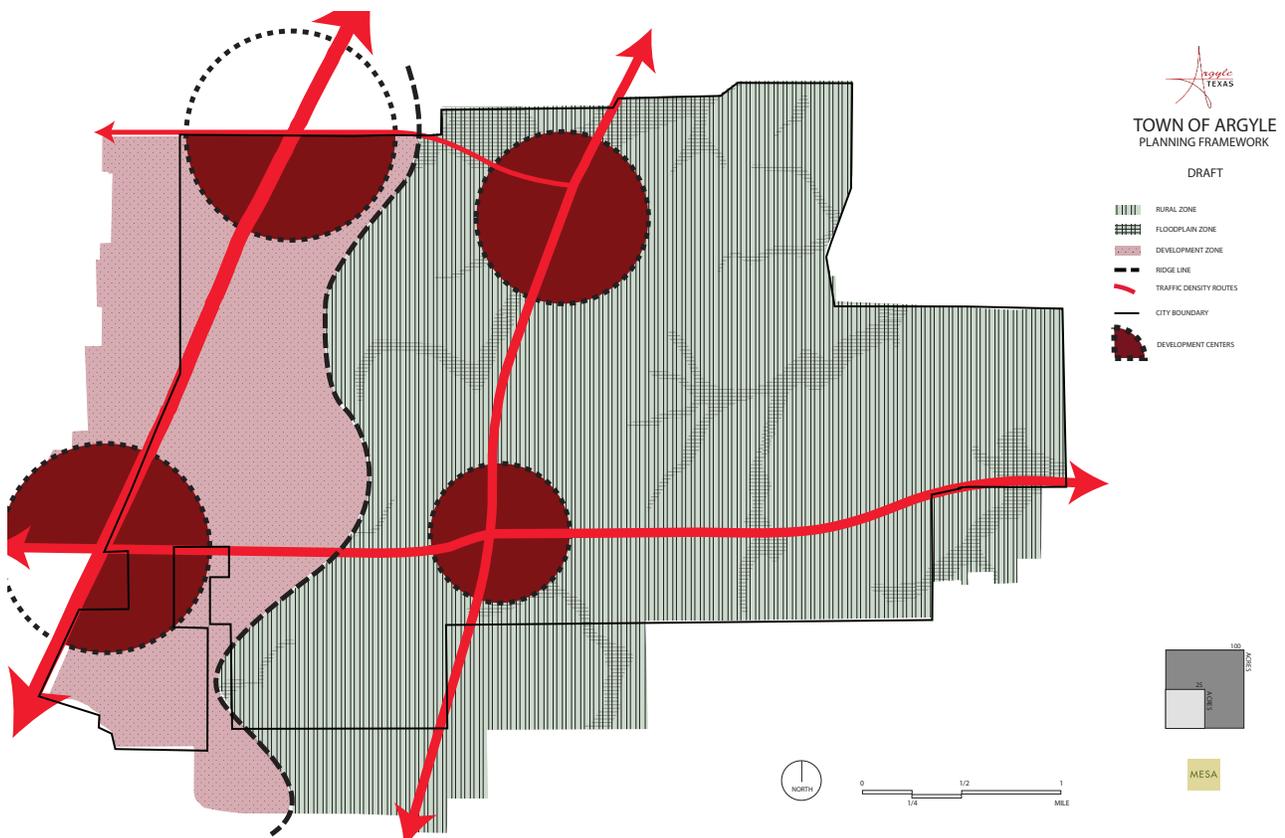


Figure 4. The Planning Framework.

The Land Use Districts

Within the Land Use Plan for Argyle, a constellation of Land Use Districts is arrayed. Because of existing entitlements (associated with current zoning), each of the Land Use Districts is basically a “mixed use district”. However, the range of permitted uses is consistent with (and reinforces) each district’s visual character and desired development image. Therefore, commercially dominant districts along I-35W permit a broader range of appropriate uses at greater densities, controlled through the Form Based Standards described in the following section, while the residentially dominant districts seek to preserve rural character and views. The Argyle Land Use Plan (Figure 5, refer to Appendix for color version) is a design based allocation of potential entitlements to be negotiated to achieve the greatest design benefits for the community.

The character descriptions and population estimates provided below for each district represent buildout conditions of a population in Argyle of 13,000. Recommended uses and densities of development are carefully crafted for each district to address the tax gap of \$11.2 million that will result from a capped population and a desired high level of service (as discussed in the Population and Economic Analysis section of this document). Uses within each district are designed to attract both local and regional commercial activity while preserving the rural views and lands important to Argyle’s heritage and character. The population ranges are based on recommended housing types and densities, and represent a target for growth that will develop and fluctuate over time. Overall, the Land Use Districts and the Form Based Standards described in the following section of this document provide a “cookbook” to guide development in Argyle well into the future.

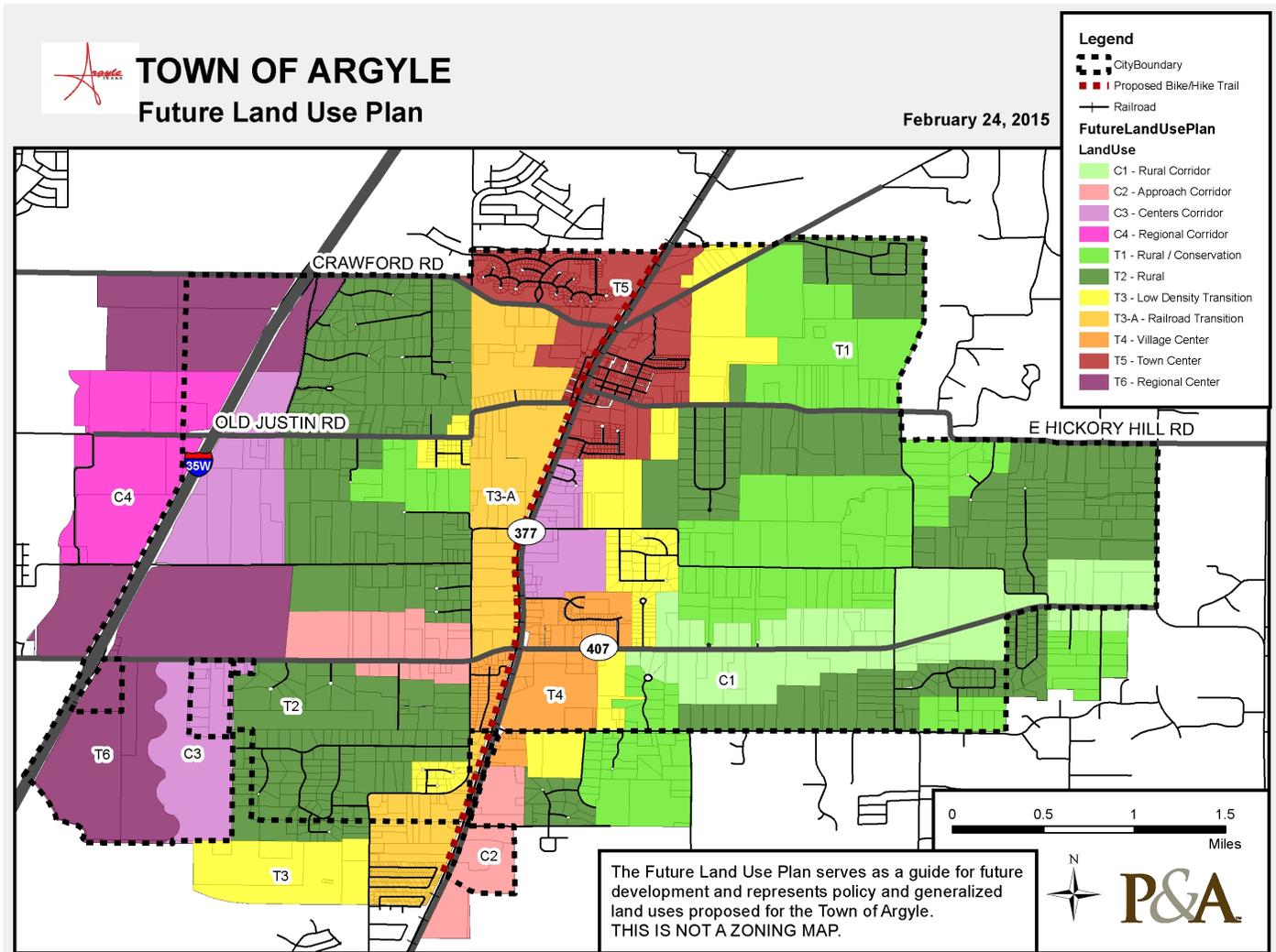


Figure 5. The Land Use Plan for Argyle.

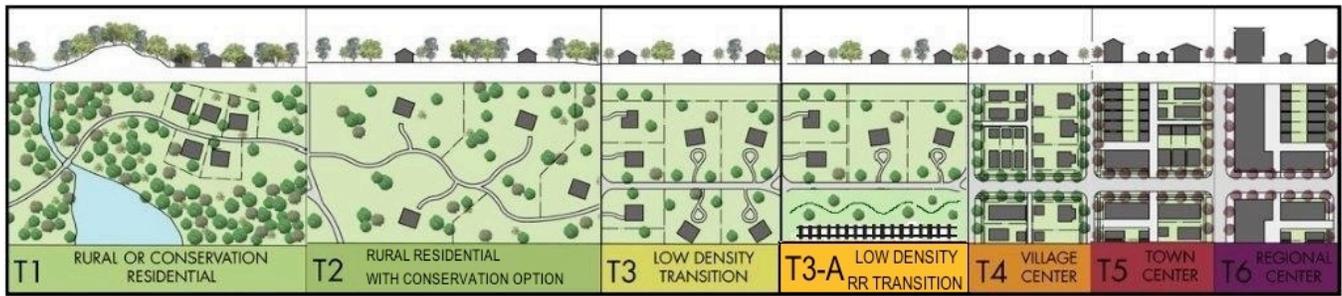


Figure 6. Transect of Land Use Centers.

The Land Use Districts are comprised of both centers and corridors. The centers (Districts T-1: Rural Conservation to T-6: Regional Center) are sequential and (starting with most rural and lowest density) reflect increasing levels of density, urban-ness, commercial dominance, and regional significance. Each of the centers permits a cluster of specific land use types (e.g. Single Family Residential) that are either recommended at certain densities or suitable at certain densities.

The centers of Argyle (Figure 6) are:

T-1: Rural Conservation District

The Rural or Conservation Residential districts have very low density single family houses, with some public facilities. Conservation development, if used, cannot exceed existing density requirements and is subject to Town development review process. The projected target population is 415 to 515 residents.

T-2: Rural Residential District with Conservation Option

Rural Residential district land uses with Conservation option are single family houses located on large lots. Some public facilities may be present in this district, which has a projected target population of 1,130 to 1,230 residents.

T-3: The Low Density Transition District

The Low Density Transition district is primarily residential, with some neighborhood commercial and public facility uses. This district is a transition zone from commercial to rural residential uses, and has a projected target population of 1,185 to 1,285 residents.

T-3A: Low Density Railroad Transition

The Low Density Railroad Transition district is exclusively residential, with open space and trail components along the 377 Rail corridor.

This district is a transition zone from commercial to rural residential uses and has a projected target population of 1,400 to 1,800 residents. Density is recommended to be 1.0 units per acre with 1.25 considered suitable based on the discretion of the Council. Open Space and trails are crucial design features within this District which requires 30% open space and connecting trails along the railroad ROW.

T-4: The Village Center District

Village Center land uses are a mix of residential and commercial, with some public facilities. This medium density, pedestrian oriented district will capture value from the intersection of FM 407 and US 377, and has a projected target population of 1,145 to 1,245 residents.

T-5: The Town Center District

The Town Center is the historic core of Argyle and is a potential light rail station site in the future. It is divided evenly between commercial and residential land uses, with some public facilities also present. The medium density, pedestrian oriented Town Center, offering services and amenities for Argyle residents, has a projected target population of 1,180 to 1,280 residents.

T-6: The Regional Center District

Regional Center land uses are primarily compact commercial, which provide significant tax revenue for Argyle. This district is regionally oriented and energized by its location at the primary I-35W interchanges. The ridgeline serves to physically separate this district from other center districts in Argyle. Some higher density residential and public facilities are also present in this regionally focused, mixed use district, which has a projected target population of 1,950 to 2,050 residents.



Figure 7. Transect of Land Use Corridors.

In addition to center districts, the Argyle Comprehensive Plan Update also envisions corridor districts. The corridors are important because they:

- Present the image of Argyle as it will be seen from the public domain.
- Reinforce the importance of nodal clusters.
- Preserve the rural quality of the landscape.
- Define entry to Argyle and give the Town a distinctive identity.
- Recognize current zoning entitlements but impose design guidance that will reinforce the Plan vision.

There are four corridor types in the Argyle Land Use Plan. Each of the corridors permit a cluster of specific land use types (e.g. Multi-Family Housing) that are either recommended at certain densities, suitable at certain densities, or discouraged. The corridors of Argyle (Figure 7) are:

C-1: Rural Parkway Corridor

The Rural Corridor has very low density single family houses, with some public facilities as well. This corridor is a culturally important identifier for Argyle. The rural landscape and views are protected by significant setback requirements, and the projected target population is 75 to 100 residents.

C-2: Approach Corridor

The Approach Corridor district is primarily single family residential, with some neighborhood commercial and public facility uses. This district provides a sense of arrival as an identity gateway for Argyle and has a projected target population of 390 to 490 residents.

C-3: Centers Corridor

Centers Corridor land uses are primarily commercial, with complementary residential and public facilities also present. This medium to low density district links the major commercial centers and has a projected target population of 2,740 to 2,840 residents.

C-4: Regional Corridor

Regional Corridor land uses are primarily commercial, which provide significant tax revenue to Argyle. This medium density district is regionally oriented and energized by its location along the I-35W corridor. These corridors are physically separated from other districts in Argyle by the ridgeline. Some residential and public facilities are also present in these mixed use corridors, which have a projected target population of 1,815 to 1,915 residents.

The Land Use Plan consisting of centers and corridors acts to modulate and transition use and density throughout Argyle. Figure 8 illustrates the intensity of use along FM 407 in Argyle, and it is clear that this intensity is undulating. Uses along FM 407 peak around the interchange with I-35W in the T-6 center, decrease in the C-2 corridor, rise again around the intersection with US 377 in the T-4 center, and then diminish as FM 407 heads east through the T-3 center and the C-1 corridor. The transitions and changes along the FM 407 corridor provide a series of experiences to the traveler that are engaging and evocative of a sense of place. The photographs below the graph provide a sense of the character and uses that could be present within each district.

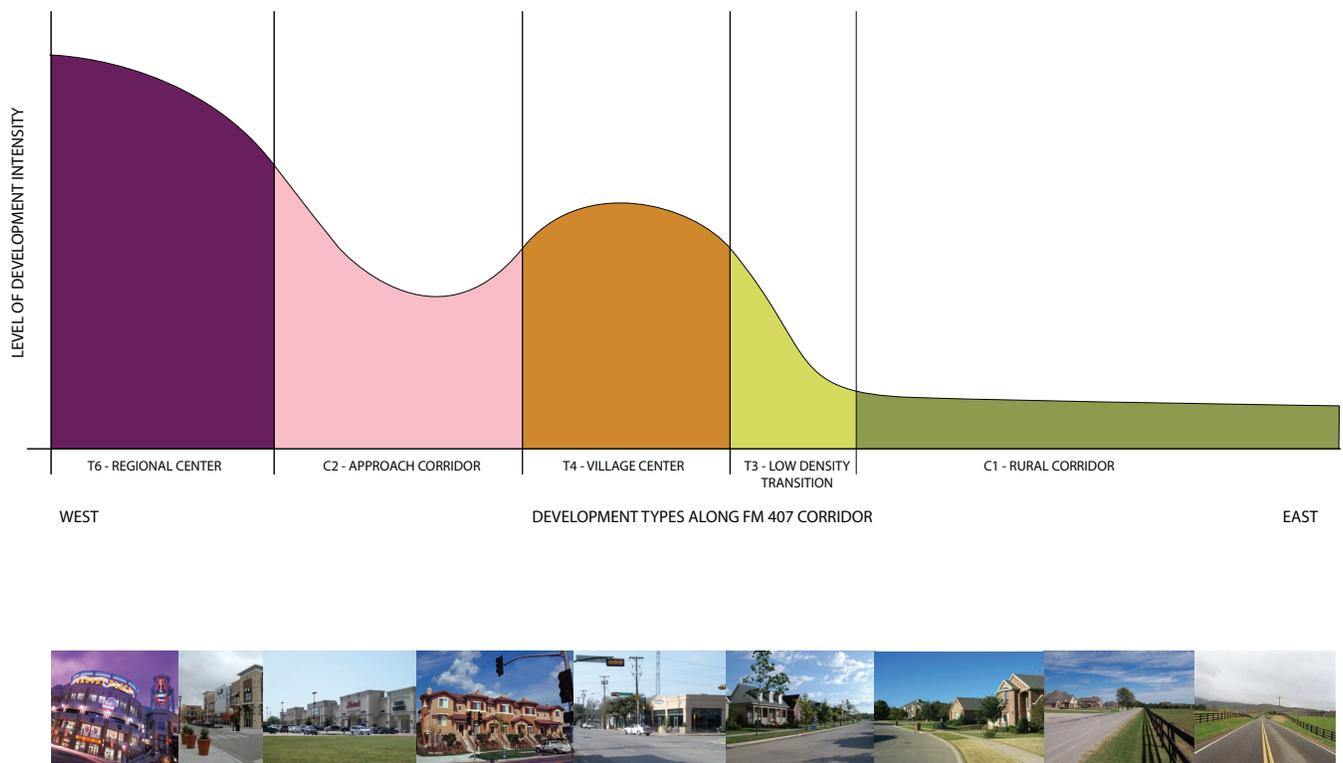


Figure 8. Intensity of Use Graph for FM 407.

The Land Use Regulatory Structure

Each of the Land Use Districts defines a set of spatial and visual performance objectives for development. These performance objectives become design standards that any applicant proposing to develop should expect to implement. This “form based” approach gives Argyle direction needed to review, consider, and negotiate a development proposal in times of dramatic local change and development pressures.

The Form-Based Plan

Urban design and form addresses the spatial qualities and appearance of a town. The word “urban” may give rise to questions on the relevance to a small rural town like Argyle. Form based standards can set expectations and a predictable framework for Town staff, developers, and property owners. Standards can enhance and protect the existing rural visual character and identity of Argyle. Urban design can protect natural environment and systems since it directs character (density, appearance, impact) and location of development. It also protects land value and homeowner equity, and can grow commercial tax base. The Form Based Standards created for Argyle are a kit of parts that can be assembled in different ways but will create the same type of environment.

The Land Use Plan identifies and locates land uses in spatial districts; these districts and the form-based codes yet to be developed are meant to provide flexibility for the Town of Argyle to respond to future market changes, not to lock each district into one categorical zoning use.

The future land uses envisioned for Argyle are organized into districts called centers and corridors. Each of these is illustrated by a transect, which depicts the spectrum of development possible in the districts, from areas of low density that protect Argyle’s rural heritage to areas of greater density that provide a place for the commercial development that will support Argyle in the future through tax revenues.

Benefits Of Form Based Standards

Form based standards are prescriptive in that they state what a municipality desires, rather than proscriptive, or statements of what a municipality does not desire. Because of this, form based standards can achieve a more predictable physical result. The elements controlled by form based standards are those most important to shaping a high quality built environment. Form based standards can regulate development at the scale of an individual building or lot as well as centers

and corridors, and they can tailor requirements to fit a specific place by reflecting its vernacular architecture and overall quality.

Form based standards are also easily understood, allowing citizens to see what will happen and where it will happen. This leads to higher comfort levels with new development and more openness regarding density. Form based standards also encourage independent development by multiple property owners, which means there is less need for a town to pursue costly land parcel assembly strategies. The built results of Form based standards reflect a diversity of architecture, materials, uses, and ownership resulting from independent players operating from a shared vision and legal framework.

Form based standards are easier to use than conventional zoning codes because they are more concise and organized for visual readability. This allows non-professionals to interpret the standards and allows a Comprehensive Plan vision to lead to simpler and more flexible zoning.

Municipalities With Form-Based Standards:

Farmers Branch, Tx
Pflugerville, Tx
Fayetteville, Ar
Lawrence, Ks
Benicia, Ca
Gainesville, Fl
Orlando, Fl
Ocean Springs, Ms
Montgomery, Al
Lemont, Il
Beaufort, Sc
New Castle, De
Jamestown, Ri
Syracuse, Ny
Ventura, Ca
Sonoma, Ca
Sarasota County, Fl
Hercules, Ca
N. St Lucie County, Fl
Woodford County, Ky
Fort Meyers, Fl
Arlington, Va
Grass Valley, Ca
Flagstaff, Az
Azusa, Ca
Petaluma, Ca

Thoroughfare Framework

The Thoroughfare Framework (Figure 9, refer to Appendix for color version) for Argyle reinforces the Land Use Plan by creating value and directing traffic through Argyle's Old Town and Village Center nodes in a logical network of local and sub-regional systems. The Thoroughfare Framework is an extension of the findings from demographic and economic research. Argyle currently loses potential value capture from transient vehicle traffic due to a lack of "destinations" and the sale of primarily non-durable goods. Non-durable goods are products which have a very limited lifetime, such as a gallon of milk or notebook paper. Durable goods, on the other hand, are products that a consumer can use for a considerably longer amount of time and is willing to travel further distances to buy, such as a car or a refrigerator. Durable goods will attract a regional consumer base, as opposed to the local base that supports non-durable goods. A motorist passing through Argyle is not likely to stop for a gallon of milk unless he lives in the immediate area.

As traffic volumes increase with the growing population of the Dallas-Fort Worth Metroplex, Argyle's current resistance to growth will result in the loss of an even greater amount of value from transient vehicle traffic. Together, the Land Use Plan and Thoroughfare

Framework seek to create value by aggregating commercial activity at nodes, capture value by directing traffic along a network of local and sub-regional connections to the existing regional system, and transfer that value beyond the freeway.

The two primary concerns addressed by the Thoroughfare Framework are the need for a sub-regional system and both safety and operational efficiency issues in the existing roadway system in Argyle.

1. The need for a Sub-Regional system:

Regional traffic trends point toward more congestion as Argyle and the surrounding areas grow. Due to lack of necessity in the past and Argyle's identity as a rural community, roads apart from US 377 and FM 407 do not form a cohesive system. Most traffic is concentrated on these roads because there are few alternate routes and rural roads are forced to feed into US 377 and FM 407. In addition to the issue of congestion, there is no system in place to support a destination commercial district and the traffic associated with it. The sub-regional and local systems suggested in this Framework will serve the centers and corridors prescribed in the Land Use Plan and make them accessible to local and regional residents. Additionally, cohesive sub-regional

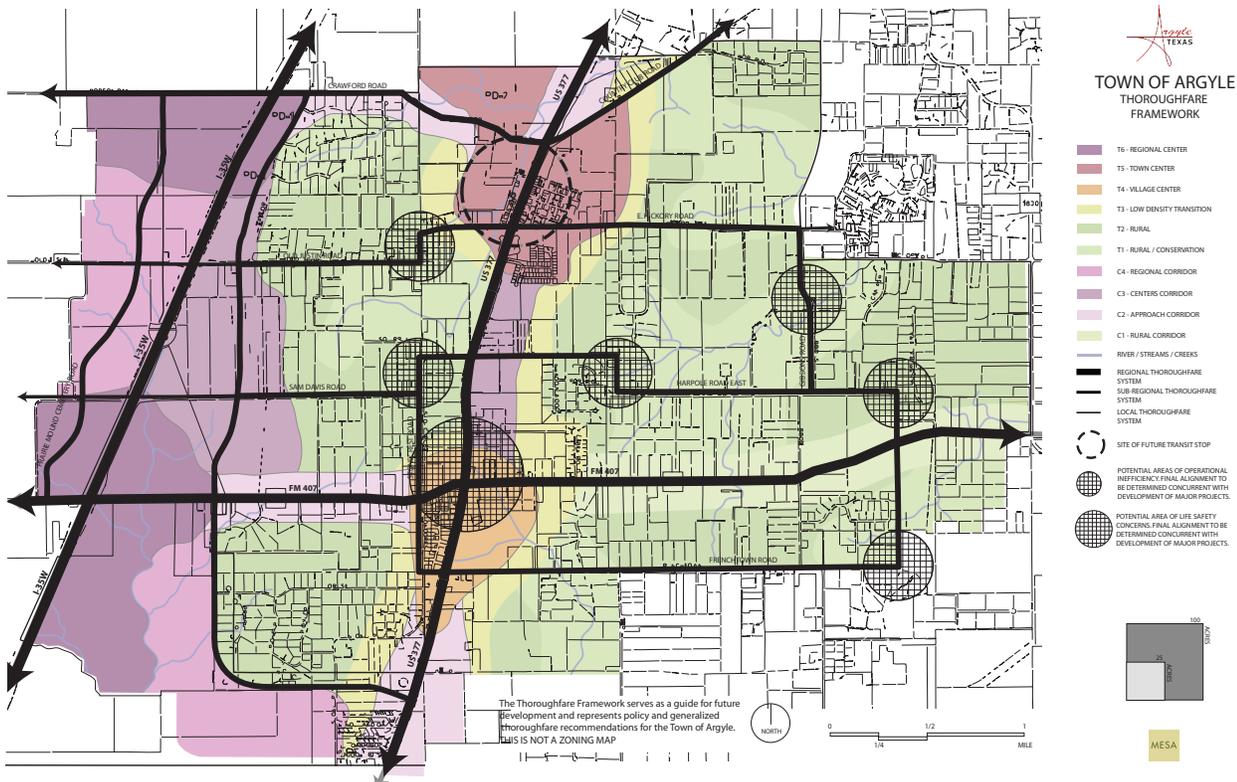


Figure 9. The Thoroughfare Framework.

and local systems will prevent the regional system from being overburdened. People must be able to get from the highway to the commercial districts or from home to the commercial districts easily and efficiently to ensure the commercial district's success. Using Argyle's target build out population of 13,000, it is possible to calculate the number of daily vehicular trips generated by local residents. With an average household size of 2.85 people, Argyle will have approximately 4,560 households, each of which is likely to generate 10 trips per day. This results in approximately 45,600 vehicular trips per day generated by local residents, which is well above the capacity of a four-lane road (29,000 vehicular trips per day).

Without the sub-regional and local system, Argyle will suffer from increased congestion and stripped-out commercial development along I-35W and US 377. The local thoroughfares work with the regional and sub-regional thoroughfares to service commercial and residential land uses. Argyle must implement a sub-regional and local system to connect regional system nodes, lessen the burden on the regional roadways, and provide an infrastructural framework that supports commercial land uses.

2. Existing Safety and Operational Issues:

With a narrow right of way and small lots, desirable commercial development along the west side of US 377 is unlikely. The railroad track's adjacency to US 377 creates two major problems for Argyle. First, the worsening congestion along FM 407 creates a safety concern as vehicles could get trapped between idle traffic and be forced to stop on the railroad tracks. Second, two of the four corners at the intersection of US 377 and FM 407 are not suited for development due to size and shape limitations imposed by the railroad. Argyle should consider re-alignment of US 377 at FM 407 to protect safety of drivers and passengers, and to allow for aggregation of lots suitable for commercial development.

The rural heritage of Argyle has led to a system of roads that is defined by lot line boundaries of large parcels of land. Often times these lot lines create a zig-zag pattern as they traverse the landscape, making it difficult to reach destinations easily and efficiently. Argyle should standardize and provide regular alignments to former rural roads to give ease and efficiency to travel along the sub-regional and local systems. Many of these upgrades could prove to be challenging for the Town and will require planning for these future needs. As Argyle grows, the Town should negotiate with future developers to resolve these thoroughfare issues within their individual development plans.

In the future, TXDOT will likely upgrade thoroughfares in response to increased traffic volumes. These upgrades will respect a community's transportation vision if it is expressed in a plan. Argyle could seek resolution to these issues with the assistance of TXDOT.

The Thoroughfare Framework outlines several areas of concern in Argyle. The Town should consider the creation of a new Thoroughfare Plan to guide future thoroughfare planning and to ensure the success of the Land Use Plan in this Comprehensive Plan Update. The Land Use Plan and Thoroughfare Plan should complement each other and work toward Argyle's goal of remaining a relatively small Town with economically viable commercial and retail centers to sustain a high quality of life for residents.

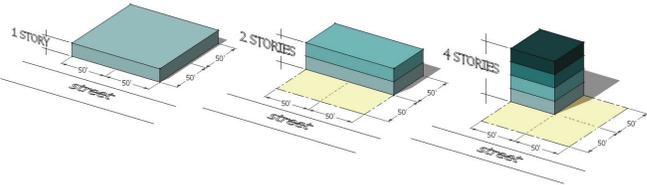
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FORM BASED STANDARDS

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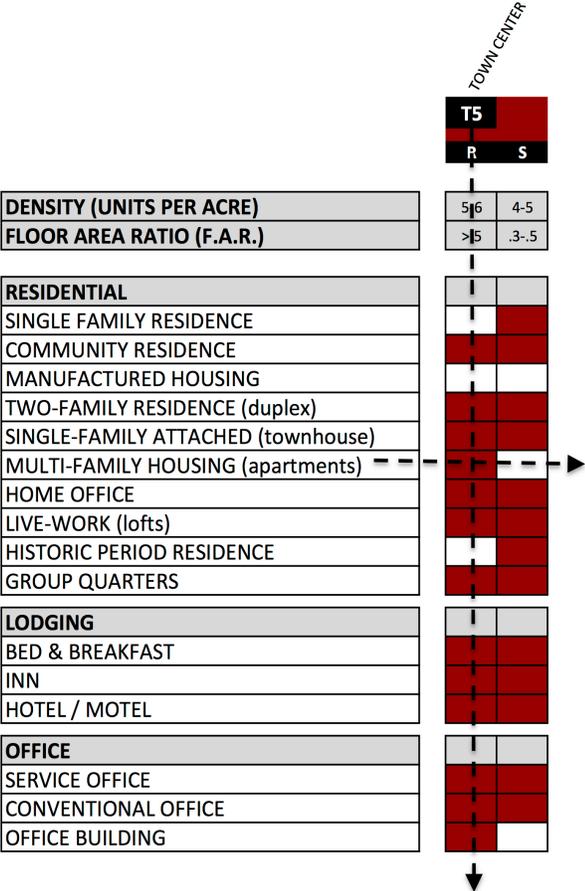
DISTRICT	CENTRAL										COMMERCIAL				
	T6	T5	T4	T3	T2A	T2	T1	C4	C3	C2	C1	T6	T5	T4	T3
DENSITY (UNITS PER ACRE)	10-15	5-6	4-5	3-4	2-3	1-2	1-2	10-15	5-6	4-5	3-4	10-15	5-6	4-5	3-4
FLOOR AREA RATIO (F.A.R.)	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5	1.0-1.5
RESIDENTIAL															
SINGLE FAMILY RESIDENCE															
COMMUNITY RESIDENCE															
MANUFACTURED HOUSING															
TWO-FAMILY RESIDENCE (duplex)															
SINGLE-FAMILY ATTACHED (townhouse)															
MULTI-FAMILY HOUSING (apartments)															
HOME OFFICE															
LIVE-WORK (lofts)															
HISTORIC PERIOD RESIDENCE															
GROUP QUARTERS															
LODGING															
BED & BREAKFAST															
INN															
HOTEL / MOTEL															
OFFICE															
SERVICE OFFICE															
CONVENTIONAL OFFICE															
OFFICE BUILDING															
COMMERCIAL															
AUTO-RELATED (shops)															
ENTERTAINMENT ESTABLISHMENT															
RESTAURANT ESTABLISHMENT (shop)															
FOOD SERVICE ESTABLISHMENT (shop/food)															
FOOD SERVICE ESTABLISHMENT (shop/food)															
ALCOHOL SERVICE ESTABLISHMENT															
SERVICE COMMERCIAL															
GENERAL COMMERCIAL															
RETAIL (department)															
OPEN AIR RETAIL															
PLACE OF ASSEMBLY															
RECREATIONAL ESTABLISHMENT															
WAREHOUSE															
COMMERCIAL / PRIVATE LIVESTOCK															
AGRICULTURAL															
GOV.															
COMMUNITY FACILITY															
RECREATIONAL FACILITY															
GOVERNMENT FACILITY															
CULTURAL FACILITY															
MUNICIPAL SUPPORT															
COMMUNITY SUPPORT FACILITY															
INFRASTRUCTURE & UTILITIES															
MAJOR FACILITY															
PUBLIC PARKING															
TRANSIT FACILITIES															
BUS/CLUB MISSION															
EDUCATIONAL															
SCHOOL															
COLLEGE / UNIVERSITY															
ELEMENTARY SCHOOL															
LEARNING CENTER															
MIDDLE / HIGH SCHOOL															
PRE-SCHOOL															
SPECIAL TRAINING / VOCATIONAL															
INDUSTRIAL															
QUALITY RELATED (shops / repair)															
MANUFACTURING & PROCESSING															
PRODUCTS & SERVICES															
WAREHOUSING / DISTRIBUTION FACILITY															
INSTITUTIONAL															
RELIGIOUS FACILITY															
MEDICAL COMPLEX															
MEDICAL OFFICE															
FRONTIER FACILITY															
RESEARCH FACILITY															

The Building Function Matrix outlines the Density (Dwelling Units Per Acre), Floor Area Ratio (F.A.R.), and allowed Land Uses for each District. Land Uses are categorized as Recommended (R) and are strongly aligned with the district character and should be encouraged and Suitable (S) and are mildly aligned with the plan. Floor Area Ratio is a method for controlling density while allowing design flexibility. With an F.A.R. of 1, a one story building could cover its whole lot, a two story building could cover half its lot, and so on, as illustrated below.



In the Building Function Matrix, vertical and horizontal features can be cross referenced to see where different land uses are most appropriate to create the types of districts needed to achieve the Town of Argyle's vision.

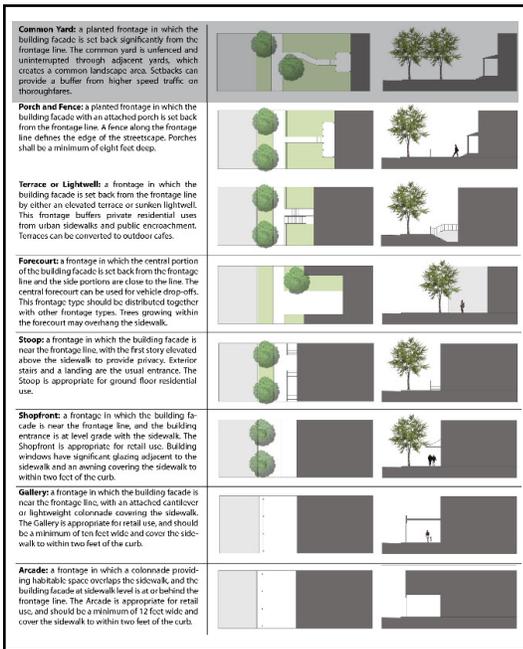
Using the Town Center District as an example, we can follow the vertical feature R (one of the two conditions: Recommended or Suitable) down to see the allowed Density, Floor Area Ratio, and Recommended land uses.



The desired residential density of the Town Center District is between 5 and 6 units per acre. To provide for flexibility and the ability to respond to fluctuations in the market, a density of 4-5 units per acre is considered suitable. Each shaded box represents a condition in which the corresponding land use is allowed. If no boxes are shaded, that land use is not allowed in the district. For example, the land use *Multi Family Housing (apartments)* is recommended in the Town Center District. A density less than 5 units per acre and greater than 6 units per acre for this land use is not appropriate.

The same rules apply when applying Floor Area Ratios to a particular land use.

The land uses are organized by general category, and then broken down to more specific uses that correspond closely to the Argyle Zoning Code. See the Glossary for details about each specific subset of uses.



Following the Building Function Matrix is a visual glossary of the private frontages that will be described for each Land Use District. This glossary provides clear definitions and illustrations, and it can be used as a quick reference to see which elements should be present in each district. For example, in the Town Center District: Porches & Fences, Terraces, Forecourts, Stoops, Shopfronts & Awnings, Galleries, and Arcades are recommended, and Common Lawns are not recommended.



Each Land Use District and Corridor is described by both Overview and Guideline (Private Realm and Public Realm) pages.

Using the Town Center District as an example, the Overview page relays basic information about the district, such as the location in the Transect, and provides photographs to illustrate the desired development and style of the District. A narrative describing the District is included to provide details of the character, function, and physical form of the District.

The photographs are examples of existing developments that are similar in style to what the Urban Design Standards will create in the District. It is important to remember that these are only examples and should be used to provide an idea of the materials, design standards, and quality of the Town Center District.

T5 - Town Center - OVERVIEW



At the top of the page is a key highlighting the Town Center District and showing its location in the Transect as compared to other districts. The overall scale, physical form, and relationship to adjacent districts can be seen in the Transect. A clear pattern of development and transition through the Town of Argyle is illustrated by the Transect.

T5 - TOWN CENTER - PRIVATE REALM

LAND USE BREAKDOWN	
Commercial (R)	> 0.5 F.A.R.
Commercial (S)	0.3 - 0.5 F.A.R. 35%
Commercial (SB)	> 0.5 F.A.R.
Residential (R)	5 - 6 DU/AC
Residential (S)	4 - 5 DU/AC 35%
Residential (SB)	5 - 6 DU/AC
Public Facilities	Varies 10%

BUILDING FUNCTION	
Residential	recommended
Lodging	suitable
Office	recommended
Retail	recommended

BUILDING MASSING	
Principal Building	4 stories max. 2 min.
Outbuilding	2 stories max. 1 min.

LOT OCCUPATION	
Lot Area	1,200 s.f. min. 40,000 s.f. max.
Lot Width	30 ft. min. 120 ft. max.
Lot Coverage	40% max.

SETBACKS - PRINCIPAL BUILDING	
Front Setback (FSP)	2 ft. min. 12 ft. max.
Front Setback Secondary (FS2)	2 ft. min. 12 ft. max.
Side Setback (SS)	5 ft. min. 20 ft. max.
Rear Setback (RS)	0 ft. min.
Zone 1 Setback	8 1/2% min. on setback

SETBACKS - OUTBUILDING	
Front Setback Primary (FSP)	50 ft. min.
Front Setback Secondary (FS2)	10 ft. min.
Side Setback (SS)	10 ft. min.
Rear Setback (RS)	0 ft. min.

PRIVATE FRONTAGES	
Common Lanes	not permitted
Stitch & Sewer	permitted
Terrace	permitted
Porch/courty	permitted
Stoop	permitted
Shoofront & Awning	permitted
Gallery	permitted
Arched	permitted

BUILDING MASSING

- Building height shall be measured in number of stories including attic and roof structure.
- Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a five floor commercial structure which can be a maximum 20 feet.
- Height shall be measured to eave or roof peak.

SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.

SETBACKS - OUTBUILDING

- The facades and elevations of the outbuilding shall be distanced from lot lines as shown.

PARKING PLACEMENT

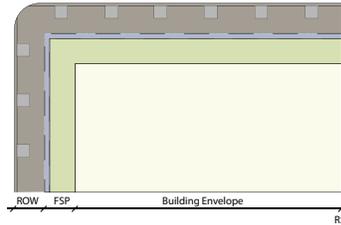
- Street parking may be provided within Zone 1.
- Parking lot may be provided within Zone 1.
- On-street parking may be provided on any street but is subject to local jurisdiction.
- Off-street parking shall be located in Zone 1.

Comprehensive Plan Update

The Private Realm page outlines the development standards for private development such as building setbacks, massing, and parking. These standards are conveyed through illustrative site plans and detailed charts regarding the treatment of buildings and lots.

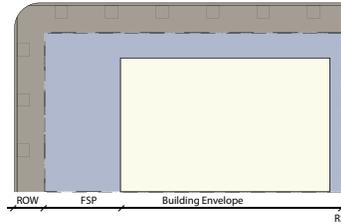
SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

- The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



The diagrams on the right side of the page detail the Building Massing, Setbacks, and Parking standards for private development with color coded zones and descriptions.

LAND USE BREAKDOWN

Commercial (R)	> 0.5 F.A.R.
Commercial (S)	0.3 - 0.5 F.A.R.
Residential (R)	5 - 6 DU/AC
Residential (S)	4 - 5 DU/AC
Public Facilities	Varies

BUILDING FUNCTION

Residential	recommended
Lodging	suitable
Office	recommended
Retail	recommended

On the left side of the page are multiple charts that show Land Use Breakdown, Building Function, Building Massing, Lot Occupation, Setbacks, and Private Frontages. In the Town Center District, the Land Use Breakdown is a mix of Commercial and Residential, with a variable amount of Public Facilities. Each Commercial and Residential use is categorized as Recommended or Suitable with corresponding densities and Floor Area Ratios.

ARTERIAL THOROUGHFARE

R.O.W.	100 - 124 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	30 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm

COLLECTOR THOROUGHFARE

R.O.W.	104 - 140 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.**
Tree Well Width	8 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm

LOCAL THOROUGHFARE

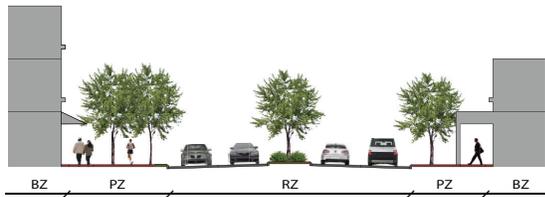
R.O.W.	64 - 71 ft.
Roadbed Zone (RZ)	24 - 20 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	0 - 5 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	10 - 12 ft. (Each Side)
Sidewalk Width	4 ft. min.**
Tree Well Width	8 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm

ALLEY

R.O.W.	18 - 36 ft.
Roadbed Zone (RZ)	18 - 15 ft.
Design Speed	5 - 15 mph
Pavement Width	18 - 36 ft. (1.5 - 3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	7 ft. min. (Each Side)**
Sidewalk Width	4 ft. min.**
Tree Well Width	3 ft. min.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm

* Sidewalks in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones / May be left as road shoulder in Alleys
 *** P - Pedestrian / B - Building / R - Regulatory

The Public Realm page outlines the development standards for the public Right Of Way. These standards are conveyed through cross sections and detailed charts regarding the treatment of buildings and lots.



The cross sections on the right side of the page detail the streetscape standards along the various roads within the Town Center District.



ARTERIAL THOROUGHFARE

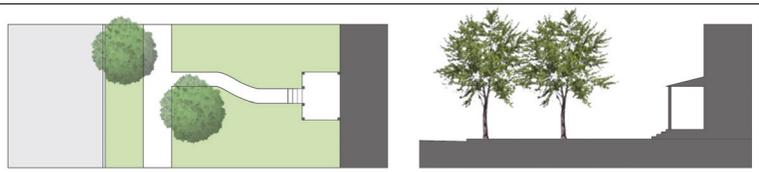
R.O.W.	100 - 124 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	30 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm

On the left side of the page are multiple charts that correspond to particular thoroughfares within the Town Center District. Right Of Way, Pavement Widths, and Tree Well standards are listed, as well as other design standards. Right of Way (R.O.W.) refers to the publicly-owned space occupied by streets, parking, pedestrian facilities, and public infrastructure such as utilities. The Roadbed Zone (RZ) includes the pavement and median width between the outermost face of curb or shoulder or street parking edge. The Street Parking Zone (SPZ) includes the pavement between the edge of the Roadbed Zone and Pedestrian Zone or outermost face of curb. The Pedestrian Zone (PZ) includes the area between the face of curb or edge of Roadway/Street Parking Zone and the Building Zone. The Building Zone (BZ) is the area between the edge of the Pedestrian Zone (building front setback line) and rear setback line.

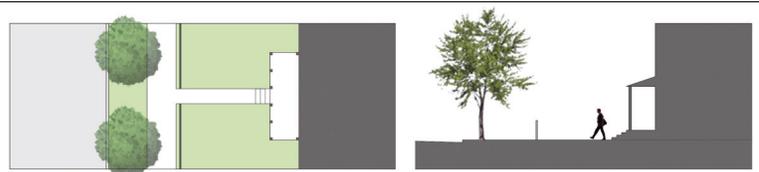
	CENTERS								CORRIDORS														
	REGIONAL CENTER		TOWN CENTER		VILLAGE CENTER		LOW DENSITY TRANSITION		BUIROAD TRANSITION		RURAL WITH CONSERVATION OPTION		RURAL / CONSERVATION		REGIONAL CORRIDOR		CENTERS CORRIDOR		APPROACH CORRIDOR		RURAL CORRIDOR		
	T6	T5	T4	T3	T3-A	T2	T1	C4	C3	C2	C1	R	S	R	S	R	S	R	S	R	S	R	S
DENSITY (UNITS PER ACRE)	10-15	8-10	5-6	4-5	5-6	4-5	<1	1-2	≤1	≤1.25	.2	.2	.1	.2	10-12	8-10	3-4	4-5	<1	1-2	.1	.1	
FLOOR AREA RATIO (F.A.R.)	>.7	.5-.7	>.5	.3-.5	>.4	.3-.4	>.35	<.35			-	-	-	-	>.6	4-.6	.15	.17	>.35	<.35	-	-	
RESIDENTIAL																							
SINGLE FAMILY RESIDENCE																							
COMMUNITY RESIDENCE																							
MANUFACTURED HOUSING																							
TWO-FAMILY RESIDENCE (duplex)																							
SINGLE-FAMILY ATTACHED (townhouse)																							
MULTI-FAMILY HOUSING (apartments)																							
HOME OFFICE																							
LIVE-WORK (lofts)																							
HISTORIC PERIOD RESIDENCE																							
GROUP QUARTERS																							
LODGING																							
BED & BREAKFAST																							
INN																							
HOTEL / MOTEL																							
OFFICE																							
SERVICE OFFICE																							
CONVENTIONAL OFFICE																							
OFFICE BUILDING																							
COMMERCIAL																							
AUTO RELATED (parts)																							
ENTERTAINMENT ESTABLISHMENT																							
ENTERTAINMENT ESTABLISHMENT (adult)																							
FOOD SERVICE ESTABLISHMENT (drive thru)																							
FOOD SERVICE ESTABLISHMENT (sit down)																							
ALCOHOL SERVICE ESTABLISHMENT																							
SERVICE COMMERCIAL																							
GENERAL COMMERCIAL																							
RETAIL (merchandise)																							
OPEN AIR RETAIL																							
PLACE OF ASSEMBLY																							
RECREATIONAL ESTABLISHMENT																							
MIXED-USE																							
COMMERCIAL / PRIVATE LIVESTOCK																							
AGRICULTURAL																							
CIVIC																							
COMMUNITY FACILITY																							
RECREATIONAL FACILITY																							
GOVERNMENT FACILITY																							
CULTURAL FACILITY																							
MUNICIPAL SUPPORT																							
COMMUNITY SUPPORT FACILITY																							
INFRASTRUCTURE & UTILITIES																							
MAJOR FACILITY																							
PUBLIC PARKING																							
TRANSIT FACILITIES																							
RESCUE MISSION																							
EDUCATIONAL																							
CHILDCARE																							
COLLEGE / UNIVERSITY																							
ELEMENTARY SCHOOL																							
LEARNING CENTER																							
MIDDLE / HIGH SCHOOL																							
PRE-SCHOOL																							
SPECIAL TRAINING / VOCATIONAL																							
INDUSTRIAL																							
AUTO RELATED (sales / repair)																							
MANUFACTURING & PROCESSING																							
PRODUCTS & SERVICES																							
WAREHOUSING / DISTRIBUTION FACILITY																							
INSTITUTIONAL																							
RELIGIOUS FACILITY																							
MEDICAL COMPLEX																							
MEDICAL OFFICE																							
FRATERNAL FACILITY																							
RESEARCH FACILITY																							

A specific subset of uses can be found for each in the glossary
 *In Conservation Development only and with requirements met
 R - Recommended
 S - Suitable

Common Yard: a planted frontage in which the building facade is set back significantly from the frontage line. The common yard is unfenced and uninterrupted through adjacent yards, which creates a common landscape area. Setbacks can provide a buffer from higher speed traffic on thoroughfares.



Porch and Fence: a planted frontage in which the building facade with an attached porch is set back from the frontage line. A fence along the frontage line defines the edge of the streetscape. Porches shall be a minimum of eight feet deep.



Terrace or Lightwell: a frontage in which the building facade is set back from the frontage line by either an elevated terrace or sunken lightwell. This frontage buffers private residential uses from urban sidewalks and public encroachment. Terraces can be converted to outdoor cafes.



Forecourt: a frontage in which the central portion of the building facade is set back from the frontage line and the side portions are close to the line. The central forecourt can be used for vehicle drop-offs. This frontage type should be distributed together with other frontage types. Trees growing within the forecourt may overhang the sidewalk.



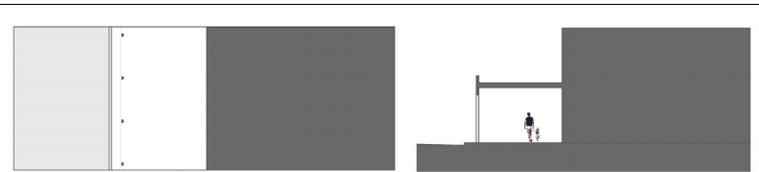
Stoop: a frontage in which the building facade is near the frontage line, with the first story elevated above the sidewalk to provide privacy. Exterior stairs and a landing are the usual entrance. The Stoop is appropriate for ground floor residential use.



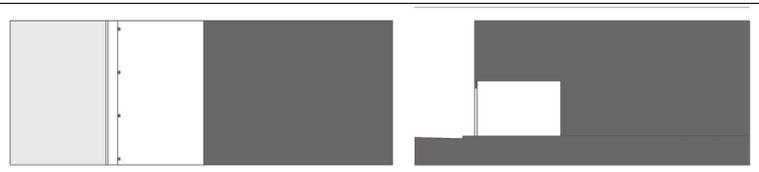
Shopfront: a frontage in which the building facade is near the frontage line, and the building entrance is at level grade with the sidewalk. The Shopfront is appropriate for retail use. Building windows have significant glazing adjacent to the sidewalk and an awning covering the sidewalk to within two feet of the curb.

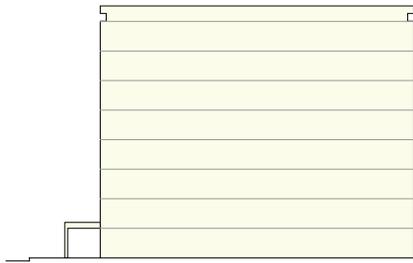


Gallery: a frontage in which the building facade is near the frontage line, with an attached cantilever or lightweight colonnade covering the sidewalk. The Gallery is appropriate for retail use, and should be a minimum of ten feet wide and cover the sidewalk to within two feet of the curb.



Arcade: a frontage in which a colonnade providing habitable space overlaps the sidewalk, and the building facade at sidewalk level is at or behind the frontage line. The Arcade is appropriate for retail use, and should be a minimum of 12 feet wide and cover the sidewalk to within two feet of the curb.

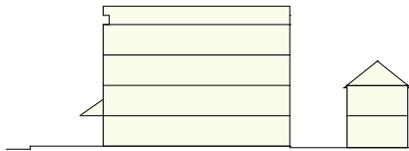




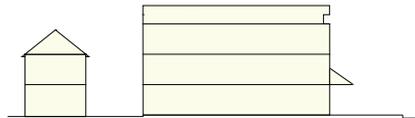
T6: up to eight stories



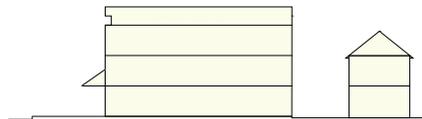
C4: up to four stories



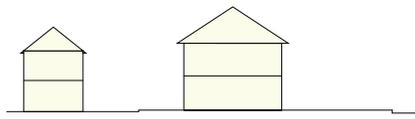
T5: up to four stories



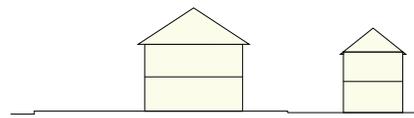
C3: up to three stories



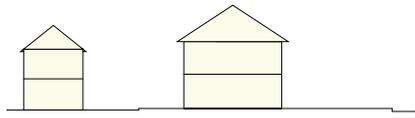
T4: up to three stories



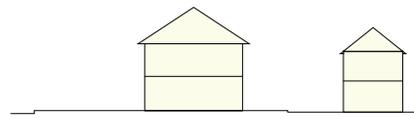
C2: up to two and a half stories



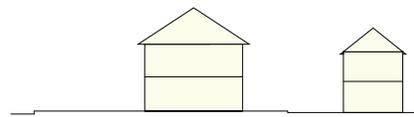
T3: up to two and a half stories



C1: up to two and a half stories



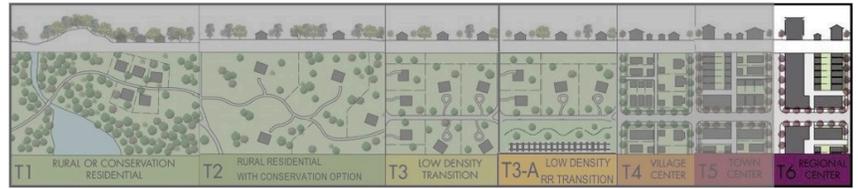
T2: up to two and a half stories



T1: up to two and a half stories

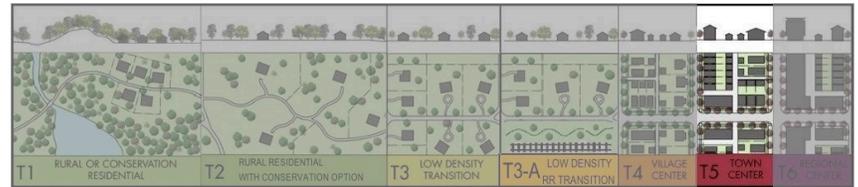
T6

Regional Center land uses are primarily compact commercial, which provide significant tax revenue for Argyle. This district is regionally oriented and energized by its location at the primary I-35W interchanges. Some higher density residential and public facilities are also present in this regionally focused, mixed use district.



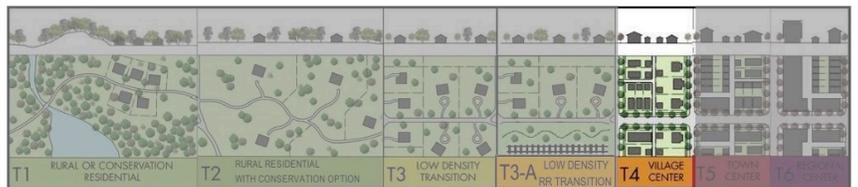
T5

The Town Center is the historic core of Argyle and is a potential transit site in the future. It is divided evenly between commercial and residential land uses, with some public facilities also present. The medium density, pedestrian oriented Town Center offers services and amenities for Argyle residents.



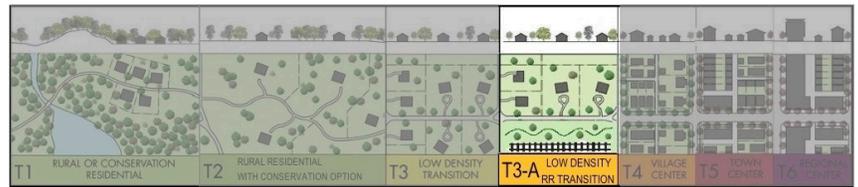
T4

Village Center land uses are a mix of residential and commercial, with some public facilities. This medium density, pedestrian oriented district will capture value from the intersection of FM 407 and US 377.



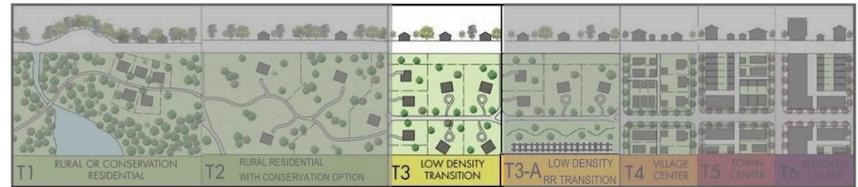
T3a

Village Center land uses in T3A are residential, with some public facilities. This low density pedestrian oriented design requires connecting trails adjacent to the railroad tracks and significant open space and landscape buffering



T3

The Low Density Transition district is primarily residential, with some neighborhood commercial and public facility uses. This district is a transition zone from commercial to rural residential uses.



T2

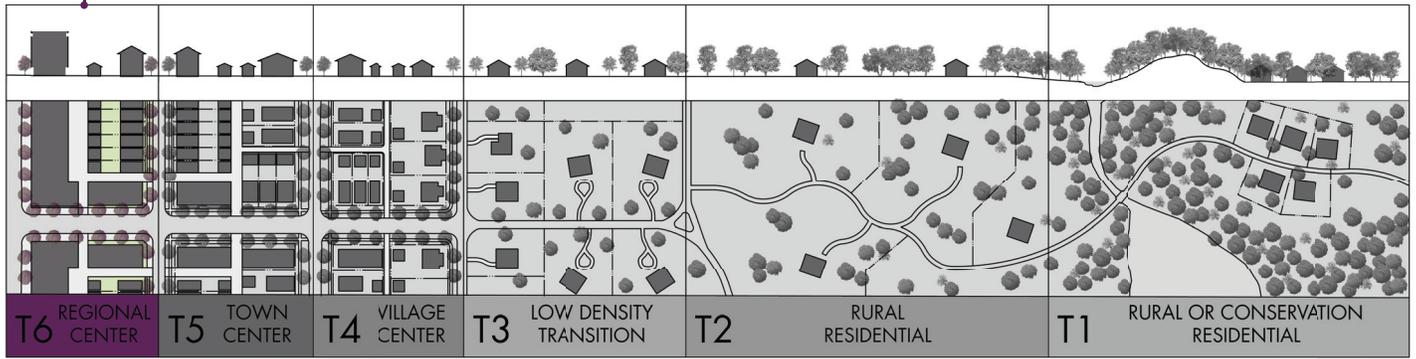
Rural Residential district land uses are single family houses located on large lots. Some public facilities may be present in this district.



T1

The Rural or Conservation Residential districts have very low density, single family houses, with some public facilities as well. Conservation development, if used, cannot exceed existing density requirements and is subject to the town development review process.

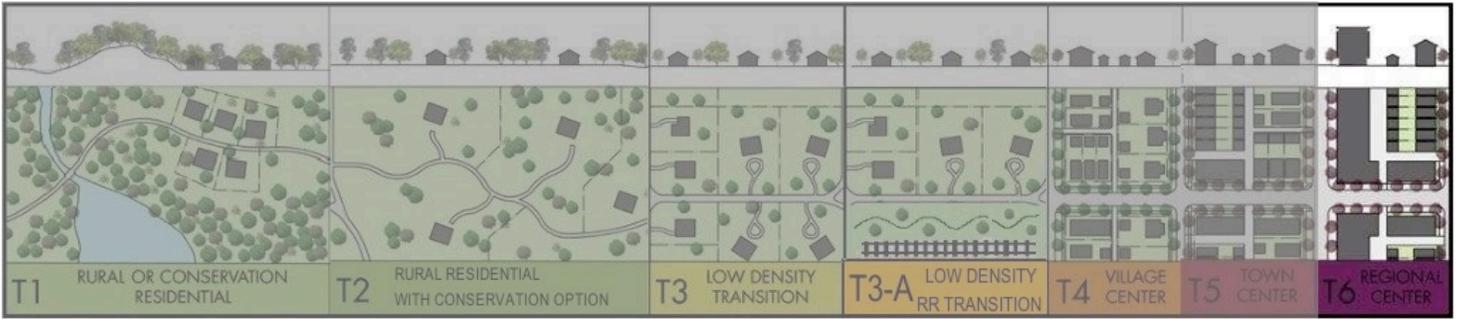




T6 - REGIONAL CENTER

Specialty shopping boutiques are located in this urban destination, where a diversity of uses and attractions are grouped within walking distance, creating a unique blend of a regionally-oriented commercial district that is built to a human scale. This district is a regional commercial destination, positioned to capture the value associated with significant traffic volume on I-35W. Medium to large box non-aggregated retail uses are envisioned, with consumers drawn from Argyle and the wider surrounding region as well. A wide variety of commercial types are present, and development intensity is clustered at the important intersection of the district. Office uses and lodging are distributed with the predominantly commercial uses, though some higher-density residential uses are also present, and public facilities may also be located here. The buildings have minimal setbacks and are built to the sidewalk to create a pedestrian-oriented environment; the buildings may be built to 8 stories, which would allow for multifamily residential or office uses to share a building footprint with commercial uses. Along with a strong sense of spatial enclosure provided by the minimal building setbacks, the streetscape is defined by plantings of regularly-spaced trees and storefront awnings, galleries, and arcades. As distance from the more intense intersections increases, the building heights and densities transition to join with the adjacent districts and corridors. Parking is located behind the stores and in structured parking with Town-dictated facade designs.





LAND USE BREAKDOWN

Commercial (R)	> 0.7 F.A.R.	75%
Commercial (S)	0.5 - 0.7 F.A.R.	
Residential (R)	10 - 12 DU/AC	20%
Residential (S)	8 - 10 DU/AC	
Public Facilities	Varies	5%

BUILDING FUNCTION

Residential	recommended
Lodging	recommended
Office	recommended
Retail	recommended

BUILDING MASSING

Principal Building	8 stories max. 2 min.
Outbuilding	2 stories max. 1 min.

LOT OCCUPATION

Lot Area	5,000 s.f. min. 40,000 s.f. max.
Lot Width	18 ft. min. 180 ft. max.
Lot Coverage	90% max

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	2 ft. min. 12 ft. max.
Front Setback Secondary (FSS)	2 ft. min. 12 ft. max.
Side Setback (SS)	0 ft. min. 24 ft. max.
Rear Setback (RS)	0 ft. min.
Frontage Buildout	80% min. at setback

SETBACKS - OUTBUILDING (Res. only)

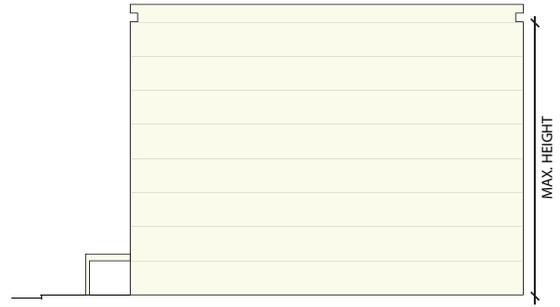
Front Setback Primary (FSP)	30 ft. min.
Front Setback Secondary (FSS)	10 ft. min.
Side Setback (SS)	0 ft. min.
Rear Setback (RS)	5 ft. min.

PRIVATE FRONTAGES

Common Lawn	not permitted
Porch & Fence	not permitted
Terrace	not permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

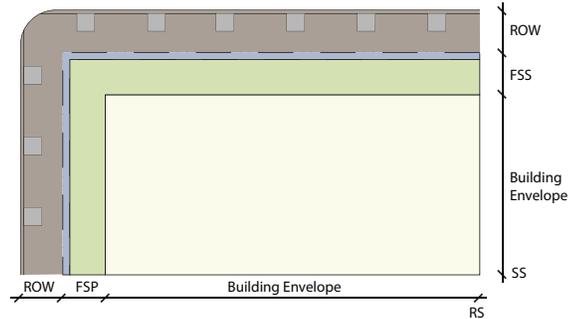
BUILDING MASSING

1. Buildings height shall be measured in number of stories, excluding attics and raised basements.
2. Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which can be a maximum of 25 feet.
3. Height shall be measured to eave or roof deck.



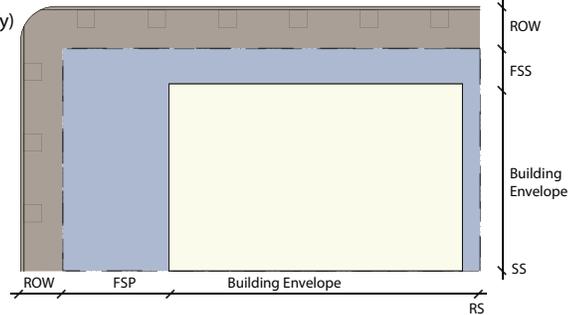
SETBACKS - PRINCIPAL BUILDING

1. The facades and elevations of principal buildings shall be distanced from lot lines as shown.
2. Facades shall be built along the primary frontage to the minimum specified width in the table.



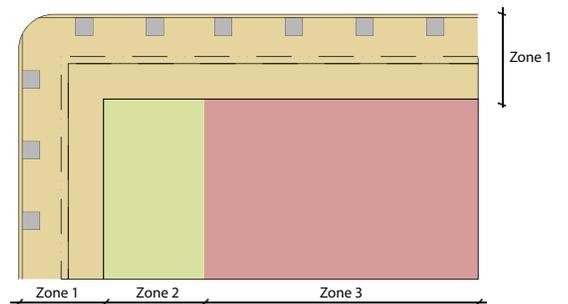
SETBACKS - OUTBUILDING (Res. only)

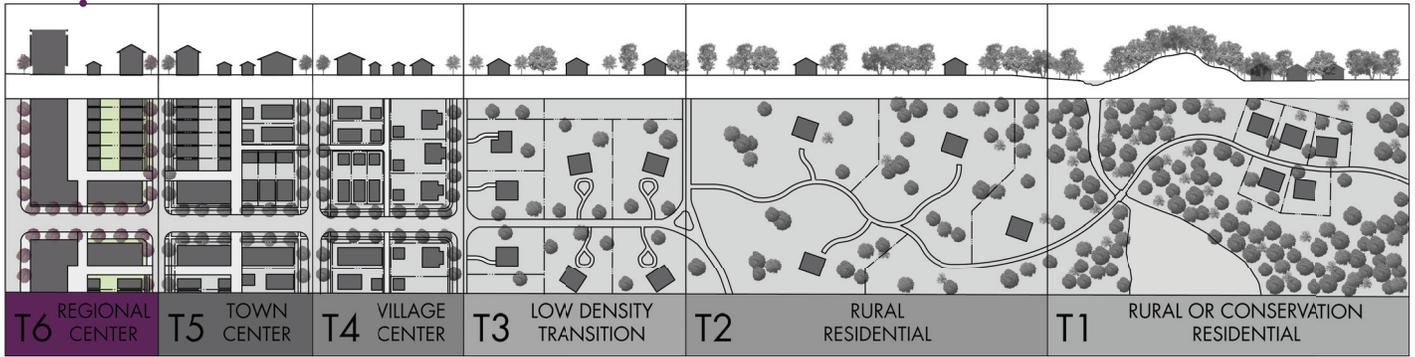
1. The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

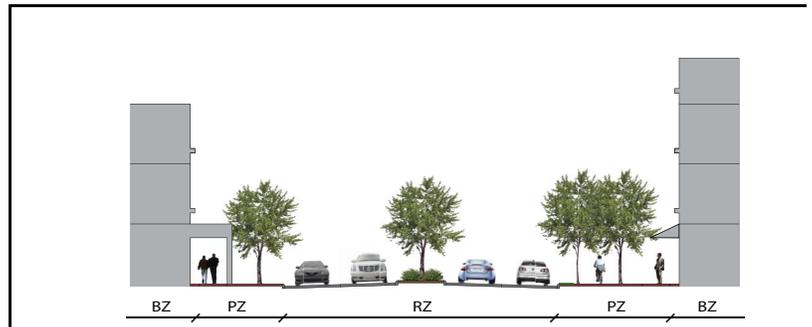
1. Street parking may be provided within Zone 1.
2. Parking lots may be provided within Zone 3.
3. Structured parking may be provided in any zone but is subject to facade regulation.
4. Trash containers shall be stored in Zone 3.





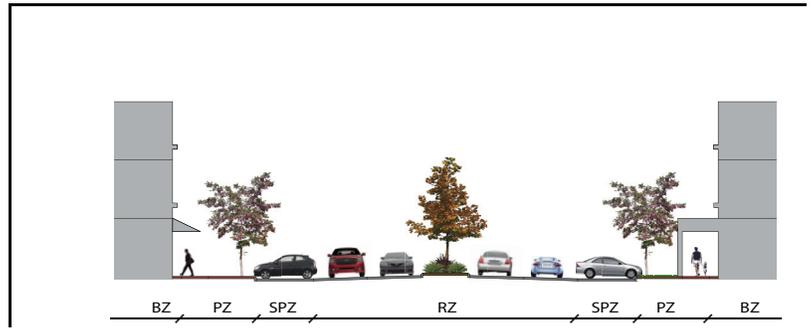
ARTERIAL THOROUGHFARE

R.O.W.	100 - 124 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	30 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



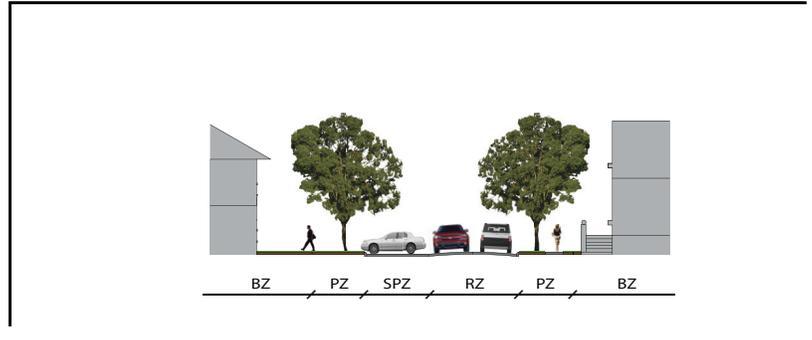
COLLECTOR THOROUGHFARE

R.O.W.	104 - 140 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



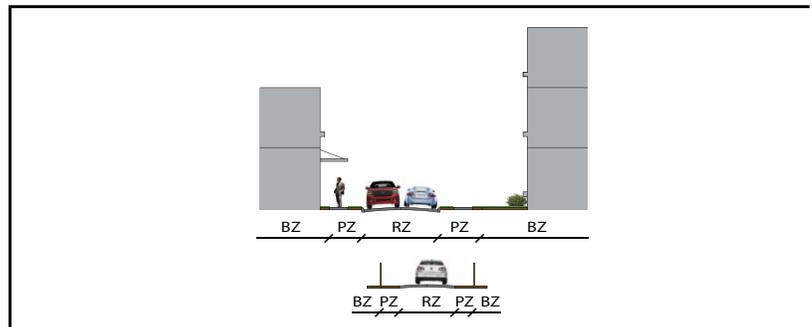
LOCAL THOROUGHFARE

R.O.W.	48 - 75 ft.
Roadbed Zone (RZ)	24 - 29 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	0 - 5 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side max.)
Pedestrian Zone (PZ)	12 - 14 ft. (Each Side)
Sidewalk Width	6 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



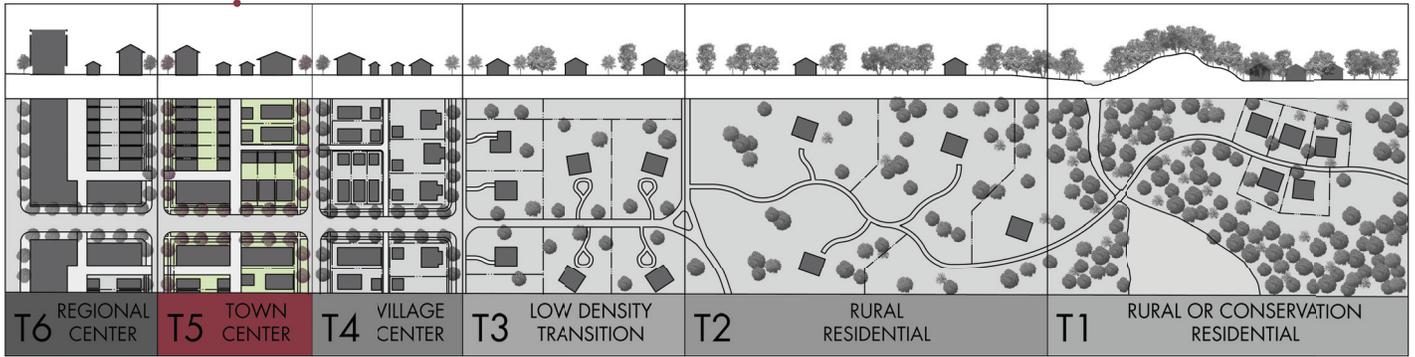
ALLEY

R.O.W.	-
Roadbed Zone (RZ)	18 - 36 ft.
Design Speed	5 - 15 mph
Pavement Width	18 - 36 ft. (1.5 - 3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	7 ft. min. (Each Side) *
Sidewalk Width	4 ft. min.*
Tree Well Width	3 ft. min.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



* Sidewalk in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones
 *** P - Premise / B - Building / R - Regulatory

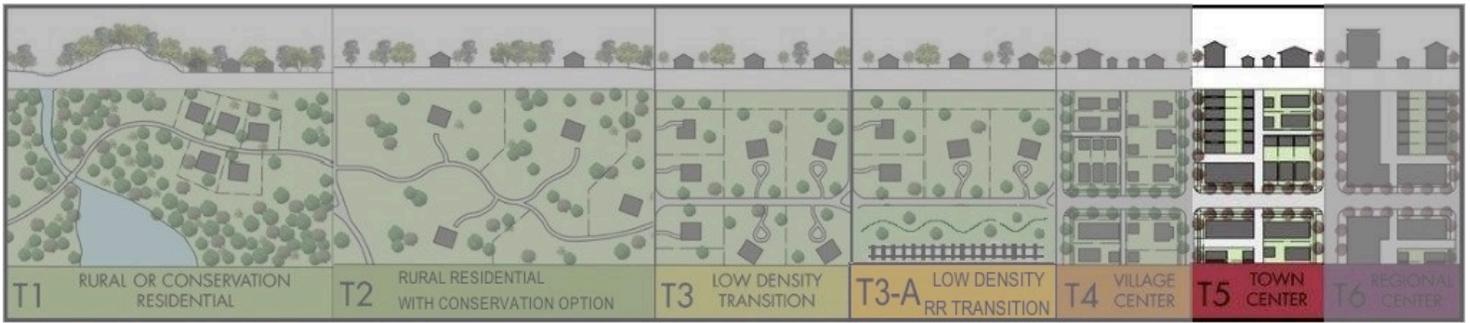
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T5 - TOWN CENTER

The civic center and social identity of Argyle are embodied in this district, which includes a variety of commercial uses that appeal to the citizens of the Town of Argyle. The Town Center district encompasses the historic core of Argyle in a pedestrian-friendly environment, and may be the site of a future transit stop, which would serve to deepen the flavor of this district as a walkable, socially-oriented destination. Commercial uses in the Town Center capture value from traffic from Argyle and neighboring communities on US 377. The district includes a mix of commercial and residential uses, with some office uses allowed. Public facilities are also present in the Town Center. Buildings are a maximum of four stories, are built to address the sidewalk, and delineate the streetscape along with ornamental and street trees planted in a regular rhythm. Residential units are located above ground floor retail, or are otherwise aggregated at densities up to six dwelling units per acre, which allows for townhouses and similar high-quality multifamily units. Units closest to US 377 are the most urban in character, and the flavor of the district transitions to blend with the single-family residential character of surrounding districts. Houses built in a historic period style are encouraged in this district, with review by the Town for appropriate character and location. Parking is available on street, behind stores, and in structured parking with facade restrictions.





LAND USE BREAKDOWN

Commercial (R)	> 0.5 F.A.R.	55%
Commercial (S)	0.3 - 0.5 F.A.R.	
Residential (R)	5 - 6 DU/AC	35%
Residential (S)	4 - 5 DU/AC	
Public Facilities	Varies	10%

BUILDING FUNCTION

Residential	recommended
Lodging	suitable
Office	recommended
Retail	recommended

BUILDING MASSING

Principal Building	4 stories max. 2 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	1,200 s.f. min. 40,000 s.f. max.
Lot Width	18 ft. min. 120 ft. max.
Lot Coverage	80% max

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	2 ft. min. 12 ft. max.
Front Setback Secondary (FSS)	2 ft. min. 12 ft. max.
Side Setback (SS)	0 ft. min. 24 ft. max.
Rear Setback (RS)	0 ft. min.
Frontage Buildout	80% min. at setback

SETBACKS - OUTBUILDING

Front Setback Primary (FSP)	30 ft. min.
Front Setback Secondary (FSS)	10 ft. min.
Side Setback (SS)	0 ft. min.
Rear Setback (RS)	5 ft. min.

PRIVATE FRONTAGES

Common Lawn	not permitted
Porch & Fence	permitted
Terrace	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

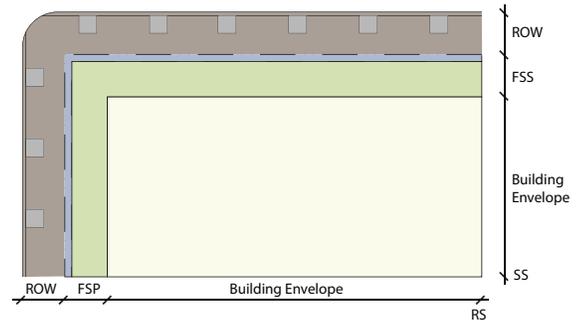
BUILDING MASSING

1. Buildings height shall be measured in number of stories, excluding attics and raised basements.
2. Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which can be a maximum 25 feet.
3. Height shall be measured to eave or roof deck.



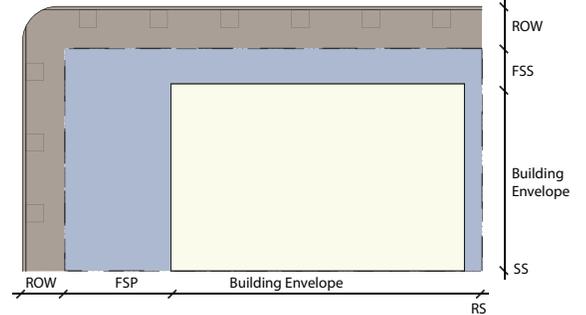
SETBACKS - PRINCIPAL BUILDING

1. The facades and elevations of principal buildings shall be distanced from lot lines as shown.
2. Facades shall be built along the primary frontage to the minimum specified width in the table.



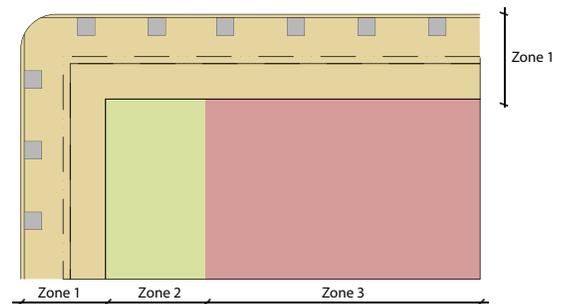
SETBACKS - OUTBUILDING

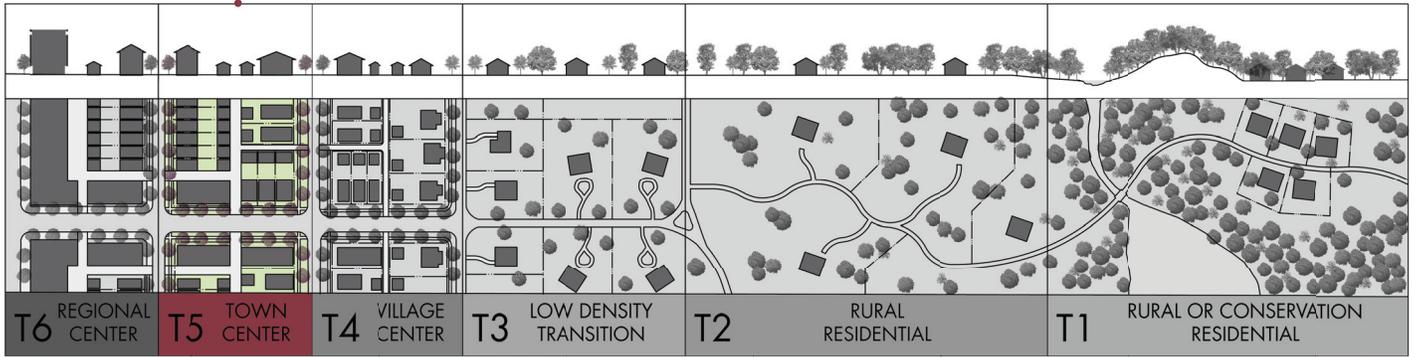
1. The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

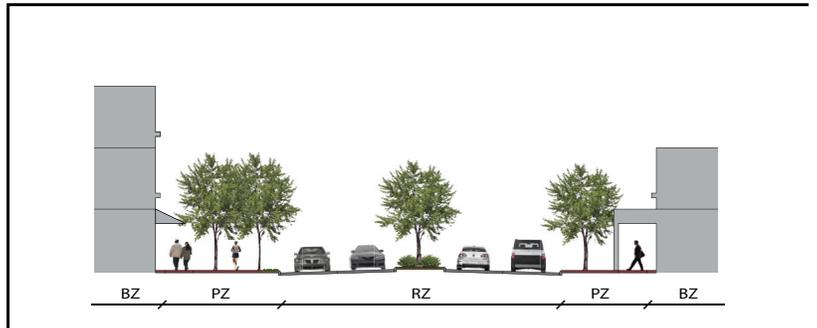
1. Street parking may be provided within Zone 1
2. Parking lots may be provided within Zone 3
3. Structured parking may be provided in any zone but is subject to facade regulation
4. Trash containers shall be stored in Zone 3





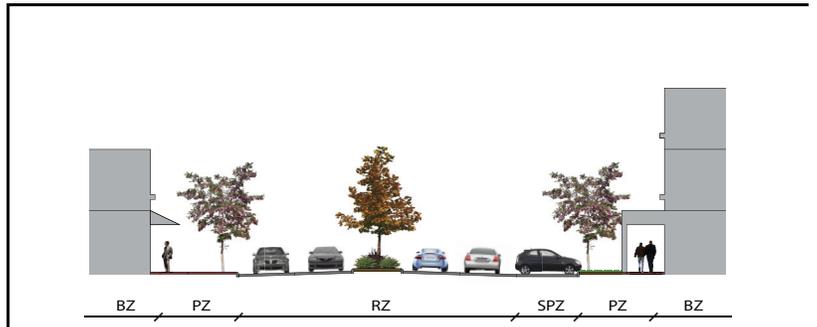
ARTERIAL THOROUGHFARE

R.O.W.	100 - 124 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	30 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



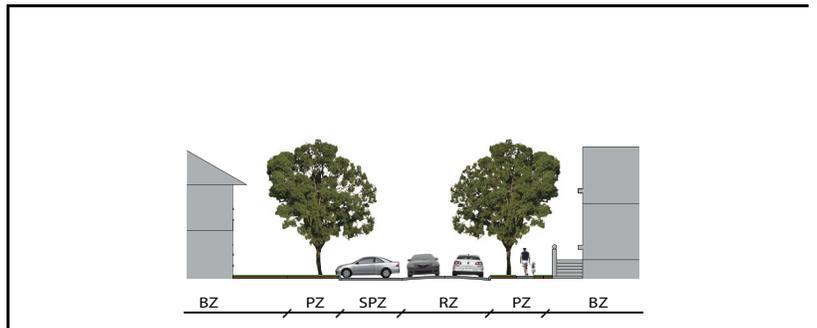
COLLECTOR THOROUGHFARE

R.O.W.	104 - 140 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



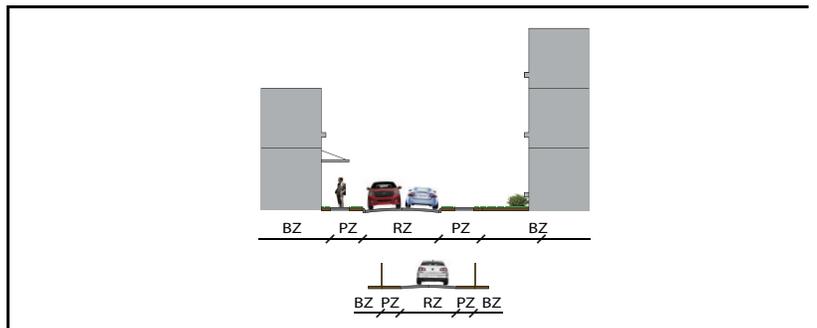
LOCAL THOROUGHFARE

R.O.W.	45 - 75 ft.
Roadbed Zone (RZ)	24 - 29 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	0 - 5 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side max.)
Pedestrian Zone (PZ)	12 - 14 ft. (Each Side)
Sidewalk Width	6 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



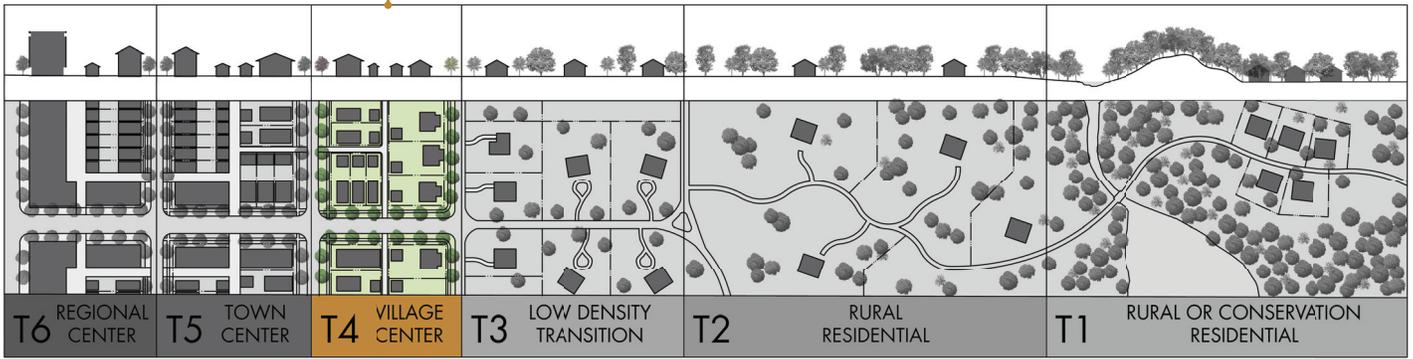
ALLEY

R.O.W.	-
Roadbed Zone (RZ)	18 - 36 ft.
Design Speed	5 - 15 mph
Pavement Width	18 - 36 ft. (1.5 - 3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	7 ft. min. (Each Side) *
Sidewalk Width	4 ft. min. *
Tree Well Width	3 ft. min.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



* Sidewalk in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones / May be left as road shoulder in Alleys
 *** P - Premise / B - Building / R - Regulatory

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T4 - VILLAGE CENTER

The Village Center is located at the longtime principal crossroads of the Town of Argyle, at US 377 and FM 407, and is characterized by walkable, pedestrian-oriented commercial and residential developments. The district is similar to the Town Center, but is less dense and has a higher share of residential uses. Commercial offerings are oriented to smaller scale, local or specialty retail, as in traditional forms of central square shopping districts. The residential and commercial uses are present, with some public facilities as well. The building fabric consists of mixed-use buildings of three stories or less, with a streetscape enlivened with ornamental trees planted at regular intervals, and buildings that front onto the sidewalks. Residential uses may be as dense as six dwelling units per acre in townhouse developments, yet the district transitions outward into more of a traditional single-family form as it approaches surrounding districts of lesser density. A historic period style is encouraged for houses in this district, with review by the Town for appropriate character and location. Parking is available on street, behind buildings, and in structured parking with facade restrictions.





LAND USE BREAKDOWN

Commercial (R)	> 0.4 F.A.R.	40%
Commercial (S)	0.3 - 0.4 F.A.R.	
Residential (R)	5 - 6 DU/AC	50%
Residential (S)	4 - 5 DU/AC	
Public Facilities	Varies	10%

BUILDING FUNCTION

Residential	recommended
Lodging	-
Office	recommended
Retail	recommended

BUILDING MASSING

Principal Building	3 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	1,200 s.f. min. 20,000 s.f. max.
Lot Width	18 ft. min. 96 ft. max.
Lot Coverage	70% max

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	2 ft. min. 12 ft. max.
Front Setback Secondary (FSS)	2 ft. min. 12 ft. max.
Side Setback (SS)	0 ft. min. 24 ft. max.
Rear Setback (RS)	0 ft. min.
Frontage Buildout	60% min. at setback

SETBACKS - OUTBUILDING

Front Setback Primary (FSP)	30 ft. min.
Front Setback Secondary (FSS)	10 ft. min.
Side Setback (SS)	0 ft. min.
Rear Setback (RS)	5 ft. min.

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	not permitted
Arcade	not permitted

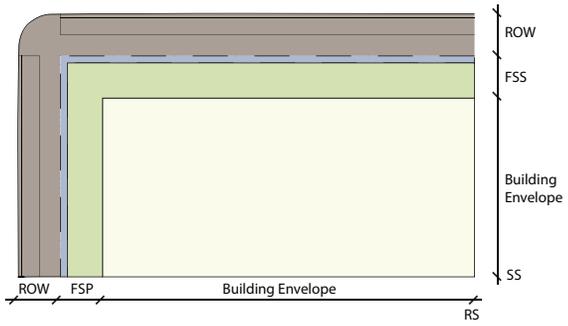
BUILDING MASSING

- Buildings height shall be measured in number of stories, excluding attics and raised basements.
- Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which can be a maximum 25 feet.
- Height shall be measured to eave or roof deck.



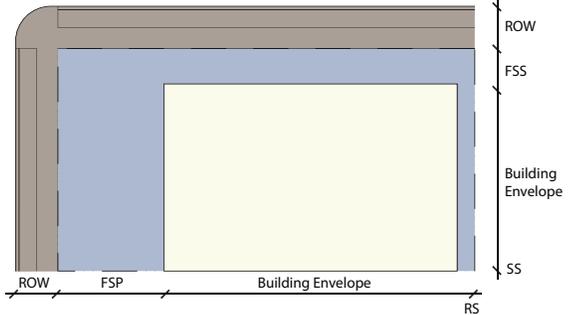
SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.



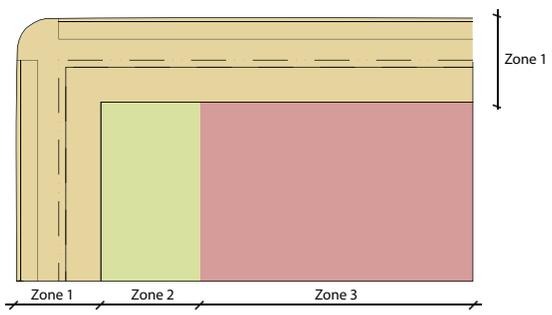
SETBACKS - OUTBUILDING

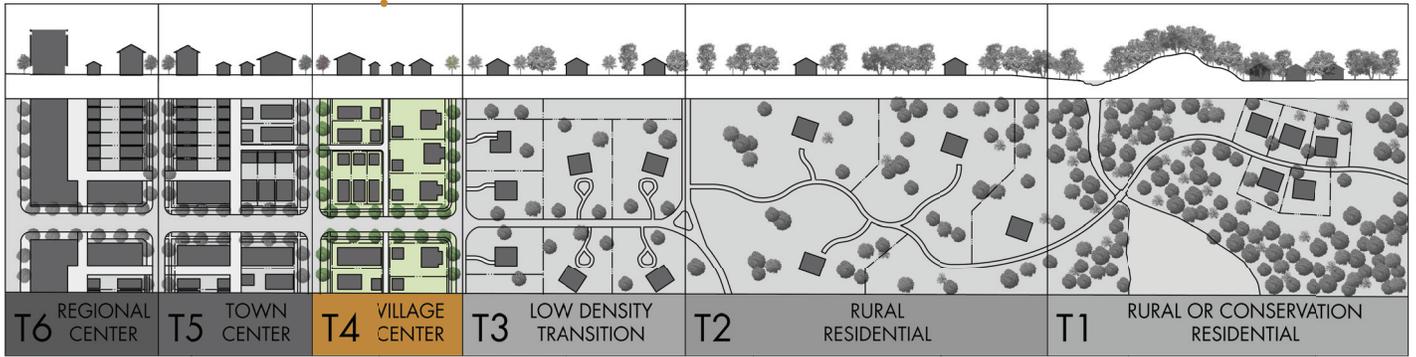
- The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

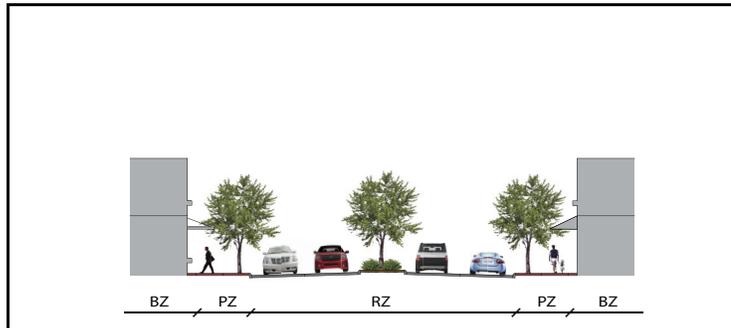
- Street parking may be provided within Zone 1
- Parking lots may be provided within Zone 3
- Structured parking may be provided in any zone but is subject to facade regulation
- Trash containers shall be stored in Zone 3





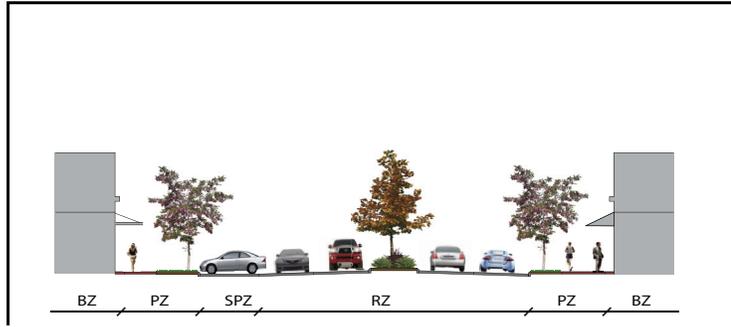
ARTERIAL THOROUGHFARE

R.O.W.	100 - 124 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	30 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



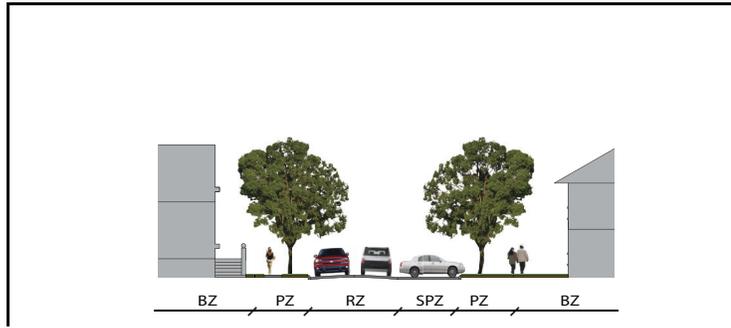
COLLECTOR THOROUGHFARE

R.O.W.	88 - 140 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



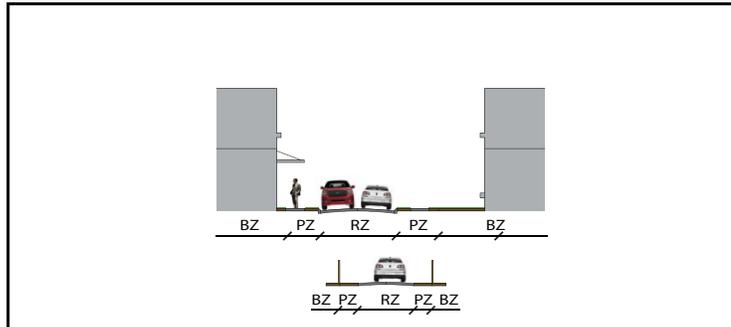
LOCAL THOROUGHFARE

R.O.W.	44 - 66 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side max.)
Pedestrian Zone (PZ)	10 - 12 ft. (Each Side)
Sidewalk Width	4 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



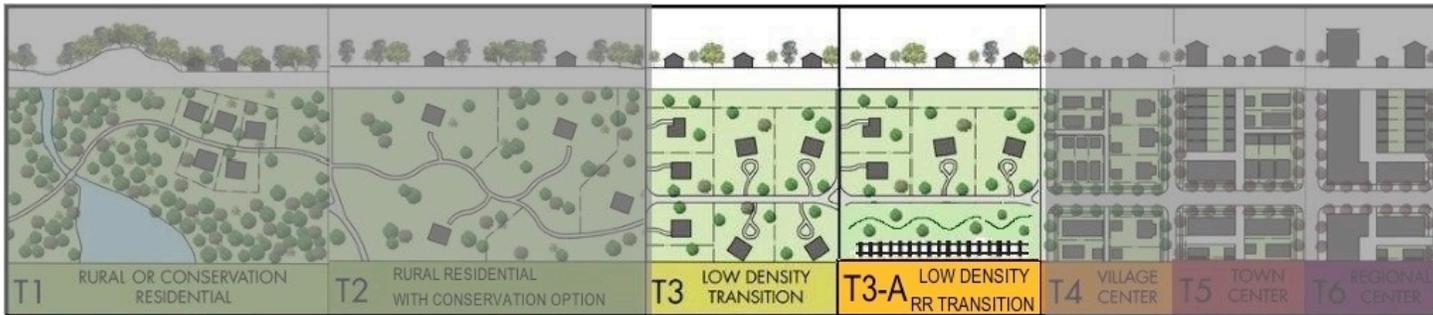
ALLEY

R.O.W.	-
Roadbed Zone (RZ)	18 - 36 ft.
Design Speed	5 - 15 mph
Pavement Width	18 - 36 ft. (1.5 - 3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	7 ft. min. (Each Side) *
Sidewalk Width	4 ft. min. *
Tree Well Width	3 ft. min.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



* Sidewalk in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones / May be left as road shoulder in Alleys
 *** P - Premise / B - Building / R - Regulatory

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T3 - LOW DENSITY TRANSITION

Transitions in a town with diverse built forms are essential to avoid abrupt changes in visual and physical character between districts. The Low Density Transition district provides a zone in which uses and density evolve from higher density, commercially-oriented centers in the Village and Town Centers to the low density residential character valued by Argyle. This district has a traditional single-family residential character, with some neighborhood commercial and public facilities located here as well. Density may reach up to three dwelling units per acre, though 60% of the T3 zone is 1 dwelling unit per acre; buildings throughout the district have 24-foot setbacks and are limited to two and a half stories. Tree plantings also transition, moving away from equally-spaced street trees to more naturalistic swaths or groupings.



T3A - LOW DENSITY RAILROAD TRANSITION

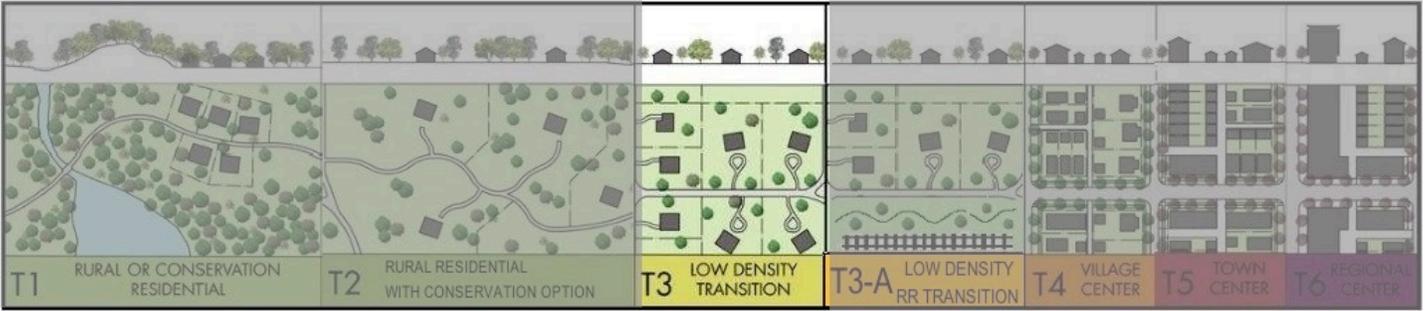
The unique area that comprises T3A lies west of the UP Rail Lane. This zone creates a transition from the active railroad track and US 377 to the primarily rural residential uses to the west of Stonecrest Road. This district is exclusively residential with public facility and park allowances and connecting trail requirements that run along the railroad ROW with heavy landscape buffering and 30% open space required. Density contemplated for this district is 1 unit/acre Recommended with 1.25 units/acre Suitable allowances based on the discretion of the Town Council. Building setbacks and height limitations mirror the T3 district. Tree plantings increase along the trail and railroad ROW in a manner that reflects natural swaths and groupings. New developments should provide appropriate buffers when adjacent to T1 or T2 or existing 2.5 acres+ residential developments. New development should provide 50' protection zones along either side of existing creeks, streams, and drainage channels. Trails within new developments should be located along the rail lane and not along highways or adjacent to T1, T2 or existing 2.5 acres+ residential developments. New developments should be sensitive to existing topography and avoid removal of existing hillsides to accommodate new lots.



T3A Density Calculation Example:

100 acre parcel will accommodate 100 units (Recommended) or 125 units (Suitable). 30% of the area must be designated open space in which street ROW, gas well pad sites and other non-usable areas may NOT be used in the 30% calculation.





LAND USE BREAKDOWN

Commercial (R)	> 0.35 F.A.R.	10%
Commercial (S)	< 0.35 F.A.R.	
Residential (R)	< 1 DU/AC	75%
Residential (S)	1 - 2 DU/AC	
Public Facilities	Varies	15%

BUILDING FUNCTION

Residential	recommended
Lodging	-
Office	suitable
Retail	suitable

BUILDING MASSING

Principal Building	2 stories max. 1 min.
Outbuilding	2.5 stories max. 1 min.

LOT OCCUPATION

Lot Area	10,000 s.f. min.
Lot Width	70 ft. min.
Lot Coverage	60% max.

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	24 ft. min.
Front Setback Secondary (FSS)	12 ft. min.
Side Setback (SS)	12 ft. min.
Rear Setback (RS)	12 ft. min.
Frontage Buildout	30% min. at setback

SETBACKS - OUTBUILDING

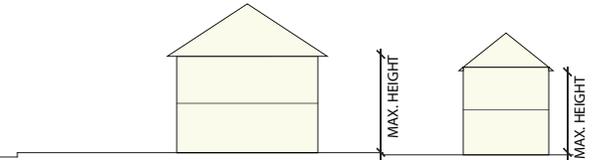
Front Setback Primary (FSP)	20 ft. min.
Front Setback Secondary (FSS)	10 ft. min.
Side Setback (SS)	0 ft. min.
Rear Setback (RS)	5 ft. min.

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	permitted
Gallery	not permitted
Arcade	not permitted

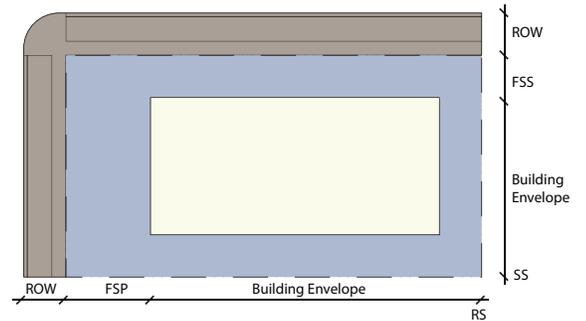
BUILDING MASSING

- Buildings height shall be measured in number of stories, excluding attics and raised basements.
- Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which can be a maximum 25 feet.
- Height shall be measured to eave or roof deck.



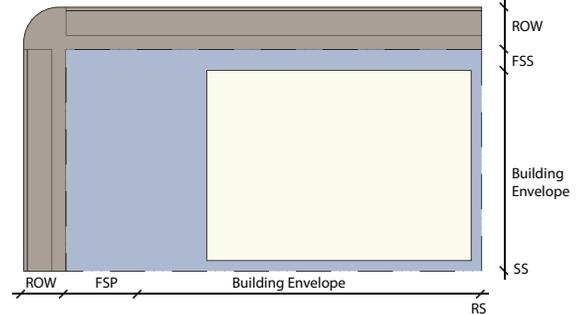
SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.



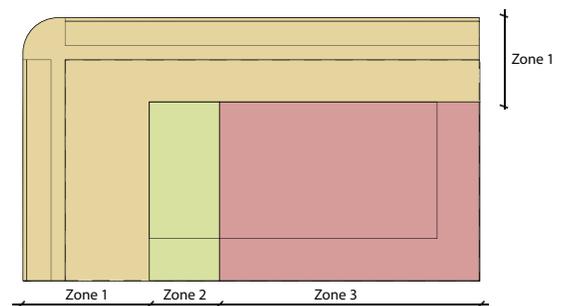
SETBACKS - OUTBUILDING

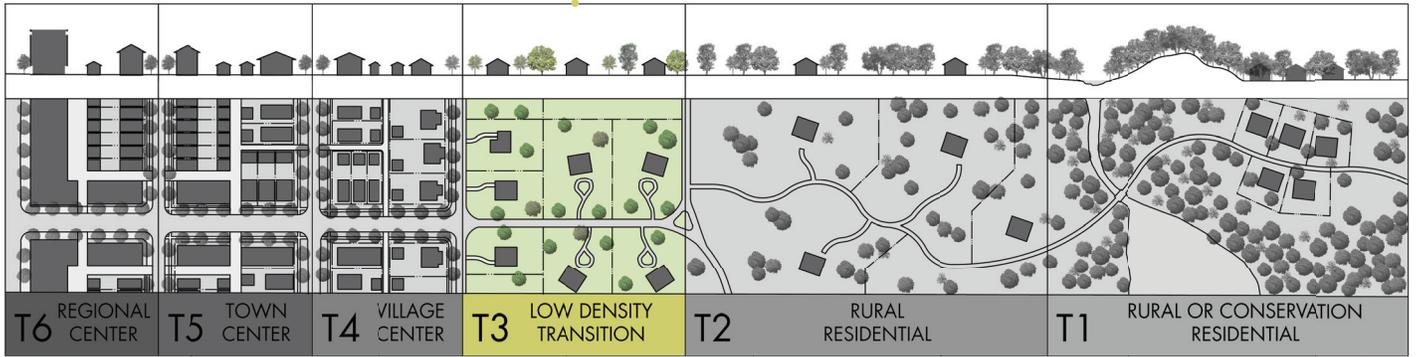
- The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

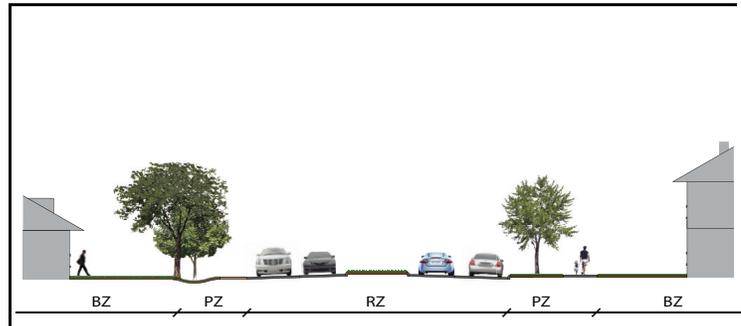
- Street parking may be provided within Zone 1
- Parking lots may be provided within Zone 3
- Structured parking may be provided in any zone but is subject to facade regulation
- Trash containers shall be stored in Zone 3





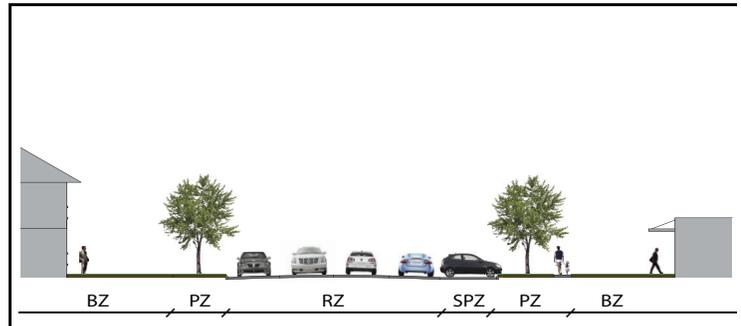
ARTERIAL THOROUGHFARE

R.O.W.	104 - 128 ft.
Roadbed Zone (RZ)	68 ft.
Design Speed	50 mph
Pavement Width	48 ft. (4 Lanes)
Median	20 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



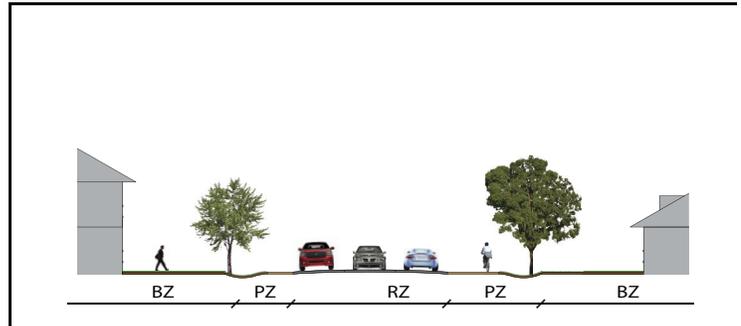
COLLECTOR THOROUGHFARE (West of US 377)

R.O.W.	91 - 122 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 35 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16 ft.
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft.*
Tree Well Width	6 - 8 ft.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



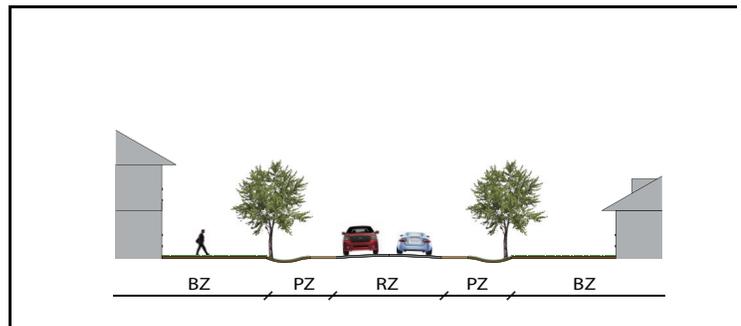
COLLECTOR THOROUGHFARE (East of US 377)

R.O.W.	74 - 92 ft.
Roadbed Zone (RZ)	34 ft.
Design Speed	25 - 35 mph
Pavement Width	34 ft. (3 Lanes)
Median	-
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft.*
Tree Well Width	6 - 8 ft.**
Signage	B / R***
Building Zone (BZ)	See Private Realm

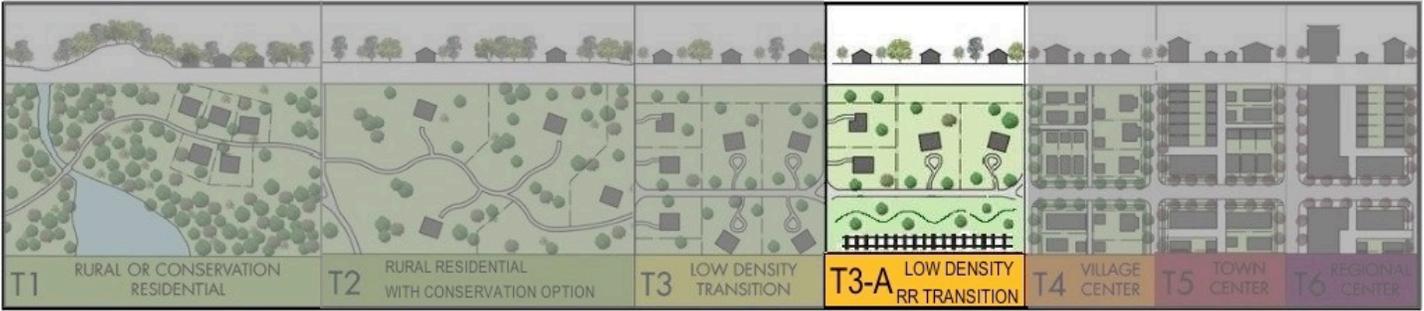


LOCAL THOROUGHFARE

R.O.W.	44 - 56 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	20 - 25 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	10 - 16 ft. (Each Side)
Sidewalk Width	-
Tree Well Width / Swale	10 - 16 ft.**
Signage	R***
Building Zone (BZ)	See Private Realm



* Sidewalk on (1) side min. / Bike path may substitute sidewalk
 ** Tree Well can be paved in Commercial Zones
 *** P - Premise / B - Building / R - Regulatory



LAND USE BREAKDOWN

Commercial (R)	.	100%
Commercial (S)	.	
Residential (R)	1 DU/AC	100%
Residential (S)	1.25 DU/AC	
Public Facilities	Varies	

BUILDING FUNCTION

Residential	recommended
Lodging	
Office	
Retail	

BUILDING MASSING

Principal Building	2 stories max. 1 min.
Outbuilding	2 stories max. 1 min.

LOT OCCUPATION

Lot Area	10,000 s.f. min.
Lot Width	70 ft. min.
Lot Coverage	60% max.

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	24 ft. min.
Front Setback Secondary (FSS)	12 ft. min.
Side Setback (SS)	12 ft. min.
Rear Setback (RS)	12 ft. min.
Frontage Buildout	30% min. at setback

SETBACKS - OUTBUILDING

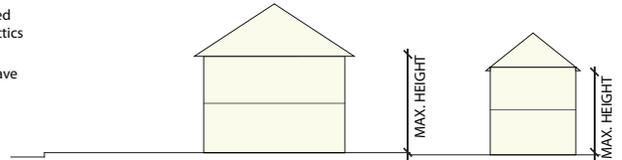
Front Setback Primary (FSP)	
Front Setback Secondary (FSS)	
Side Setback (SS)	
Rear Setback (RS)	

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted

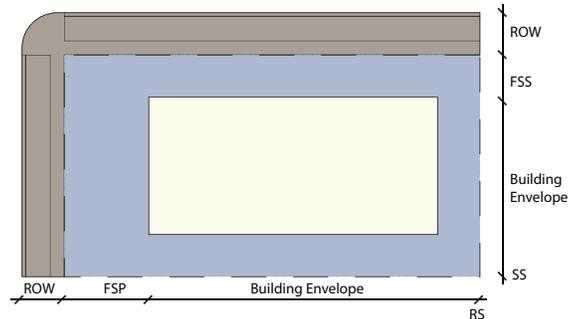
BUILDING MASSING

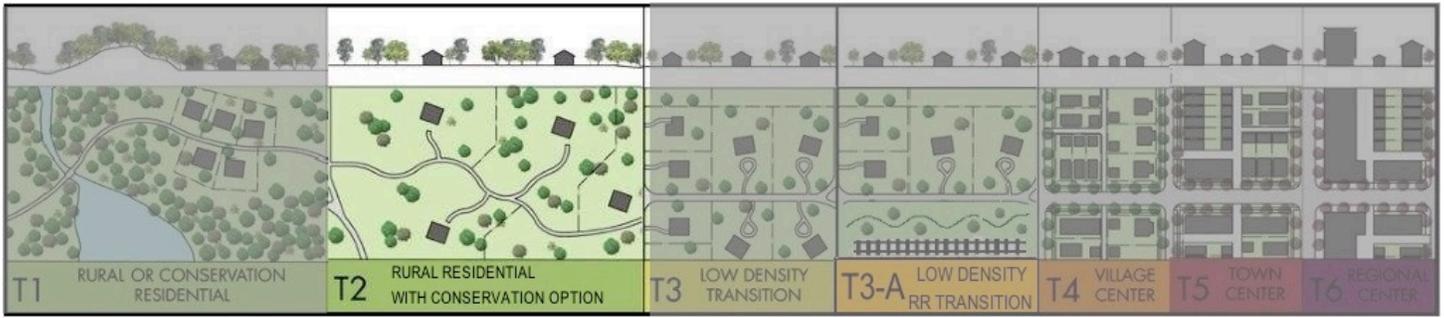
- Buildings height shall be measured in number of stories, excluding attics and raised basements.
- Height shall be measured from eave or roof deck



SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.

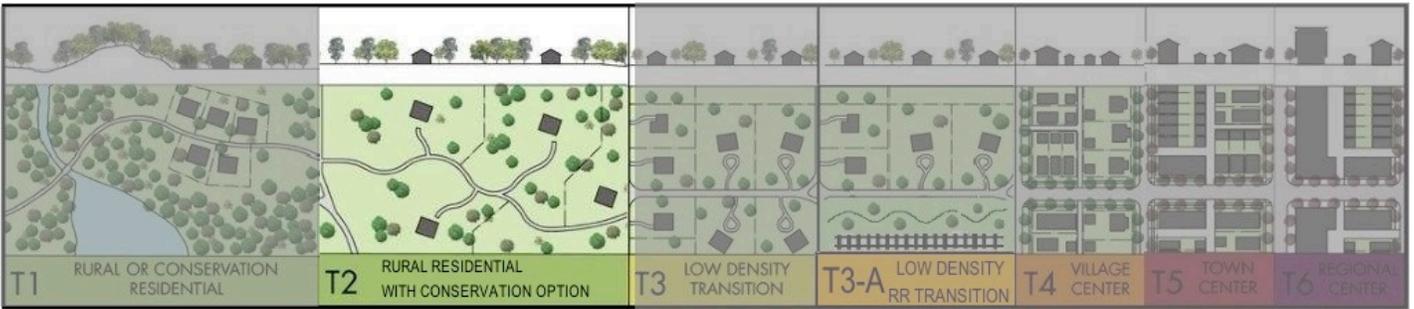




T2 - RURAL RESIDENTIAL WITH CONSERVATION OPTION

The Rural Residential district embodies the rural heritage of the Town of Argyle, encompassing open views of the ground plane and a single-family residential fabric. The district occupies higher ridgelines, which are the visible landscape from adjacent roadways, and thus forms an essential part of the visual identity of Argyle to residents and visitors alike. Large lots of five acres are the norm, with buildings limited to two stories in height. 95% of the district is residential, with some public facilities also possible. Trees are planted in naturalistic groupings, and streets have no curb or sidewalk in keeping with the rural character. Large 100-foot setbacks are required in order to preserve the open views and rural visual quality that characterize Argyle. The T2 district transitions from slightly more dense single family in the T3 district to the rural character that makes up the largest portion of Argyle. Conservation zoning is allowed at the discretion of the Town Council in applications that warrant significant open space and tree preservation, but must still adhere to the overall unit per acre limitation prescribed by the Comp Plan.





***LAND USE BREAKDOWN**

Commercial (R)	-	0%
Commercial (S)	-	
Residential (R)	5.0 AC/DU	95%
Residential (S)	5.0 AC/DU	
Public Facilities	Varies	5%

BUILDING FUNCTION

Residential	recommended
Lodging	-
Office	-
Retail	-

BUILDING MASSING

Principal Building	2 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	108,900 s.f. min.
Lot Width	not applicable
Lot Coverage	not applicable

BUILDING DISPOSITION

Front Setback Primary (FSP)	100 ft. min.
Front Setback Secondary (FSS)	24 ft. min.
Side Setback (SS)	24 ft. min.
Rear Setback (RS)	24 ft. min.
Frontage Buildout	not applicable

SETBACKS - OUTBUILDING

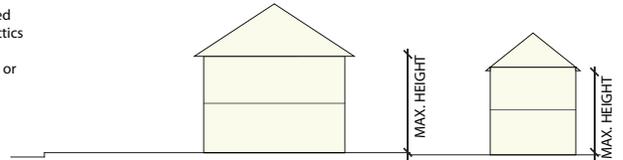
Front Setback Primary (FSP)	not applicable
Front Setback Secondary (FSS)	not applicable
Side Setback (SS)	not applicable
Rear Setback (RS)	not applicable

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

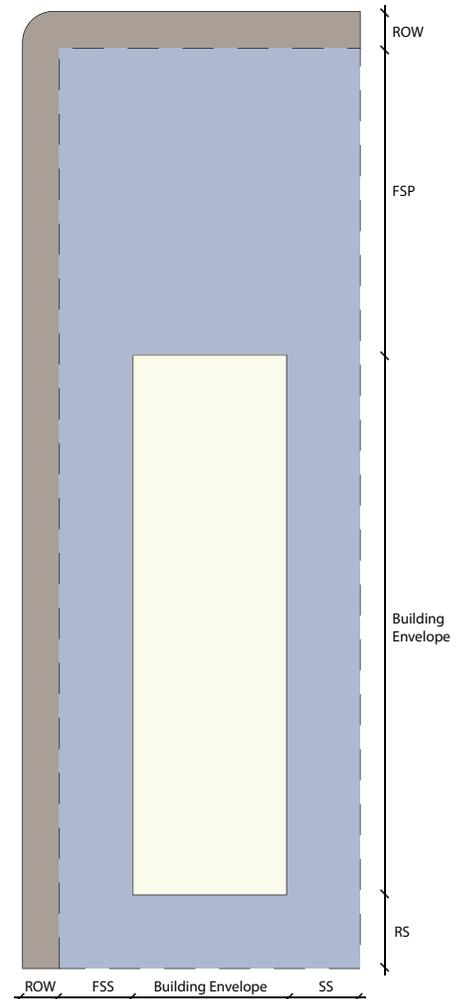
BUILDING MASSING

1. Buildings height shall be measured in number of stories, excluding attics and raised basements.
2. Height shall be measured to eave or roof deck.

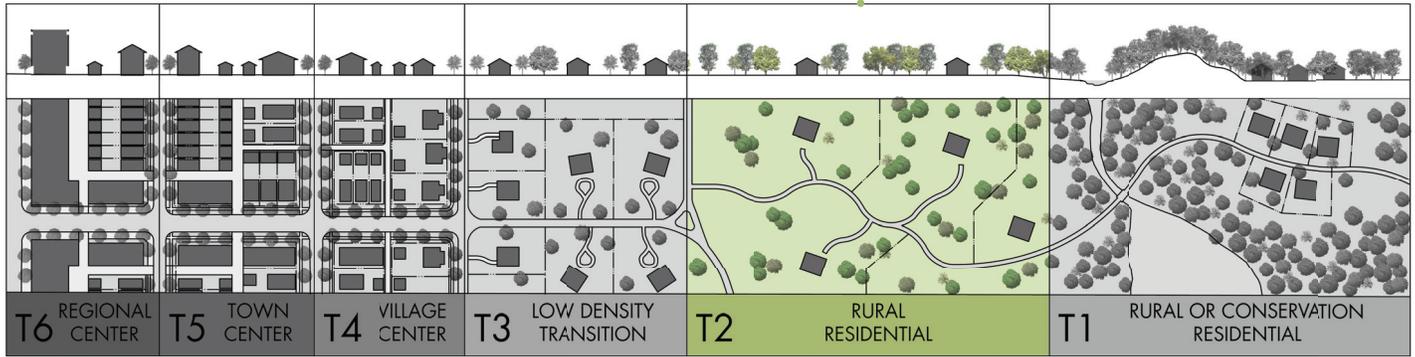


SETBACKS - PRINCIPAL BUILDING

1. The facades and elevations of principal buildings shall be distanced a minimum from lot lines as shown.

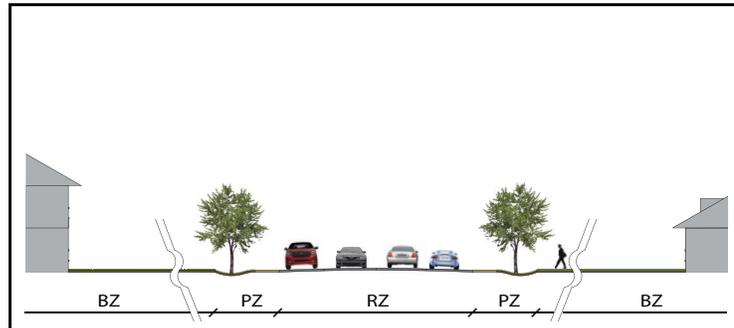


* Conservation standards if approved are the same as allowed in T1 while still preserving overall unit/acre limitations



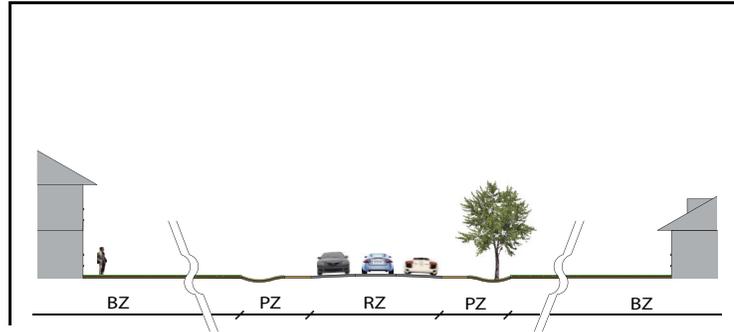
COLLECTOR THOROUGHFARE (West of US 377)

R.O.W.	80 - 104 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 35 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft.
Tree Well Width	6 - 8 ft.
Signage	B / R***
Building Zone (BZ)	See Private Realm



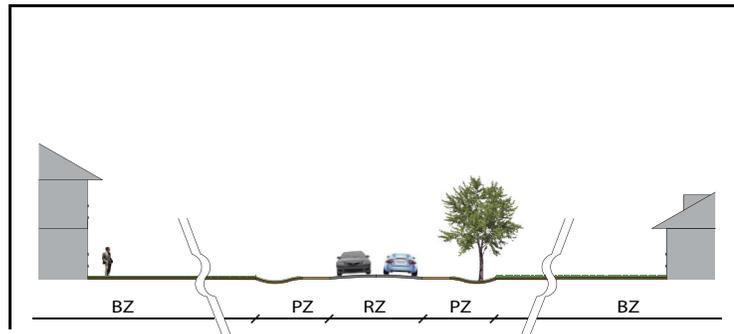
COLLECTOR THOROUGHFARE (East of US 377)

R.O.W.	66 - 74 ft.
Roadbed Zone (RZ)	34 ft.
Design Speed	25 - 35 mph
Pavement Width	34 ft. (3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft.
Tree Well Width	6 - 8 ft.
Signage	B / R***
Building Zone (BZ)	See Private Realm



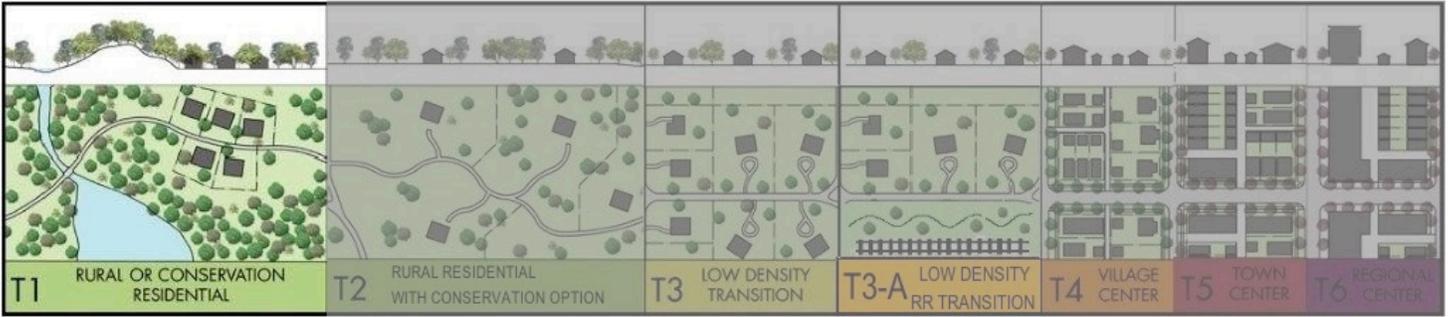
LOCAL THOROUGHFARE

R.O.W.	52 ft.
Roadbed Zone (RZ)	20 ft.
Design Speed	20 - 25 mph
Pavement Width	20 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	16 ft. (Each Side)
Sidewalk Width	-
Tree Well Width / Swale	16 - 32 ft.
Signage	R***
Building Zone (BZ)	See Private Realm



*** B - Building / R - Regulatory

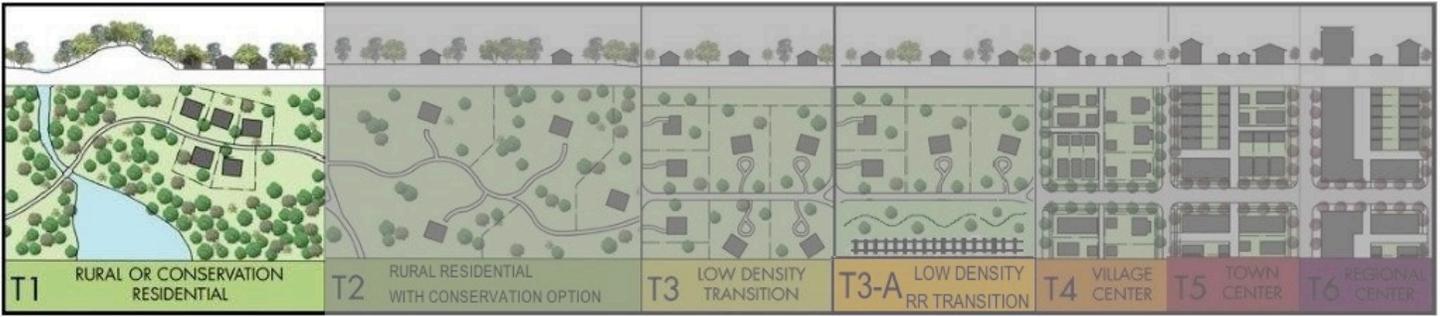
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T1 - RURAL OR CONSERVATION RESIDENTIAL

Argyle occupies a unique location, with land in the Cross Timbers ecosystem in which higher ridgelines alternate with low-lying floodplain zones. The T1 district protects the streambeds and floodplain zones which are so important to the cultural and environmental identity of Argyle. This district has large lots of five to ten acres, with traditionally rural single-family uses and conservation development allowed (subject to review). A significant portion of the Town of Argyle is classified in this district, which preserves open views of the rural landscape and land adjacent to floodplains and waterways for the future. The T1 district is a strictly low-density residential area, with other uses restricted. Buildings are limited to two stories, and densities vary from one dwelling unit per five acres to one dwelling unit per ten acres, with variances for conservation development which allow the clustering of homes on smaller lots, but which do not increase the allowed T1 density.





LAND USE BREAKDOWN

Commercial (R)	-	0%
Commercial (S)	-	
Residential (R)	10 AC/DU	90%
Residential (S)	5 AC/DU	
Public Facilities	Varies	10%

BUILDING FUNCTION

Residential	recommended
Lodging	-
Office	-
Retail	-

BUILDING MASSING

Principal Building	2 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	217,800 s.f. min.
Lot Width	not applicable
Lot Coverage	not applicable

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	100 ft. min.
Front Setback Secondary (FSS)	24 ft. min.
Side Setback (SS)	24 ft. min.
Rear Setback (RS)	24 ft. min.
Frontage Buildout	not applicable

SETBACKS - OUTBUILDING

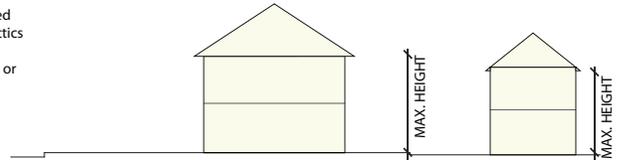
Front Setback Primary (FSP)	not applicable
Front Setback Secondary (FSS)	not applicable
Side Setback (SS)	not applicable
Rear Setback (RS)	not applicable

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

BUILDING MASSING

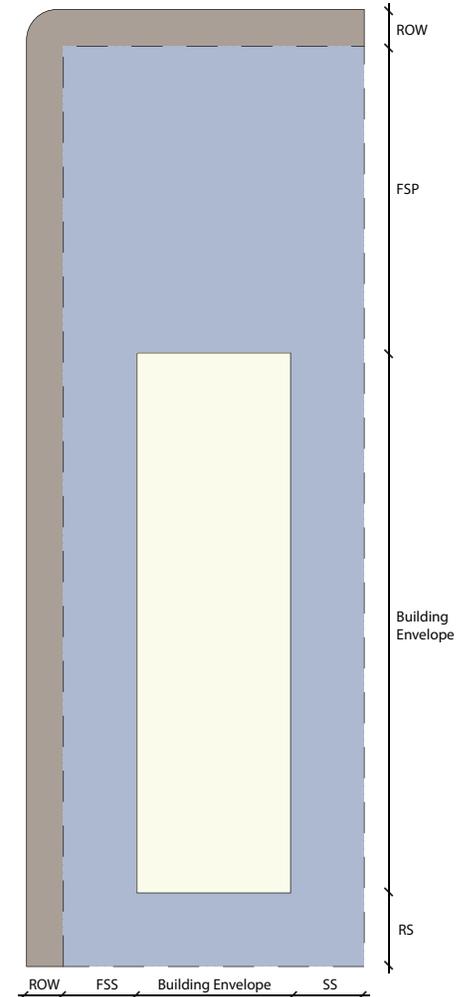
1. Buildings height shall be measured in number of stories, excluding attics and raised basements.
2. Height shall be measured to eave or roof deck.



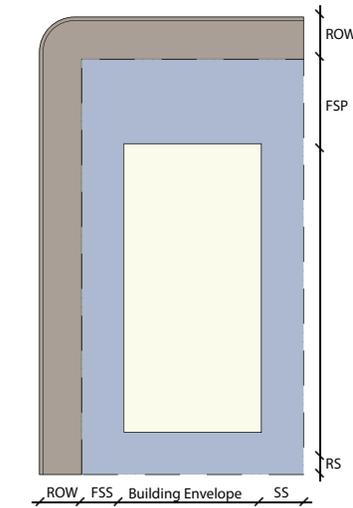
SETBACKS - PRINCIPAL BUILDING

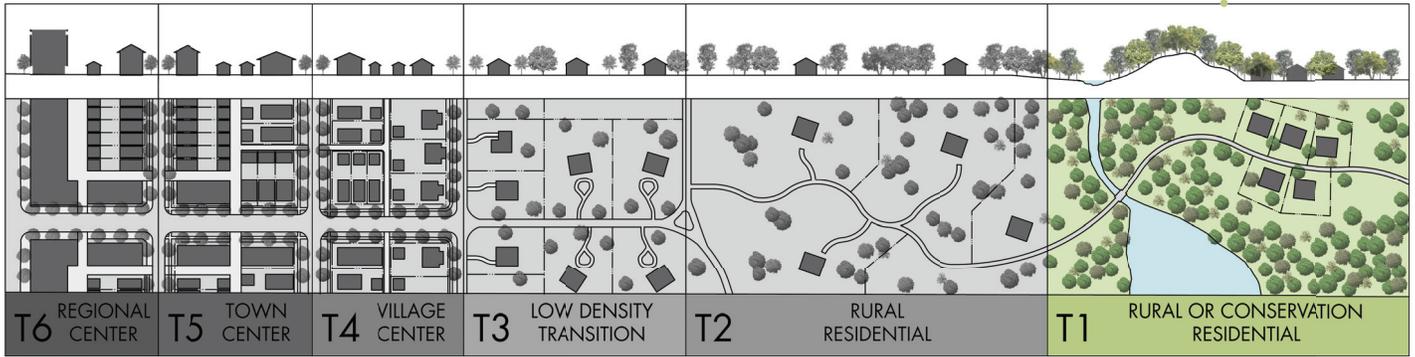
1. The facades and elevations of principal buildings shall be distanced a minimum from lot lines as shown.
2. Typical Development permitted by right
3. Conservation Development permitted as approved by P & Z 1 DU/AC max.

TYPICAL DEVELOPMENT



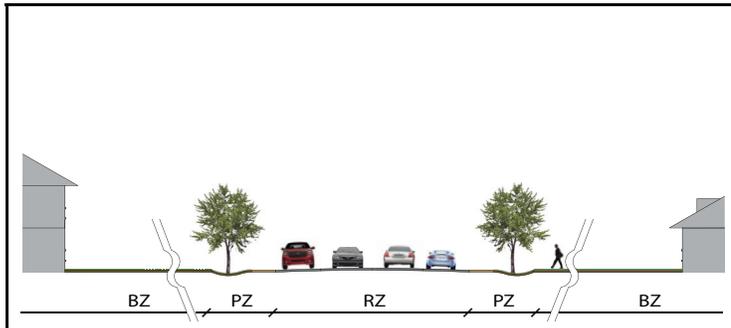
CONSERVATION DEVELOPMENT





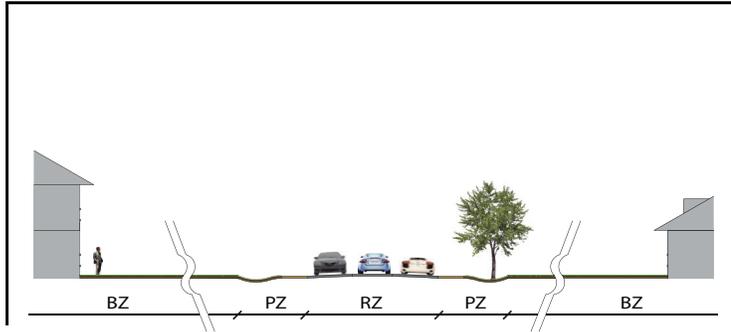
COLLECTOR THOROUGHFARE (West of US 377)

R.O.W.	80 - 104 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 35 mph
Pavement Width	48 ft. (3 Lanes)
Median	0, 16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft.
Tree Well Width	6 - 8 ft.
Signage	B / R***
Building Zone (BZ)	See Private Realm



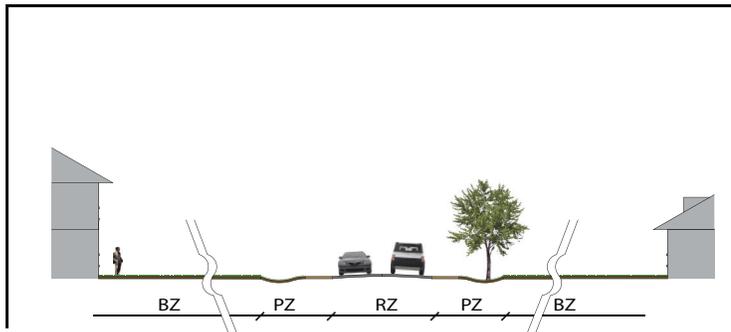
COLLECTOR THOROUGHFARE (East of US 377)

R.O.W.	66 - 74 ft.
Roadbed Zone (RZ)	34 ft.
Design Speed	25 - 35 mph
Pavement Width	34 ft. (3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft.
Tree Well Width	6 - 8 ft.
Signage	B / R***
Building Zone (BZ)	See Private Realm



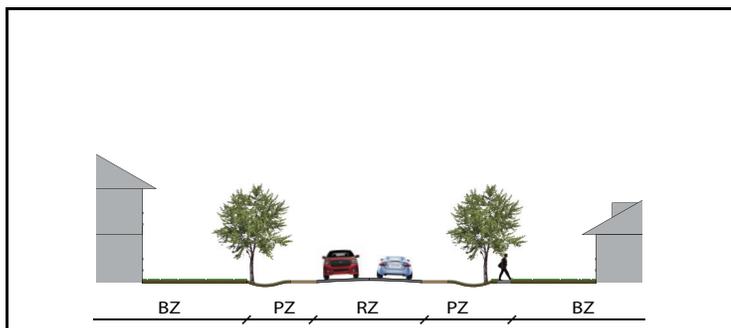
LOCAL THOROUGHFARE

R.O.W.	44 - 56 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	20 - 25 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	10 - 16 ft. (Each Side)
Sidewalk Width	-
Tree Well Width / Swale	10 - 16 ft.
Signage	R***
Building Zone (BZ)	See Private Realm



LOCAL THOROUGHFARE (conservation only)

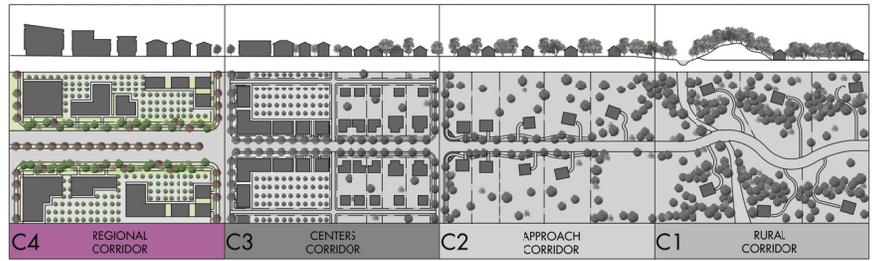
R.O.W.	32 - 56 ft.
Roadbed Zone (RZ)	20 ft.
Design Speed	20 - 25 mph
Pavement Width	20 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	6 - 18 ft. (Each Side)
Sidewalk Width	4 - 6 ft. (Optional)
Tree Well Width / Swale	6 - 12 ft.
Signage	R***
Building Zone (BZ)	See Private Realm



*** P - Premise / B - Building / R - Regulatory

C4

Regional Corridor land uses are primarily commercial, which provides significant tax revenue to Argyle. This medium density district is regionally oriented and energized by its location along the I-35 corridor. Some residential and public facilities are also present in these mixed use corridors.

**C3**

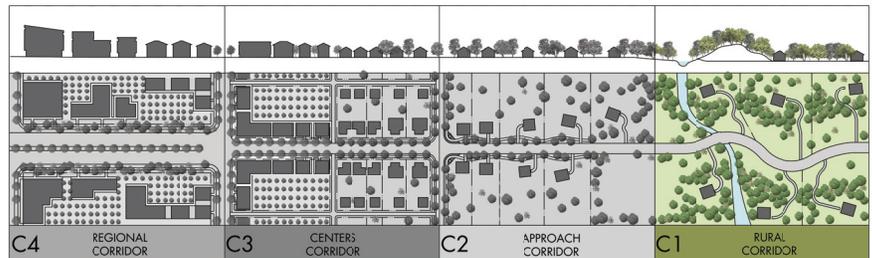
Centers Corridor land uses are primarily commercial, with complementary residential and public facilities also present. This medium to low density district links the major commercial centers.

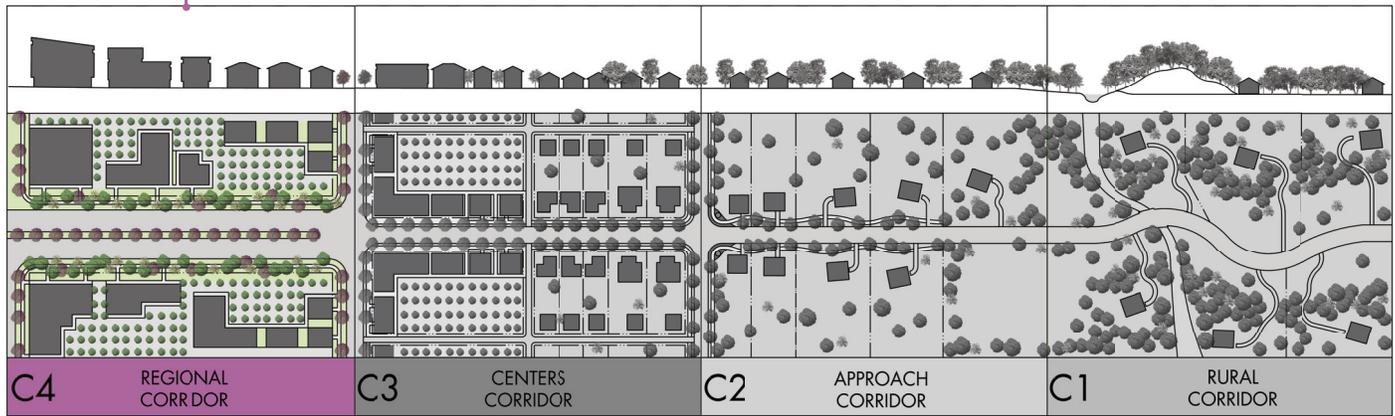
**C2**

The Approach Corridor district is primarily single unit residential, with some neighborhood commercial and public facility uses. This district provides a sense of arrival as an identity gateway for Argyle.

**C1**

The Rural Corridor has very low density single family houses, with some public facilities as well. This corridor is a culturally important identifier for Argyle. The rural landscape and views are protected by significant setback requirements.

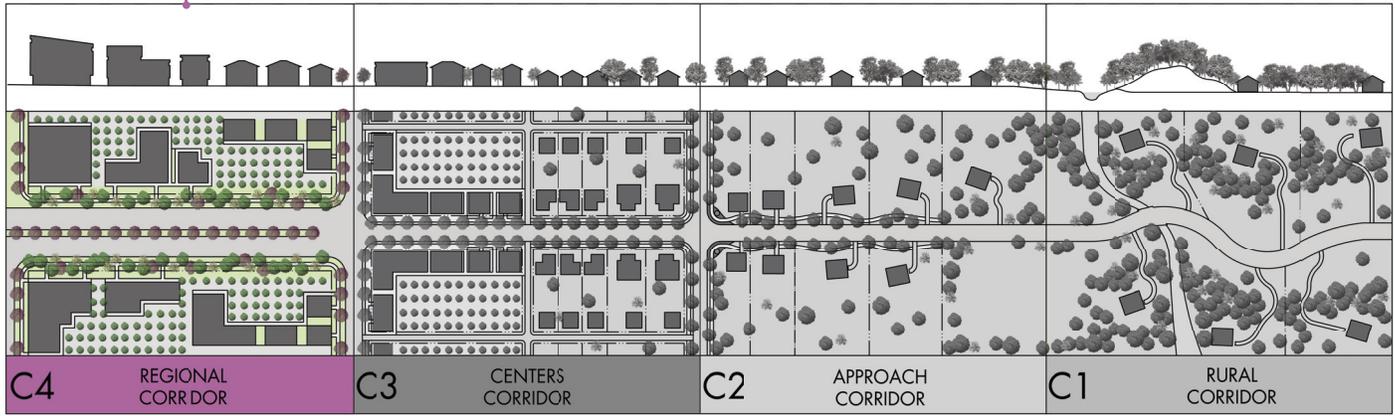




C4 - REGIONAL CORRIDOR

A connection between the destination specialty retail located in the Regional Centers is essential to stitch together an aggregation of diverse commercial districts. The Regional Corridor is a commercially-focused zone that connects the Regional Centers, and is oriented to capture value from the I-35W corridor. Commercial uses account for 80% of the corridor, with some residential and public facilities uses as well. Setbacks are more varied than in the Regional Centers, and big box retail is present, with a maximum of 4 stories allowed for building heights. Street trees are planted in a regularly-spaced rhythm. Street parking, parking lots, and parking structures with facade restrictions are located in the Regional Corridor.





LAND USE BREAKDOWN

Commercial (R)	> 0.6 F.A.R.	80%
Commercial (S)	0.4 - 0.6 F.A.R.	
Residential (R)	10 - 12 DU/AC	15%
Residential (S)	8 - 10 DU/AC	
Public Facilities	Varies	5%

BUILDING FUNCTION

Residential	suitable
Lodging	recommended
Office	recommended
Retail	recommended

BUILDING MASSING

Principal Building	4 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	5,000 s.f. min. 100,000 s.f. max.
Lot Width	18 ft. min. 700 ft. max
Lot Coverage	90% max

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	2 ft. min. 100 ft. max
Front Setback Secondary (FSS)	2 ft. min. 50 ft. max
Side Setback (SS)	0 ft. min.
Rear Setback (RS)	0 ft. min.
Frontage Buildout	50% min. at setback

SETBACKS - OUTBUILDING

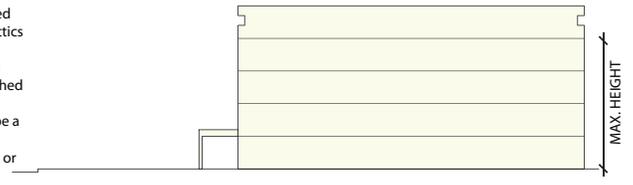
Front Setback Primary (FSP)	50 ft. min.
Front Setback Secondary (FSS)	10 ft. min
Side Setback (SS)	2 ft. min
Rear Setback (RS)	5 ft. min

PRIVATE FRONTAGES

Common Lawn	not permitted
Porch & Fence	not permitted
Terrace	not permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

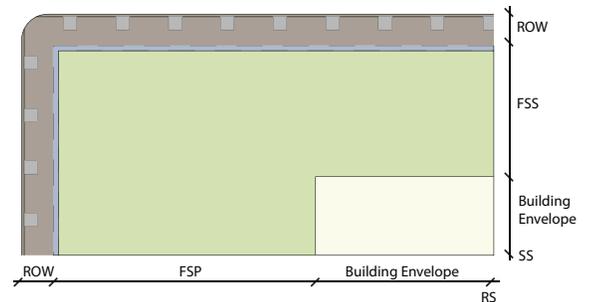
BUILDING MASSING

- Buildings height shall be measured in number of stories, excluding attics and raised basements.
- Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which can be a maximum 25 feet.
- Height shall be measured to eave or roof deck.



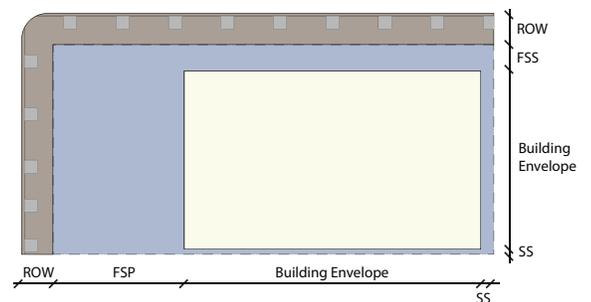
SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.



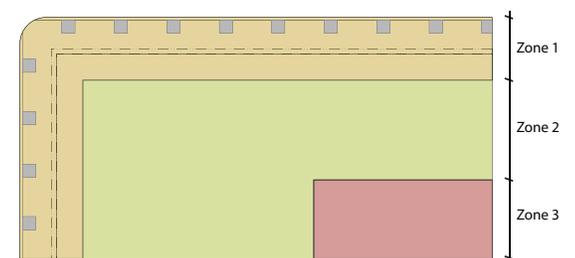
SETBACKS - OUTBUILDING

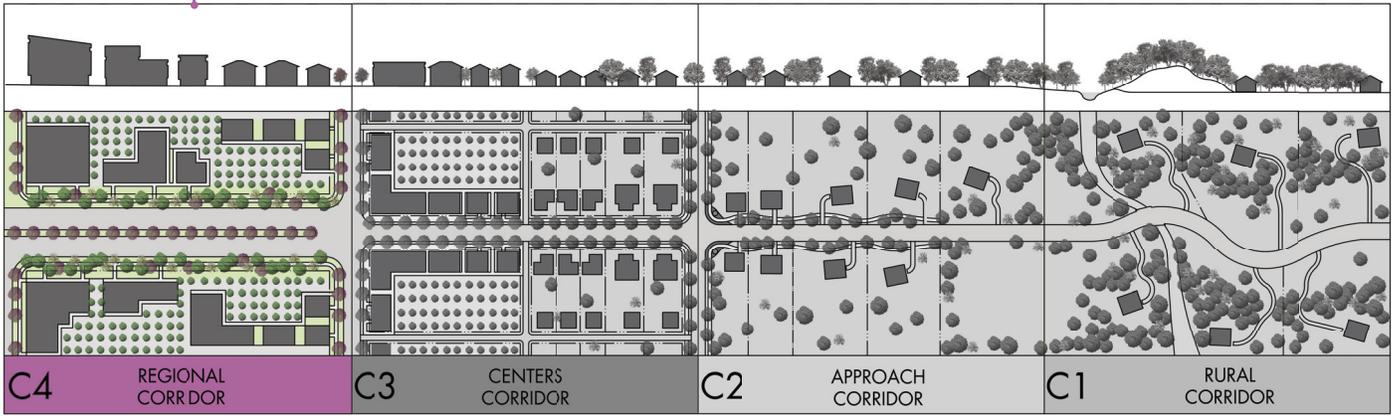
- The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

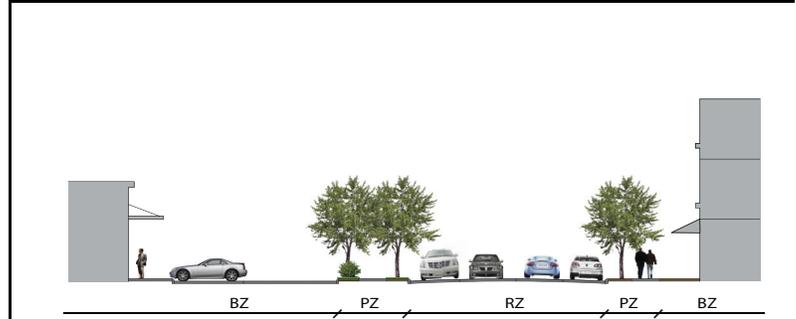
- Street parking may be provided within Zone 1
- Parking lots are limited in Zone 2
- Parking lots may be provided within Zone 3
- Structured parking may be provided in any zone but is subject to facade regulation
- Trash containers shall be stored in Zone 3





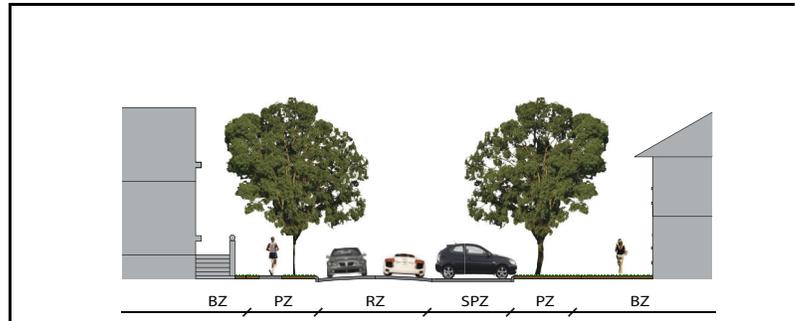
COLLECTOR THOROUGHFARE

R.O.W.	80 - 104 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



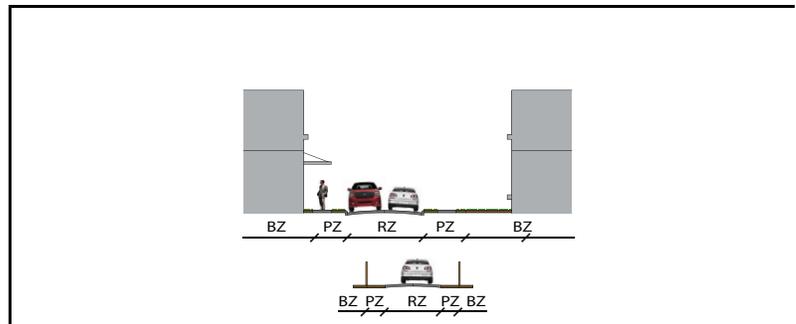
LOCAL THOROUGHFARE

R.O.W.	52 - 84 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	10 - 12 ft. (Each Side)
Sidewalk Width	4 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



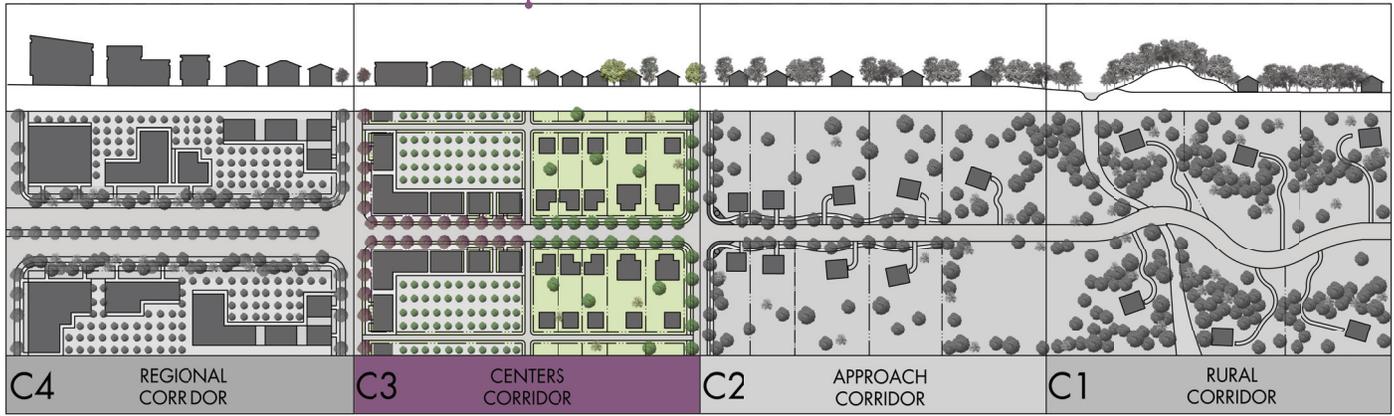
ALLEY

R.O.W.	-
Roadbed Zone (RZ)	18 - 36 ft.
Design Speed	5 - 15 mph
Pavement Width	18 - 36 ft. (1.5 - 3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	7 ft. min. (Each Side) *
Sidewalk Width	4 ft. min. *
Tree Well Width	3 ft. min.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



* Sidewalk in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones / May be left as road shoulder in Alleys
 *** P - Premise / B - Building / R - Regulatory

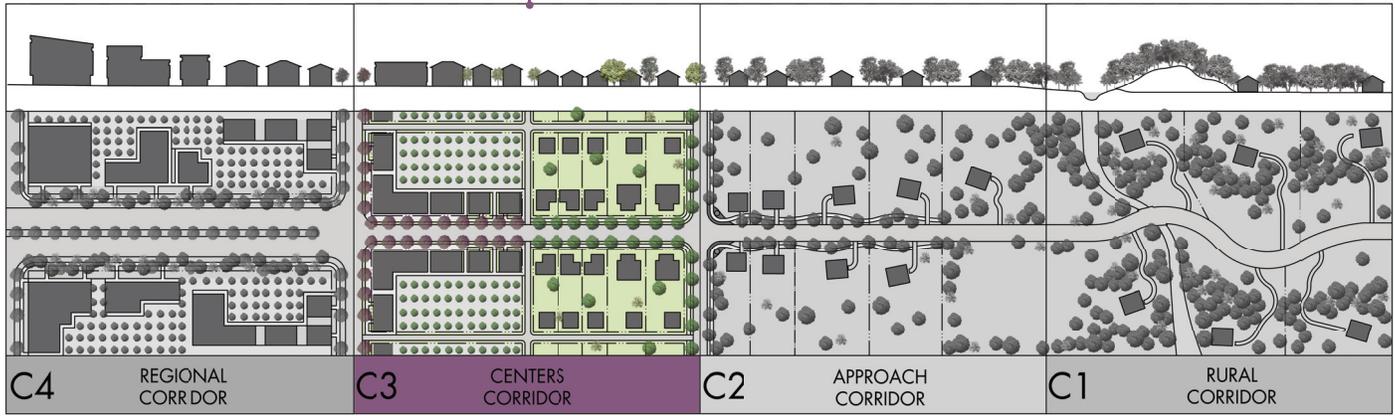
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C3 - CENTERS CORRIDOR

The Centers Corridor connects the Town Center and Village Center, as well as the Regional Centers on I35W on the side of the freeway. The buildings in the Corridor address the street in a pedestrian-friendly spatial arrangement, much like in the Centers it connects. Primarily commercial uses are found in this area, though residential uses in the form of multi-family and some single-family homes are also present. Residential uses range in density from three to six dwelling units per acre, with a maximum height of three stories; setbacks in the corridor range from two to 24 feet. Street tree plantings are regularly spaced. Parking is available on street, behind stores, and in structured parking with facade restrictions.





LAND USE BREAKDOWN

Commercial (R)	> 0.5 F.A.R.	60%
Commercial (S)	0.3 - 0.5 F.A.R.	
Residential (R)	5 - 6 DU/AC	30%
Residential (S)	4 - 5 DU/AC	
Public Facilities	Varies	10%

BUILDING FUNCTION

Residential	recommended
Lodging	suitable
Office	recommended
Retail	recommended

BUILDING MASSING

Principal Building	3 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	1,200 s.f. min. 20,000 s.f. max.
Lot Width	18 ft. min. 96 ft. max
Lot Coverage	60% max

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	2 ft. min. 24 ft. max
Front Setback Secondary (FSS)	2 ft. min. 24 ft. max
Side Setback (SS)	0 ft. min.
Rear Setback (RS)	0 ft. min.
Frontage Buildout	40% min. at setback

SETBACKS - OUTBUILDING

Front Setback Primary (FSP)	30 ft. min.
Front Setback Secondary (FSS)	10 ft. min
Side Setback (SS)	0 ft. min
Rear Setback (RS)	5 ft. min

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	not permitted
Arcade	not permitted

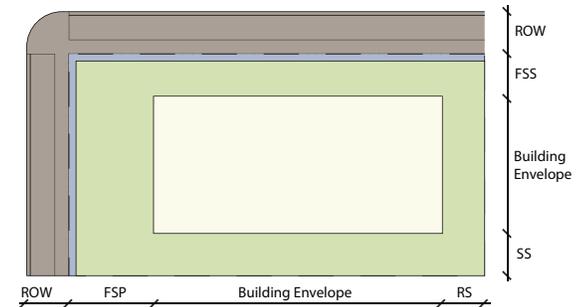
BUILDING MASSING

1. Buildings height shall be measured in number of stories, excluding attics and raised basements.
2. Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which can be a maximum 25 feet.
3. Height shall be measured to eave or roof deck.



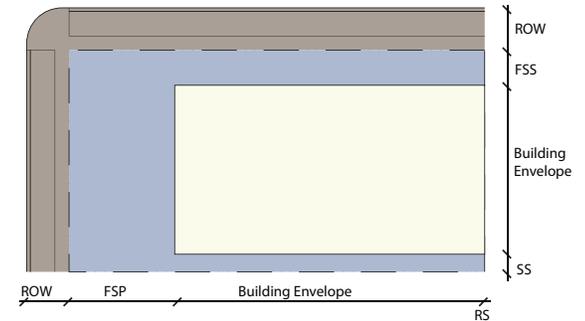
SETBACKS - PRINCIPAL BUILDING

1. The facades and elevations of principal buildings shall be distanced from lot lines as shown.
2. Facades shall be built along the primary frontage to the minimum specified width in the table.



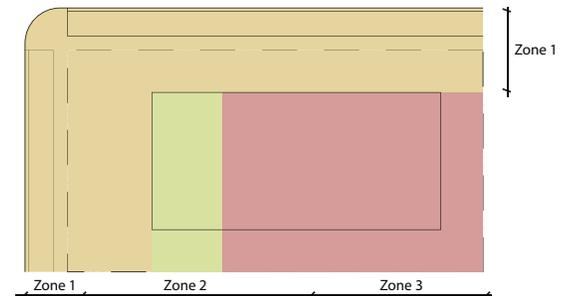
SETBACKS - OUTBUILDING

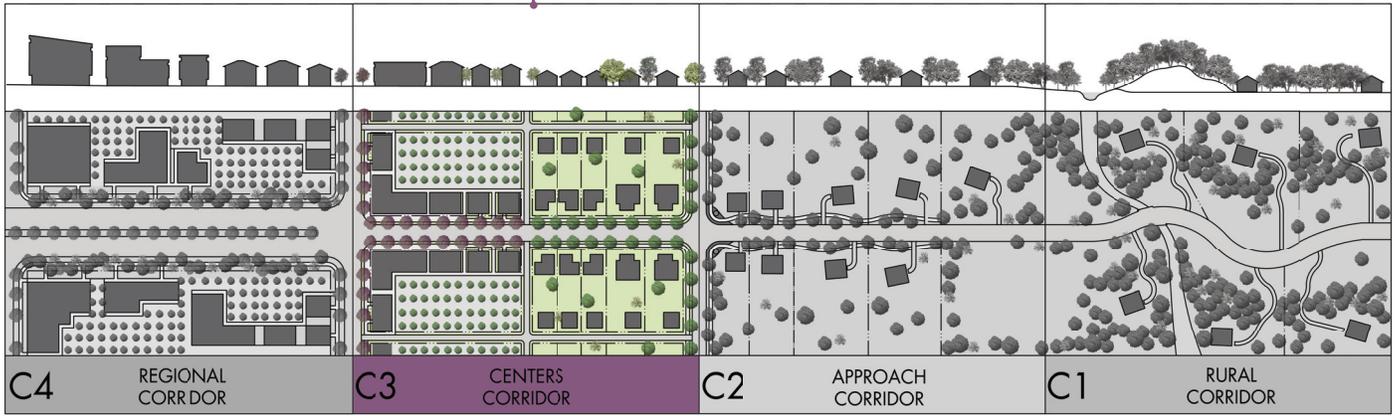
1. The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

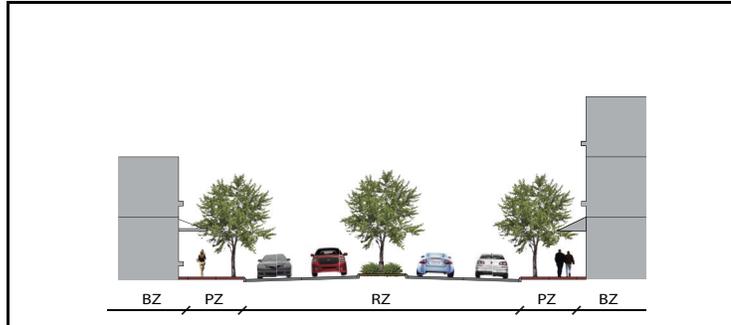
1. Street parking may be provided within Zone 1
2. Parking lots may be provided within Zone 3
3. Structured parking may be provided in any zone but is subject to facade regulation
4. Trash containers shall be stored in Zone 3





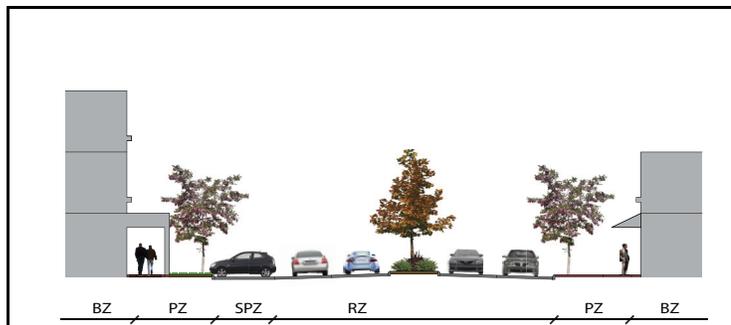
ARTERIAL THOROUGHFARE

R.O.W.	100 - 124 ft.
Roadbed Zone (RZ)	64 ft.
Design Speed	35 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



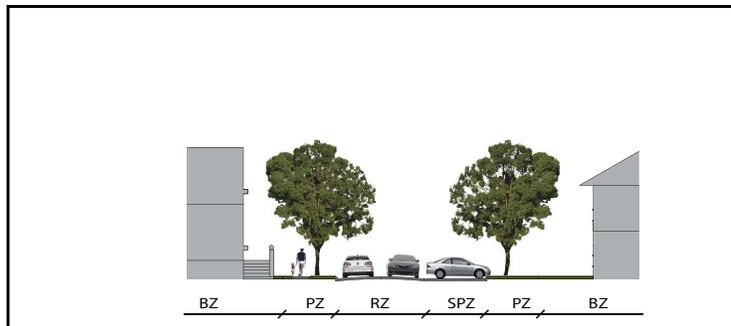
COLLECTOR THOROUGHFARE

R.O.W.	88 - 140 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



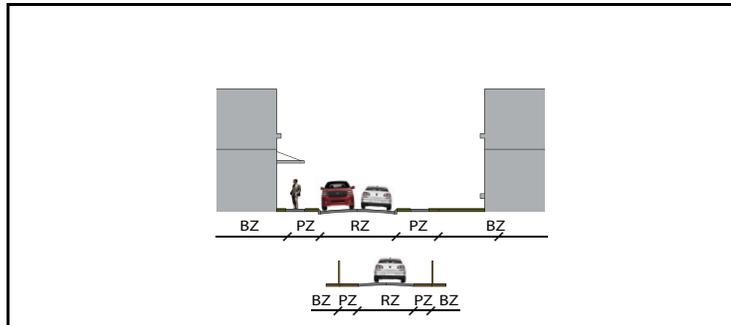
LOCAL THOROUGHFARE

R.O.W.	44 - 66 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side max.)
Pedestrian Zone (PZ)	10 - 12 ft. (Each Side)
Sidewalk Width	4 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



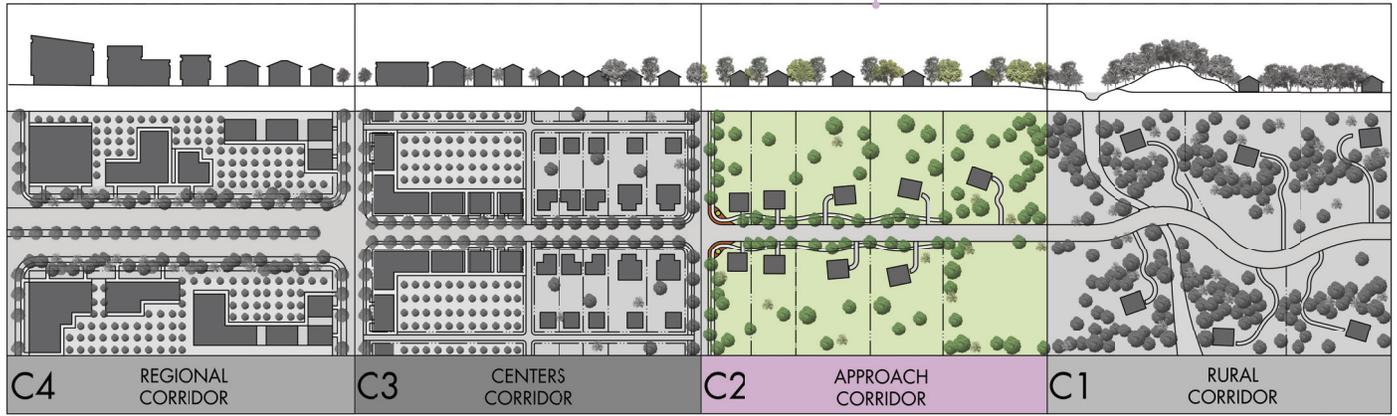
ALLEY

R.O.W.	-
Roadbed Zone (RZ)	18 - 36 ft.
Design Speed	5 - 15 mph
Pavement Width	18 - 36 ft. (1.5 - 3 Lanes)
Median	-
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	7 ft. min. (Each Side) *
Sidewalk Width	4 ft. min. *
Tree Well Width	3 ft. min.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



* Sidewalk in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones / May be left as road shoulder in Alleys
 *** P - Premise / B - Building / R - Regulatory

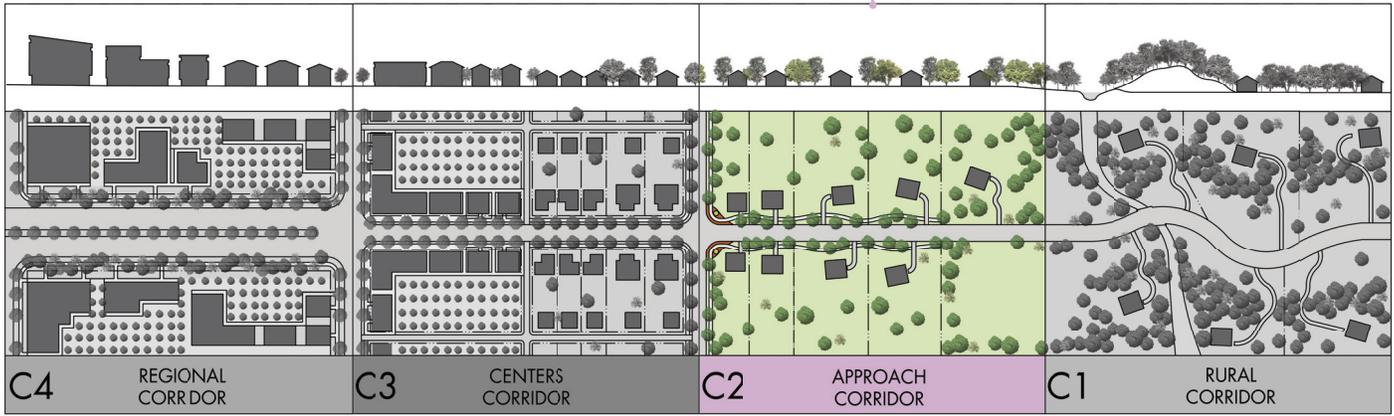
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C2 - APPROACH CORRIDOR

The built and rural environments provide a unique identity for Argyle, and a physical threshold of entry into Town is essential. The Approach Corridor is a zone that provides a sense of arrival to Argyle, with gateway features placed at the transition into town. Low-density residential uses predominate, with some small-scale commercial uses as well. The level of density transitions further as the corridor approaches adjacent corridors and districts, allowing for a smooth evolution of buildings and density. Setbacks are at least 12 feet, and residential lots are primarily one acre in area. Naturalistic groupings of trees are the norm, with wider views of the rural landscape present along the roadsides. Parking is limited to on street parking and private drives.





LAND USE BREAKDOWN

Commercial (R)	> 0.35 F.A.R.	10%
Commercial (S)	< 0.35 F.A.R.	
Residential (R)	< 1 DU/AC	80%
Residential (S)	1 - 2 DU/AC	
Public Facilities	Varies	10%

BUILDING FUNCTION

Residential	recommended
Lodging	-
Office	suitable
Retail	suitable

BUILDING MASSING

Principal Building	2 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	14,520 s.f. min.
Lot Width	18 ft. min. 180 ft. max.
Lot Coverage	60% max.

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	12 ft. min.
Front Setback Secondary (FSS)	12 ft. min.
Side Setback (SS)	6 ft. min.
Rear Setback (RS)	6 ft. min.
Frontage Buildout	30% min. at setback

SETBACKS - OUTBUILDING

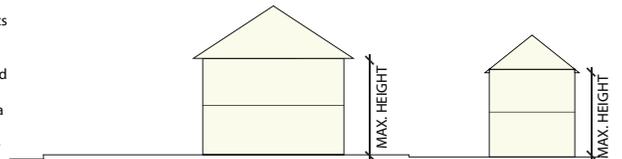
Front Setback Primary (FSP)	50 ft. min.
Front Setback Secondary (FSS)	10 ft. min.
Side Setback (SS)	5 ft. min.
Rear Setback (RS)	20 ft. min.

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	permitted
Gallery	not permitted
Arcade	not permitted

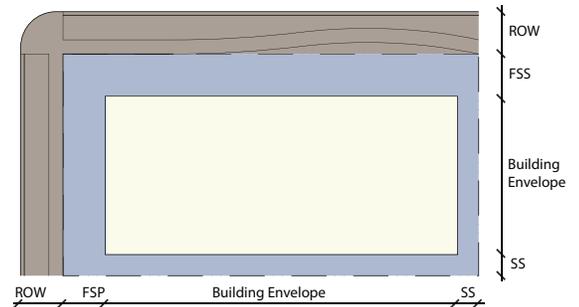
BUILDING MASSING

- Buildings height shall be measured in number of stories, excluding attics and raised basements.
- Stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which can be a maximum 25 feet.
- Height shall be measured to eave or roof deck.



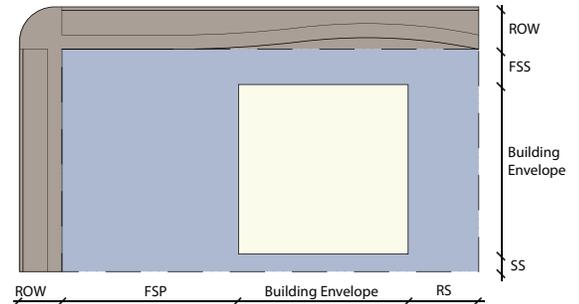
SETBACKS - PRINCIPAL BUILDING

- The facades and elevations of principal buildings shall be distanced from lot lines as shown.
- Facades shall be built along the primary frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

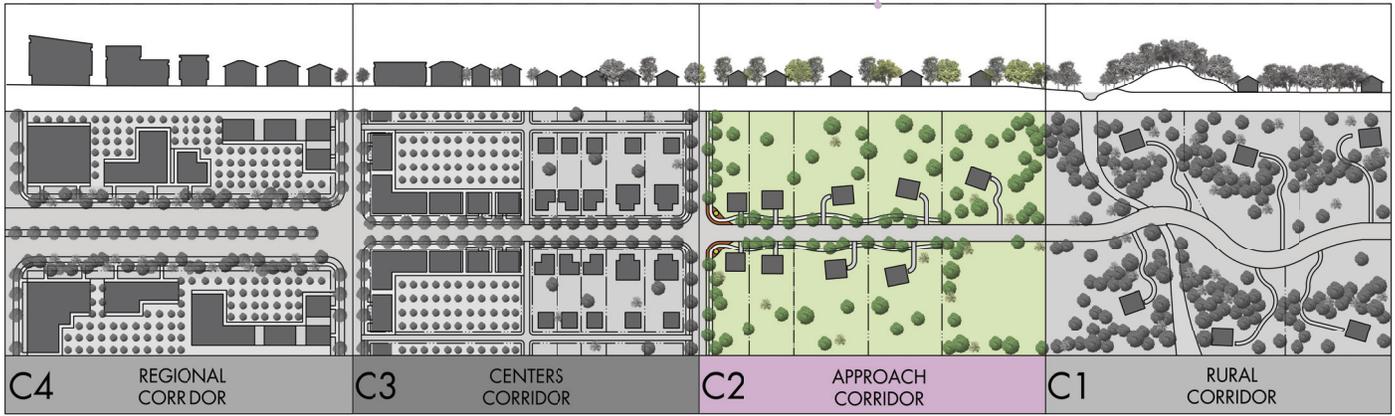
- The facades and elevations of the outbuilding shall be distanced from lot lines as shown.



PARKING PLACEMENT

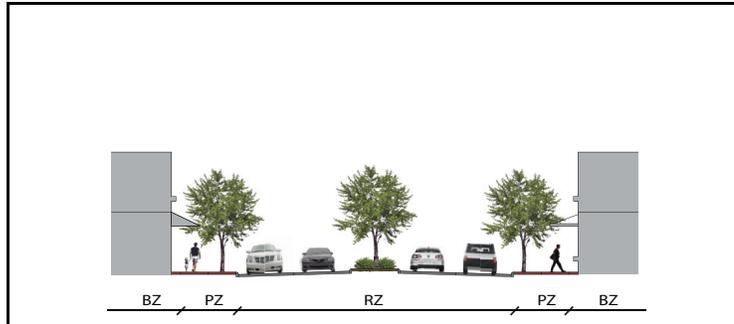
- Street parking may be provided within Zone 1
- Parking lots may be provided within Zone 3
- Structured parking may be provided in any zone but is subject to facade regulation
- Trash containers shall be stored in Zone 3





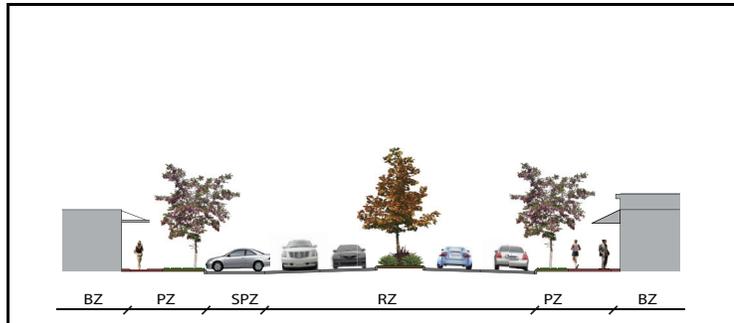
ARTERIAL THOROUGHFARE

R.O.W.	84 - 124 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	35 - 45 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16 ft.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	8 - 18 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



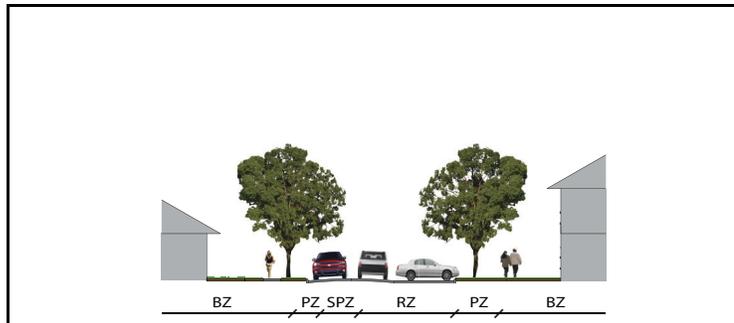
COLLECTOR THOROUGHFARE

R.O.W.	88 - 140 ft.
Roadbed Zone (RZ)	48 - 64 ft.
Design Speed	25 - 30 mph
Pavement Width	48 ft. (4 Lanes)
Median	0, 16
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side min.)
Pedestrian Zone (PZ)	16 - 20 ft. (Each Side)
Sidewalk Width	10 - 12 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	P / B / R***
Building Zone (BZ)	See Private Realm



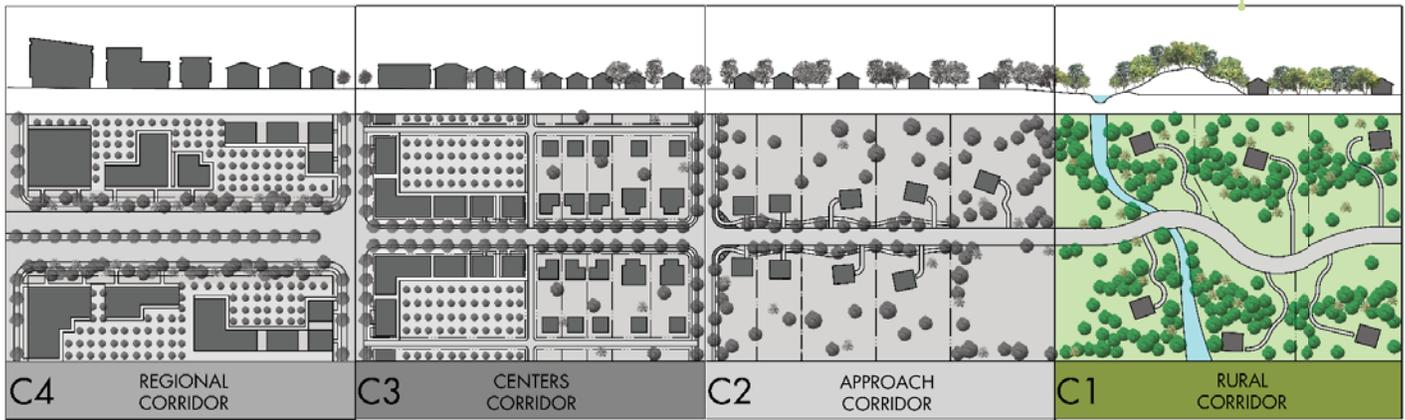
LOCAL THOROUGHFARE

R.O.W.	52 - 66 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Street Parking Zone (SPZ)	8 - 18 ft. (1 Side max.)
Pedestrian Zone (PZ)	10 - 12 ft. (Each Side)
Sidewalk Width	4 ft. min.*
Tree Well Width	6 - 8 ft.**
Signage	B / R***
Building Zone (BZ)	See Private Realm



* Sidewalk in Commercial Zones should be 8 ft. or more / Sidewalk may be omitted in Alleys
 ** Tree Well can be paved in Commercial Zones / May be left as road shoulder in Alleys
 *** P - Premise / B - Building / R - Regulatory

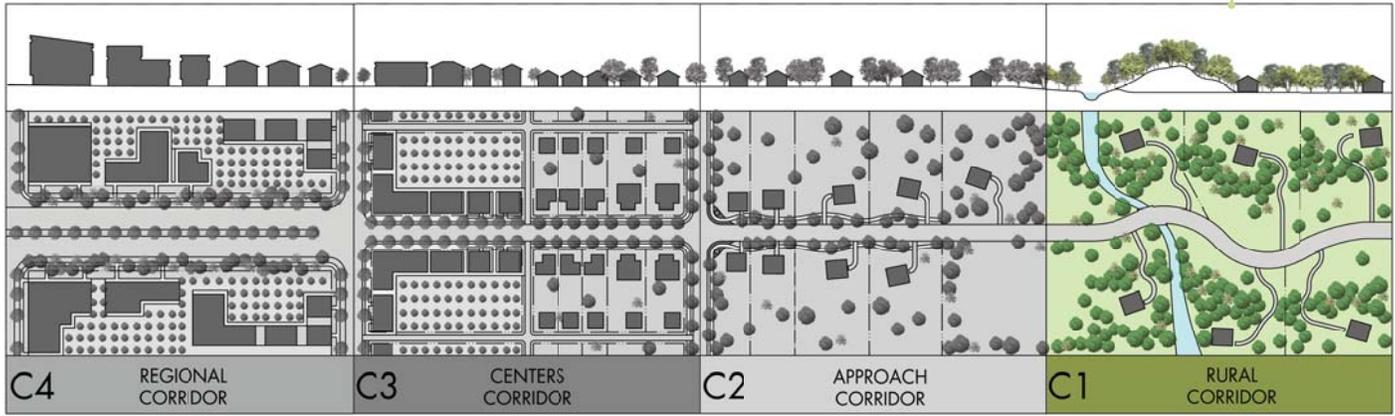
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C1 - RURAL CORRIDOR

This corridor district exemplifies the very low density rural landscape that is central to the cultural identity of the Town of Argyle. Ten acre lots and 200 foot setbacks allow for an open visual experience, in which residential uses are spatially distributed in a traditionally rural manner. The C1 Rural Corridor district provides a transition from the rural road corridor to adjacent rural and rural/conservation districts, in which residential uses also predominate in a manner consistent with the heritage of the Town of Argyle.





LAND USE BREAKDOWN

Commercial (R)	-	0%
Commercial (S)	-	
Residential (R)	10 AC/DU	90%
Residential (S)	5 AC/DU	
Public Facilities	Varies	10%

BUILDING FUNCTION

Residential	recommended
Lodging	-
Office	-
Retail	-

BUILDING MASSING

Principal Building	2 stories max. 1 min
Outbuilding	2 stories max. 1 min

LOT OCCUPATION

Lot Area	435,600 s.f. min.
Lot Width	not applicable
Lot Coverage	not applicable

SETBACKS - PRINCIPAL BUILDING

Front Setback Primary (FSP)	200 ft. min.
Front Setback Secondary (FSS)	48 ft. min.
Side Setback (SS)	48 ft. min.
Rear Setback (RS)	48 ft. min.
Frontage Buildout	not applicable

SETBACKS - OUTBUILDING

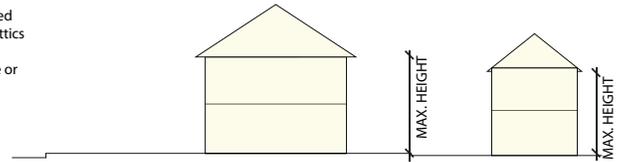
Front Setback Primary (FSP)	not applicable
Front Setback Secondary (FSS)	not applicable
Side Setback (SS)	not applicable
Rear Setback (RS)	not applicable

PRIVATE FRONTAGES

Common Lawn	permitted
Porch & Fence	permitted
Terrace	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

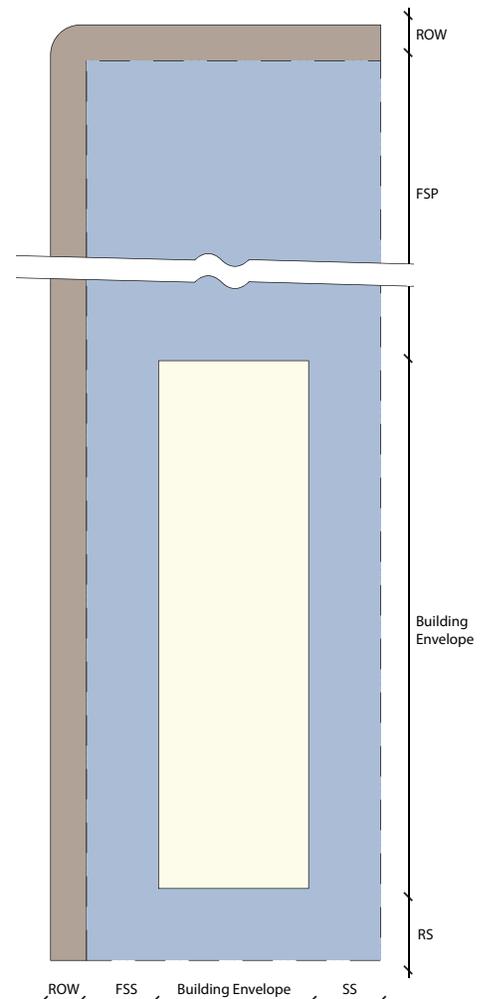
BUILDING MASSING

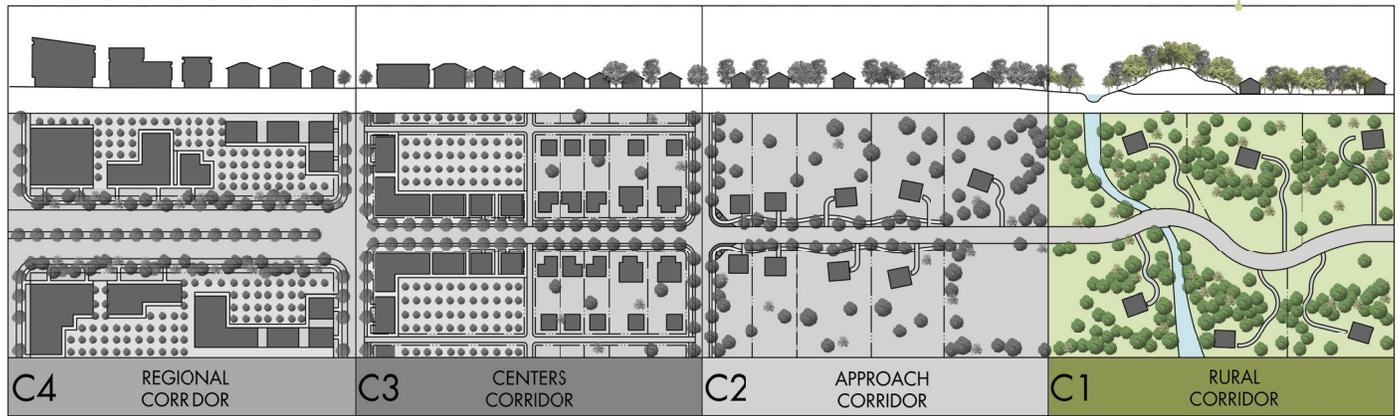
- Buildings height shall be measured in number of stories, excluding attics and raised basements.
- Height shall be measured to eave or roof deck.



SETBACKS - PRINCIPAL BUILDING

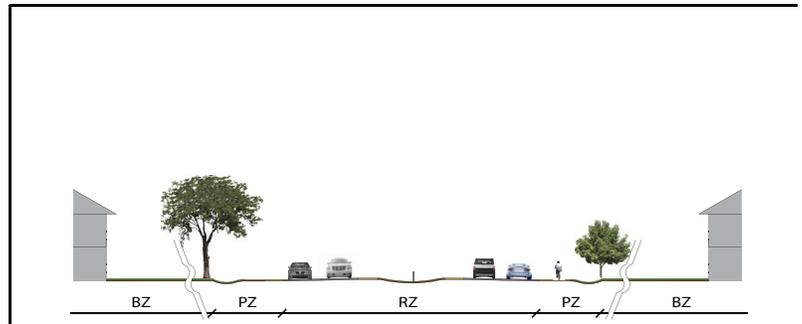
- The facades and elevations of principal buildings shall be distanced a minimum from lot lines as shown.





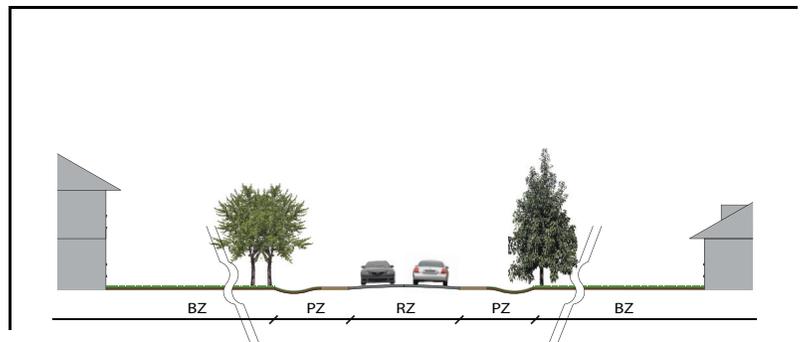
PARKWAY THOROUGHFARE

R.O.W.	104 - 144 ft.
Roadbed Zone (RZ)	68 - 84 ft.
Design Speed	50 mph
Pavement Width	48 ft. (4 Lanes)
Median	20 - 36 ft. min.
Street Parking Zone (SPZ)	-
Pedestrian Zone (PZ)	18 - 30 ft. (Each Side)
Sidewalk Width	10 - 12 ft.*
Tree Well Width	8 - 18 ft.
Signage	R***
Building Zone (BZ)	See Private Realm



LOCAL THOROUGHFARE

R.O.W.	56 ft.
Roadbed Zone (RZ)	24 ft.
Design Speed	25 - 30 mph
Pavement Width	24 ft. (2 Lanes)
Median	-
Shoulder Zone (SZ)	-
Pedestrian Zone (PZ)	16 ft. (2 sides)
Sidewalk Width	-
Tree Well Width	16 ft.
Signage	R***
Building Zone (BZ)	See Private Realm



* Sidewalk on (1) side min.
 *** R - Regulatory

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PARKS AND TRAILS PLAN

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INVENTORY AND PUBLIC INPUT

As briefly discussed in the Opportunities and Constraints Analysis earlier in this document, a significant effort of public outreach and education was implemented during the planning process. Argyle currently owns no public parks or trails and has no administrative staff specifically dedicated to park, planning, acquisition, or operations. These roles will be determined as the town continues to expand in population and as there are funds available. Meanwhile, it will be the responsibility of the existing town administrators, development/planning/zoning committees, and economic development groups to oversee implementation of the new parks and trails plan.

In an effort to build the parks vision for the community, the planning team endeavored to determine the public's goals by conducting an input survey in April and May 2008. In addition, a series of public (Town-wide) meetings were conducted in February and April, 2008; followed by a joint meeting of all elected and appointed officials and citizens in August, 2008 and the Planning and Zoning Commission Public Hearing January 6, 2009. As goals were collected over the course of the survey and meetings, they were consistently referenced and re-referenced at the public meetings. This repetition allowed for refining and confirmation process to be built in to the sequence, as well as for the public to gain an understanding of the overall goals (and an opportunity to refute them), even if they had missed a previous meeting or did not participate in the survey.

Since there are no existing official park facilities, citizens have been relying on other communities for programs such as sports leagues and recreational opportunities. The public survey found that many families currently utilize Denton, Highland Village, and Flower Mound.

Open space preservation overwhelmingly and consistently ranked as the top community objective across the survey (please see full list of questions from the survey in the appendix). Paramount to the public was the idea of retaining the ranch lifestyle of the community even as the population grows. Built in tandem with the land use plan to achieve that goal, the parks plan aspires to attain these ideals.

The level of service was also deemed important. The town will dramatically change in the near future – with the new population set to basically quadruple over the next 20 years to hit 13,000. The public understood that in order to be the desirable community of choice for the level of home value that is desired, the town

must provide the level of service and amenity that comparable towns are offering their citizens.

The survey found a diverse mix of recreational program priorities. The public hearings also offered a forum for discussion. An equine arena scored high on the survey, along with horse trails. Topping the list again at the public meetings was the rural ranch aesthetic. This segued into the topic of equine accommodations, as horse ranches of a variety of types are a prominent feature in the Argyle community. Public sentiment at the hearings depicted a much more “privatized” public sentiment toward horses. The general consensus was that those with horses that reside in the town do not typically go to public trails and prefer to ride on private property or in arenas due to liability and potential injury concerns to the horses. The parks plan, therefore, avoided this program element in the vision. A number of programs did, however, rise to the top and are outlined in the priorities listed later in this report.

There was great concern in the public hearings regarding new trails along privately owned creek frontage and through ranches, but the survey depicted connectivity as being important. The plan strives to balance these interests.

One other interesting finding from the survey depicts a general openness to some level of annual tax for open space acquisition, which is a good sign for the future implementation reality of the plan.

GOALS AND OBJECTIVES

Between the assessment and the public survey, the parks plan depicts the following top community goals in the following order of priority:

1. Preserve the rural ranch heritage of the Town.
2. Preserve the Cross Timbers Forest
3. Acquire appropriate properties and trail routes to build a system of open spaces for the community that meet the other goals of the plan.
4. Provide active recreation opportunities.
5. Provide open space for public gatherings and civic events.
6. Provide parks that ensure the appropriate level of service will be met for a growing population in a timely manner.
7. Provide a structure of trails that seeks opportunities to connect unique destinations and facilities.

Working with these goals in mind, and incorporating the assessments and concurrent land use plan, the parks

plan proposes the following initiatives associated with each goal:

1. Preserve the rural ranch heritage of the Town of Argyle.

- a. Provide viewshed protection along rural roadways through public land acquisition and park access that does not disrupt the ranch aesthetic.
- b. Build parks that contribute to the ranch aesthetic rather than contrast with it.
- c. Provide “hybrid” parks that always incorporate a dedication of rural landscape aesthetic preservation even while providing active recreational programming.

2. Preserve the Cross Timbers Forest.

- a. Acquire park properties that can provide public access to the resource while preserving the integrity of the natural system.
- b. Provide “hybrid” parks that always incorporate a dedication of habitat and natural system preservation even while providing active recreational programming.

3. Acquire appropriate properties and trail routes to build a system of open spaces for the community that meet the other goals of the plan.

- a. Use a selection criteria to evaluate parcels as they become available
- b. Write development ordinances that share trail development costs and park dedication fees with developers in an appropriate manner.
- c. Seek properties that provide a diversity of trail experience while providing key linkages between public destinations.
- d. Plan for future regional trail connections beyond the town boundaries (velo-web, potential light rail, etc.)

4. Provide active recreation opportunities.

- a. Seek shared use agreements with neighboring communities, schools, and other partners wherever possible to provide access to sports leagues, youth programs, and other intensive recreation options. Example facilities to build relationships with include swim centers, indoor recreation opportunities, and the like.
- b. Provide a system of “hybrid” parks that blend appropriate recreational opportunities into the natural setting that provide the program while also preserving the resource.

5. Provide open space for public gatherings and civic events.

- a. Capitalize upon opportunities that coincide with the land use plan to seek opportunities for public/private partnerships that provide community gathering spaces in areas that most support that use in the land use plan, resulting in added value for both components (public and private).

6. Provide parks that ensure the appropriate level of service will be met for a growing population in a timely manner.

- a. Target park development milestones to coincide with population thresholds.
- b. Provide recreation opportunities that respond to the needs of a growing and changing demographic.
- c. Incorporate park funding structure into new development standards (dedication fees, land acquisition/swap opportunities, and other means).

7. Provide a structure of trails that seeks opportunities to connect unique destinations and facilities.

- a. Incorporate appropriate design standards for on-street bike-ways within the new city wide thoroughfare plan.
- b. Engage in negotiations to secure joint-use agreements with utility providers, railroads, TxDOT, and other rights-of-way / easement owners, and developers to build trail connectivity into the town fabric.
- c. Incorporate trails and/or bikeway linkage requirements into new development standards.



NEEDS ASSESSMENT

Due to the economic and development realities and the priorities of the Town as defined in the comprehensive plan (namely the relatively small population goal), the park planning approach utilized a triangulated blend of assessing needs (demand, standards, and resource based assessment). As stated before, the community is slated to change dramatically as populations increase. Argyle is currently on the outer edge of the development horizon, but this will change quickly. The parks plan must respond to this reality in order to plan for, and not react to, the important changing needs of an expanding community.

When looking at demands based on population and standards, the town's current lack of facilities puts it in a scenario of land acquisition just to meet the needs of the current population. The need for land will only increase as populations grow. The needs assessment reveals a need to balance the reality that large scale park acquisition within the funding levels that will be available based on the maximum population goal of 13,000. Some facilities will have to be shared with other communities in order to meet the demand. The plan does, however, outline aggressive target land acreages for acquisition as soon as possible, setting parameters to accommodate the growing demand. The design team then augmented these base standards by overlaying an evaluation of the endemic resources available within the town (seeking to match suitable property characteristics with park types that match the public goals).

Studying the available resources in the fabric of Argyle reveals a unique contrast. While the city contains a tremendous asset of sensitive landscapes (cross timbers, creeks, etc.), Argyle, by its own devices, plans to keep its population low. This low population forecast will assist with preserving the character of the town, but will also result in fewer dollars available from taxes to invest in park development. The plan strives to bridge the gap between resources (land and economic) by promoting a strategy of shared uses with other nearby municipalities, among other park development ideas.

The current population level will not sustain the investment of expensive facilities such as swim centers, indoor recreation facilities, tournament level ball complexes, and the like. This is consistent with the findings of the survey as these elements were not ranked the highest priority by the public. Nor will it support ongoing operations – it will be cost prohibitive. Future populations, however, will provide larger operating budgets by which to support park development, but

certainly only the level consistent with that population (which is by design targeted to be fairly small in compared to other communities). It is more realistic and appropriate for the Town to concentrate on preserving its natural habitat as a resource it can share with other communities while hoping to build relationships for its own citizens to use more intensive facilities in other communities. Furthering this effort, a hybrid park approach is proposed that incorporates preservation into each recreation program that is developed within the city.

Given the demand and resource analysis findings, and in order to ensure that future citizens are accommodated, the planning team also "back-checked" the quantities of park facilities that are needed to serve the projected population. The team customized recent park planning standards and calculated the number of required facilities, fields, etc. in accordance with the given public priorities.

This blended balance of demand, resource, standards, and carrying capacity (both economic reality and land preservation) established a firm foundation for the parks and linkage plan. This approach is an appropriate method of park needs assessment and vision that directly responds to the public survey findings and positions the town to accomplish its development goals. The fact that the parks plan is directly tied with the land use strategy is one that strengthens both facets of future development and builds in a means for implementation.



PARKS & OPEN SPACE TRANSECT/TYOLOGIES CONCEPT

The elements of a successful Town-wide parks and open space plan consist of a wide array of active and passive recreational experiences for citizens of all ages. It is the distribution, placement, and programming of these spaces that create the vibrant park experience that are community defining elements. This plan seeks to not only determine the quantity of facilities; but, more importantly, to describe a manner in which these are integrated into the fabric of the community (again, directly tied to the Land Use Plan). The system should be a legible experience that reads through the diversity of park facilities.

The plan is rooted in a system of “Recreation”, “Preservation”, and “Hybrid” parks. Each type allows for a different balance of nature preservation and active recreation while providing various amenities and recreational opportunities. This “transect” of park intensity provides a variety of experiences that respond to Argyle’s goals (Figure 1, refer to Appendix for color version). Critical to this approach is the designation of Rural Ranch and Greenway/Floodplain “viewshed” open spaces that are to be preserved in order to retain the continuity of Argyle’s heritage.

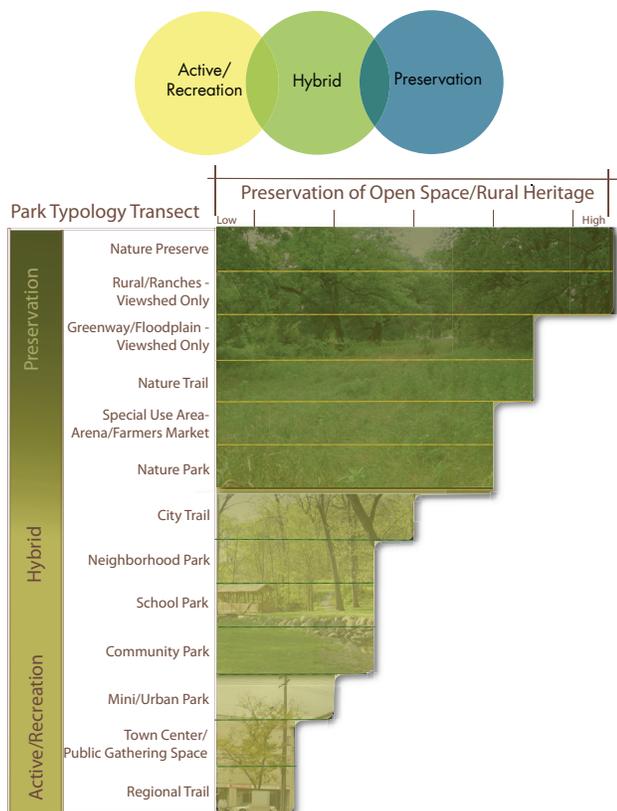


Figure 1. Park Typology Transect.

The Park Type/Land Use Distribution transect (Figure 2, refer to Appendix for color version) illustrates which park types are appropriate in which land use districts. For example, true nature preserves occur in the Approach Corridor, Rural Corridor, Rural, and Rural/Conservation districts and not in the middle of the Town Center district. Likewise, urban parks and public gathering spaces are not appropriate in the rural areas, but are reserved for the Village Center and Regional Center districts, among others. In general, more developed parks are associated with denser land uses, thereby creating value and providing amenities for more functions, more events, and less pure preservation. More natural parks, likewise, are associated with more of the Cross Timbers and lower density designations.

The transect concept also identifies how each of these park types impact the preservation goals requested by residents of Argyle. The diagrams on this page illustrate the relationships between preservation, program, and park type (Figure 3, refer to Appendix for color version). The three park types (Recreation, Preservation, and Hybrid) address the functional requirements and quantities/capacities based on the projected population. But they also integrate these service requirements with the Land Use Plan. The open space typologies that occur along this “transect” are all tied to the Argyle landscape itself, which is the primary experience that the Plan endeavors to preserve and enhance. The correspondence between land use and park type ensures appropriate locations and balance of activities. The three park types are further defined in the Concept Plan described in the following pages.



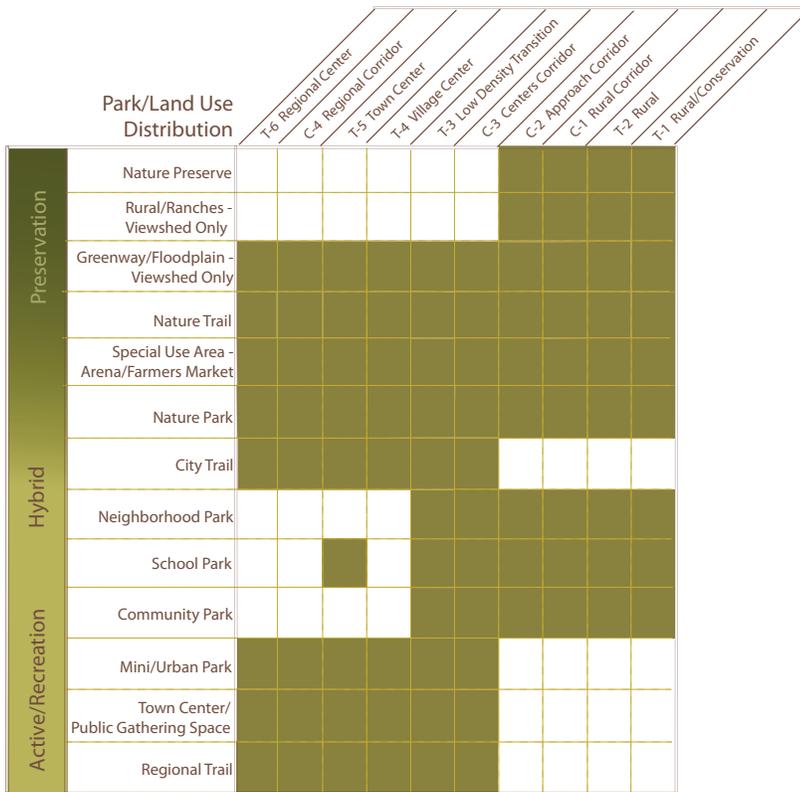


Figure 2. Park Type/Land Use Distribution Transect.



Figure 3. Preservation of Open Space Transect.

citizens to the Town Center, Village Center, and other dense commercial districts. Right-of-way and trail dedication acquisition with new development along these routes should be required (via ordinance) in order for the Town to acquire the property to build these important routes. Negotiations with the railroad and utility company must be held to allow for construction.

- **Bike Route** – These routes capitalize upon existing and new road shoulders and should be designed and prepared to meet AASHTO and other safety standards. Bike Routes are primarily located on the east side of Town and traverse the ranch and Cross Timbers zones.
- **City Trail** – These concrete trails may vary in width and are focused as pedestrian connectors to commercial centers, primarily on the west side of Town. Specific guidelines should be written for these trails that integrate them into the aesthetic of the developments they traverse.
- **Transitional** – these flexible routes respond to market demands, but provide access via bike routes or trails depending on how the Town continues to develop. They effectively “transition” between the more rural to the more developed

districts. This Plan suggests that the Town strongly consider trails (rather than routes) wherever appropriate in order to provide safe passage for bikes and pedestrians through these denser and more active commercial and mixed use zones.

- **Nature Trails** – Situated in creek corridors and within nature preserve tracts, these soft surface trails are geared to casual hikers and walkers who want to enjoy the natural environment.

Right-of-way and easement acquisition for trail routes should be written into the development codes so that developers share the burden and the benefit from trail and open space development. Setbacks and dimensions for trail additions correspond with the cross sections shown in the Urban Design Guidelines in this Plan. Dimensions, however, must also respond to the thematic image of the particular routes. For example, the Plan calls for a bike route along FM 407 (east of US 377), rather than a separate trail, in order to preserve the rural aesthetic of that roadway. A separate ribbon of concrete would feel too suburban on this thematic ranch highway and detract from the viewshed qualities of this road. US 377, however, should incorporate a dedicated trail as this north/

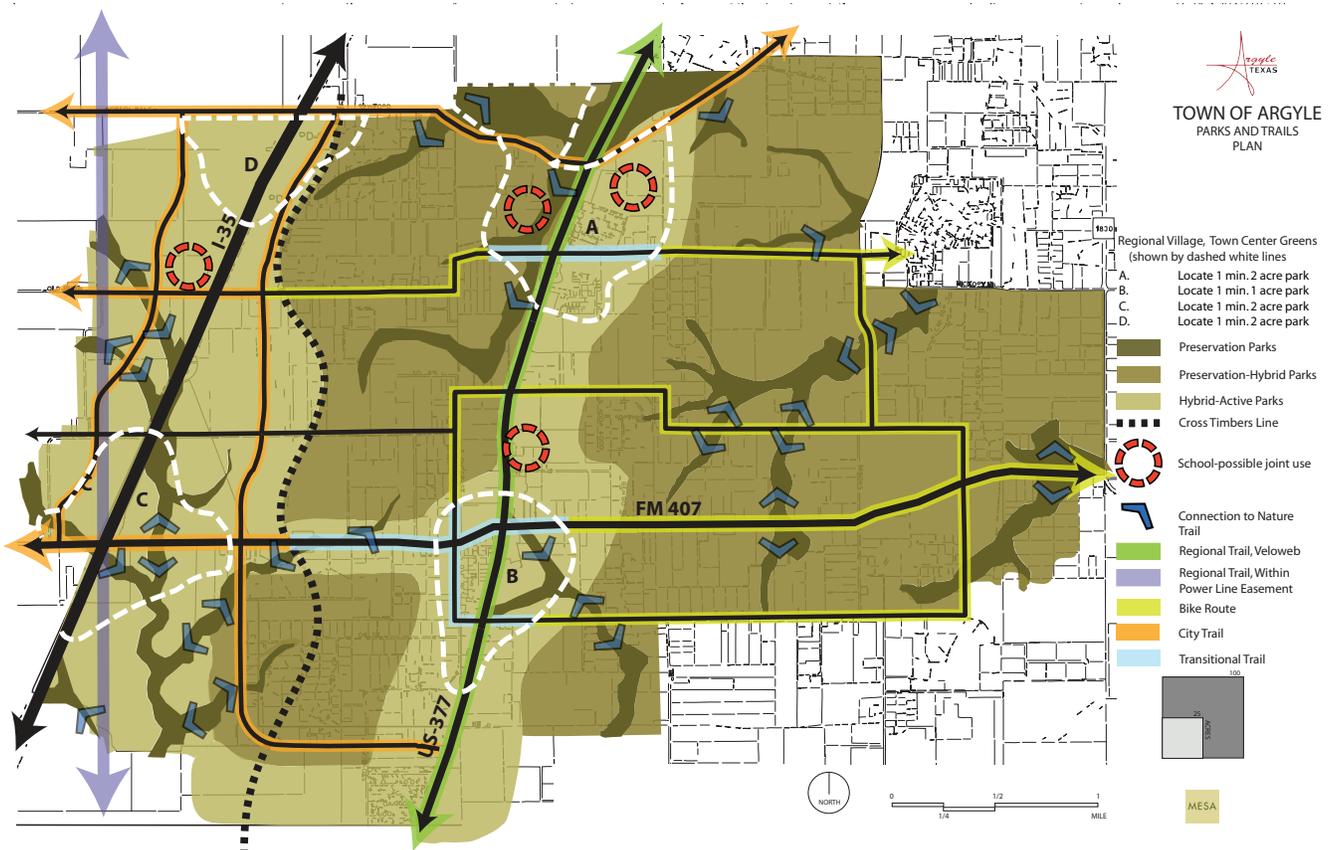


Figure 5. Trail Connectivity and Linkages Concept.

south route is the regional Veloweb connection to other cities. The Veloweb route is along the east side of the existing railroad. This important trail segment is also a critical component of the experience and legibility of the Town as it directly crosses through active Village and Town Center Districts. Setbacks on other roadway types should provide access where shown (figure reference) in a manner that preserves the desired rural character of Argyle.

These distinguishing characteristics among trail types provide for a variety of user experiences, each of which is unique to Argyle. The Town is experienced through its trails just as it is through its fabric of development. The transects of land use, open space, and connectivity are seamlessly integrated and each relates with the other – Trails are a key component of the streetscape. Widths and alignments need to be coordinated with the overall streetscape character of each of these road types. Connections must be properly planned at the early site planning stages to allow proper connections to Town and Village Centers.

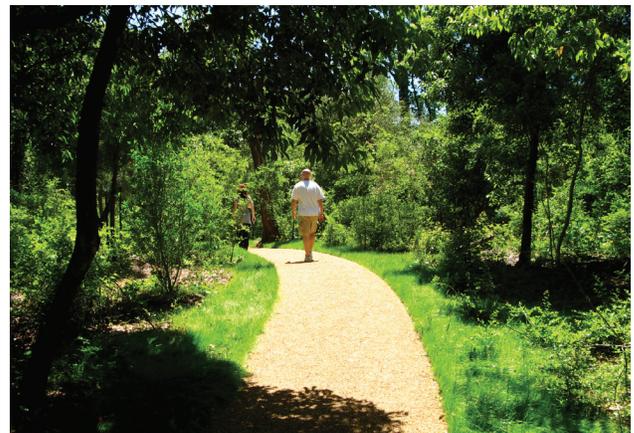
Based on the Opportunities and Constraints Analysis, the Cross Timbers line is an important identifier in the community. The connectivity plan builds upon this concept as lower development routes (bike routes and nature trails) are primarily situated on the east side of town, while more active trails are congregated on the west side of the Cross Timbers. Again, the Town and regional trail designations are primarily associated with denser developments and new development zones west of the cross timbers, rather than through the rural ranch zone.

It is important for the engineering and traffic department to cross check the connectivity plan as different roads come up for reconstruction and Argyle’s Thoroughfare Plan is realized. Trail crossings should be planned for and appropriate drainage structures designed to allow for a “bench” under the crossing for the trail to go under the road. A missed opportunity in construction of such a structure will lead to a blocked trail connection or result in an at-grade solution, which is not as safe or aesthetic. Critical dimensions (head clearances, turning radii, etc.) for pedestrians and bikers must be ensured and planned for in advance. Creating a bench for a trail under a bridge doesn’t work if it only provides four feet of vertical clearance, for example.

Utility corridors should also be utilized whenever appropriate to facilitate connectivity. Either overhead high lines (such as the one on the west side of Town) or underground pipeline rights-of-way are suitable for trail development when the proper negotiations with

utility companies are achieved. The Plan is flexible to allow for different areas and different conditions to accommodate different trail types.

Trail guidelines should be developed that establish design criteria for materials, furnishings, street crossings, bridges, signage, and other trail amenities. A storyline should be established for each trail segment that “personalizes” it to contribute to the interpretive experience and uniqueness of Argyle.



PARKS & OPEN SPACE DISTRIBUTION PLAN/PARK SELECTION CRITERIA

The open space plan identifies several options associated with how to achieve this vision. The goal is flexibility for the Town to react to a fluid real estate market as particular tracts become available. One option would be to create one 150 acre park in the central part of the Town with a three mile service radius (Figure 6). A second option would be to provide three 50 acre park sites, each more directly serving a subset of the community and a ½ mile service radius (fig. 7). Each of these would complement the other parks in the Town, but not duplicate amenities. Additionally, four target zones are identified as having a series of one to two acre parks that are integrated with the more dense land uses (Town Center, Regional Center, etc). The Plan specifically steers away from scattering numerous five acre parks around Town as this becomes a maintenance and operational burden for a small departmental staff.

Important to remember is the viewshed category of open space type. These open spaces will be highly visible within the fabric of the Town in order to preserve the

experience. The Plan will, however, provide both visual and physical access to open space as appropriate in each land use district. For example, simply visually preserving the creek corridors ensures that all areas of the Town are within ½ mile of preserved open space. Flood plain adjacency is targeted for some neighborhood parks and trail connections in order to achieve the hybrid goals.

The “hybrid” parks depicted in the transect promote the distribution of multiple users in the same park. The ability of aggregate uses also lessens maintenance burdens. A balanced approach distributes access to different types of experiences throughout the Town, where all of the sports fields don’t end up on one end of Town and all of the nature on the other.

As different parcels are available for consideration, the Town should make a concerted effort to acquire properties with different characteristics within the framework of the transect. This will ensure a variety of experiences and further the duality of the Town – including the experience of both the Cross Timbers and the prairie landscape. Naturally, some of these sites lend themselves to different types of activities, but

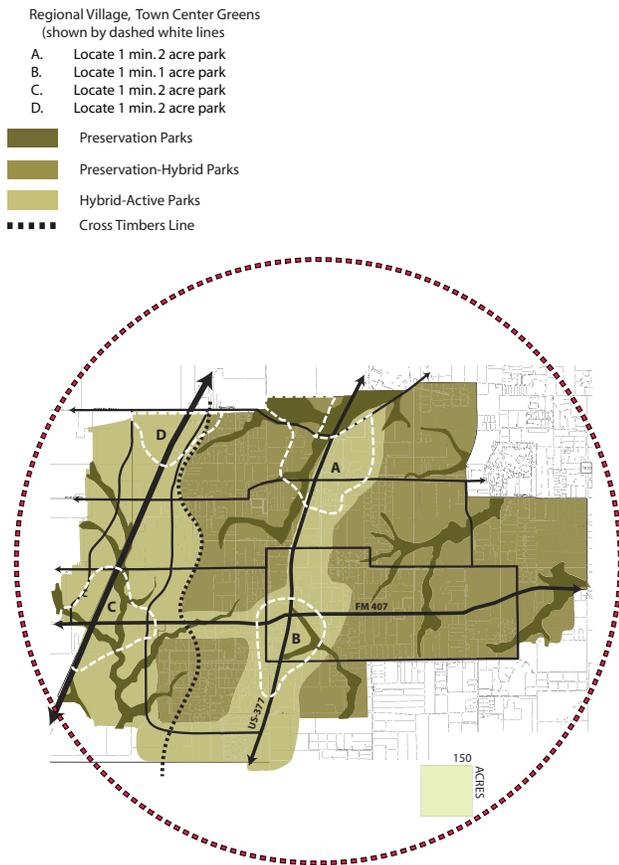


Figure 6. Service Radius for 150 Acre Park.

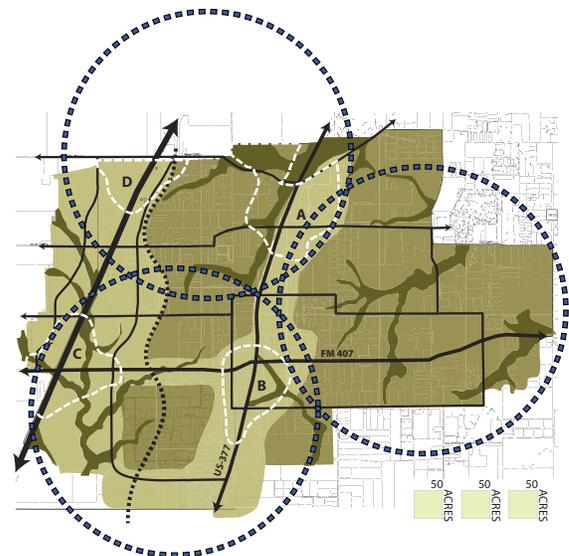


Figure 7. Service Radius for three 50 Acre Parks.

Argyle should carefully keep track of these differences to ensure a balanced system that is rich in diversity. Rather than simply acquiring leftover floodplain in small tracts, the Town should look for flexible and diverse opportunities. Likewise, the Town should strive to ensure that the Cross Timbers and creeks function as a system and not a patchwork of disconnected small parcels.

Other opportunities exist that create added value to the open space system. For example, landform is a critical determinant in site selection. Rugged terrain is not suitable for ballfield development and an open field isn't necessarily the most interesting trail experience. Argyle should identify sites that require the minimum amount of manipulation for the given program.

Proximity to schools would be an asset to most types of parks on the transect. Public plazas that exist in support of other civic spaces or destinations create added value for the Town, residents, and developers. The park transect mirrors the transitions of land use. The correlation of appropriateness is an attractor that the Town and developers alike may seek joint use agreements and partnerships to develop. These

approaches reinforce and support the identity of districts and experiences while building value for both parties.

The overlay to all of this park development is the viewshed component. Without the preservation of these viewsheds, all of the other planning instruments and agenda herein will miss the real opportunity to preserve the integrity of the Town of Argyle. The viewshed and open ranch aesthetic is critical to the Plan's success and is a legacy for which future generations will be thankful for years to come.



CONNECTIVITY, FACILITIES, INFRASTRUCTURE, AND PROGRAMS MATRIX (CFIP): IMPLEMENTATION STRATEGY

The Plan proposes a level of service that matches the commonly accepted ratios between population and recreational amenities. It also takes into account targeted preservation goals that are critical to ensure that the experiential qualities of Argyle are maintained even as development increases. The specific suggested acreages are organized in a series of charts that will be a basis for acquisition and development guideline agenda (Figures 8 and 9).

The resulting vision is an achievable and incremental strategy that responds to the public's concerns while providing for the future needs of the community. It is a customized approach that preserves the integrity of the town's character, balanced with a progressive land use ethic. Tied to the Land Use Plan, implementation will be partially driven by market influences as development continues within Argyle. Land development will trigger park development and will accommodate market fluctuations. The Town can negotiate while monitoring the final quantity requirements to complete the vision.

The Texas Parks and Wildlife Department (TPWD) assists many small communities in park development and nature conservation through a grant program, for which the Town of Argyle would qualify. The strategy outlined herein for the parks, open space, and trails should strengthen the opportunities for grant writing success. The clear goals of this plan invest in ecological diversity, habitat preservation, public access, and linkages between definitive destinations – important scoring criteria for the TPWD grant programs.

IMPLEMENTATION PRIORITIES

The Argyle Parks and Trails Plan proposes implementation initiatives to accomplish each of the top public goals. Since the town does not currently own any park land, this is by far the most important initiative. Upon acquisition of parcels, an early effort in park development excellence will lay a strong standard of expectations for future construction. Argyle is unique in the current constellation of land owners consist of primarily large rural tracts, many of which hold active ranch related operations. This demographic will change over time, however, and the town must embrace its heritage while planning for the future needs of its citizens. Success in this development atmosphere and along this timeline hinges on the fact that the town must be flexible to react as tracts become available. This includes having a fund of monies available for land acquisition to be able to respond

quickly when opportunities arise. Strategic needs are as follows, in priority order:

1. Park Land Acquisition & Preservation
 - a. Preservation of creek corridors and Cross Timbers habitat (identified on the parks plan graphic as "Preservation Park" areas. (5-10 year goal)
 - b. Acquisition of land in sections A, B, C, & D on the parks plan (civic open space / gathering / cultural opportunities) based on development trend opportunities (timeline is market-driven pending land availability)
 - c. Acquisition of (1) or (3) sites (depending on market conditions as opportunities present themselves) to serve the active recreation needs of the community (timeline is market-driven) (5 year goal)
2. Develop active and passive trail opportunities. (10 year goal)
3. Develop a flexible arena that can host equine events. (10 year goal)
4. Develop multi-use sports fields (baseball, softball, soccer) (10 year goal)
5. Develop playgrounds / spraygrounds to serve newly developed parts of the community. (10 year goal)
6. Provide opportunities for outdoor environmental education, birding, etc. via passive nature trails and other recreational programs.
7. Provide tennis courts and sports facilities.

Additionally, since there is currently no parks department for the town, there are several logistical goals for the town to accomplish that will further the park development within the community.

City Operational and Logistic Goals

1. Establish a parks department and staff to provide service to the community and conduct the park acquisition and development process. (10 year goal)
2. Adopt a formal new thoroughfare and streetscape plan that incorporates the trail connectivity elements formally into development requirements. (5 year goal)
3. Raise funds for park acquisition, development, and operations (ongoing)
4. Ongoing preparation of town-wide development standards will feed to trail and park acquisition opportunities.

Note: in order for Argyle to be eligible for grants from Texas Parks & Wildlife (under current guidelines), the town Parks Plan priorities and other information must be updated every five years, and entirely re-done every ten years.

Argyle CFIP Level of Service		Ratio Distribution	Existing Population (3,400)	Acres	Parking	Future Population (13,000)	Acres	Parking	Comment	Recreation Acres	Nature Preservation Acres	Total Acres
1	Baseball - Adult	1/6,000	N/A	N/A	N/A	2	8 ac	1 ac	Not enough demand at current pop. - joint-use w/ surrounding jurisdictions	27 ac	34 ac	61 ac
	Baseball - Teens	1/3,000	1	4 ac	.5 ac	4	16 ac	2 ac	Joint use w/ surrounding jurisdictions/schools or build			
2	Softball/ Youth Baseball	1/3,000	1	2 ac	.5 ac	4	8 ac	2 ac	Joint use w/ surrounding jurisdictions/schools or build	32 ac	34 ac	66 ac
	Soccer/ Rugby/ Football	2/3,000	2	4.5 ac	1 ac	8	18 ac	4 ac	Joint use w/ surrounding jurisdictions/schools or build			
3	Tennis	1/2,000	1	.25 ac	N/A	6	1.5 ac	N/A	May be shared w/ schools	29.5 ac	34 ac	63.5 ac
	Basketball	1/500	7	.75 ac	N/A	26	18 ac	N/A	May be shared w/ schools			
	Skate Park/ Rink	1/10,000	1	.5 ac	N/A	1	.5 ac	N/A	One necessary for city - may be developed later			
	Playground	.5 ac/ 1,000	Varies	1.5 ac	N/A	Varies	6 ac	N/A	May be developed in mini to neighborhood parks, may be developer-related effort; distribute evenly			
	Sprayground	1/10,000	1	.5 ac	N/A	1	.5 ac	N/A	One in community park			
	Recreation Center	1/10,000	N/A	N/A	N/A	1	1 ac	2 ac	Meeting rooms - program to be determined			
Picnicking	4 ac/ 1,000	Varies	14 ac (3.5 ac)	N/A	Varies	52 ac (13 ac)	N/A	Figure only 25% for acreage requirements, remainder distributed in parks	Picnicking, Nature Preservation "Accessible," and Nature Preservation "Viewshed" are equally distributed within 1,2,3.			
Nature Preservation "Accessible"	5 ac/ 1,000	Varies	17 ac	N/A	Varies	6 ac	N/A	Citizens may access natural area - must be combined w/ active recreation components				
Nature Preservation "Viewshed"	10 ac/ 1,000	Varies	34 ac	N/A	Varies	130 ac	N/A	Rural land, creek corridors, private viewsheds				
Concession/ Restroom	1 Concession Building/ 4 Contiguous Fields				Restroom & concessions							
Subtotal Open Space			33.5 ac			190.5 ac						
Preserved Open Space			34 ac			130 ac						

Figure 8. Park Standards based on Argyle's Existing Population.

Argyle CFIP Level of Service		Ratio Distribution	Existing Population (3,400)	Acres	Parking	Future Population (13,000)	Acres	Parking	Comment	Recreation Acres	Nature Preservation Acres	Total Acres
1	Baseball - Adult	1/6,000	N/A	N/A	N/A				Not enough demand at current pop. - joint-use w/ surrounding jurisdictions			
	Baseball - Teens	1/3,000	1	4 ac	.5 ac				Joint use w/ surrounding jurisdictions/schools or build			
2	Softball/ Youth Baseball	1/3,000	1	2 ac	.5 ac				Joint use w/ surrounding jurisdictions/schools or build			
	Soccer/ Rugby/ Football	2/3,000	2	4.5 ac	1 ac				Joint use w/ surrounding jurisdictions/schools or build			
3	Tennis	1/2,000	1	.25 ac	N/A				May be shared w/ schools			
	Basketball	1/500	7	.75 ac	N/A				May be shared w/ schools			
	Skate Park/ Rink	1/10,000	1	.5 ac	N/A				One necessary for city - may be developed later			
	Playground	.5 ac/ 1,000	Varies	1.5 ac	N/A				May be developed in mini to neighborhood parks, may be developer-related effort; distribute evenly			
	Sprayground	1/10,000	1	.5 ac	N/A				One in community park			
	Recreation Center	1/10,000	N/A	N/A	N/A				Meeting rooms - program to be determined			
Picnicking	4 ac/ 1,000	Varies	14 ac (3.5 ac)	N/A				Figure only 25% for acreage requirements, remainder distributed in parks	Picnicking, Nature Preservation "Accessible," and Nature Preservation "Viewshed" are equally distributed within 1,2,3.			
Nature Preservation "Accessible"	5 ac/ 1,000	Varies	17 ac	N/A				Citizens may access natural area - must be combined w/ active recreation components				
Nature Preservation "Viewshed"	10 ac/ 1,000	Varies	34 ac	N/A				Rural land, creek corridors, private viewsheds				
Concession/ Restroom	1 Concession Building/ 4 Contiguous Fields				Restroom & concessions							
Subtotal Open Space			33.5 ac									
Preserved Open Space			34 ac									

Figure 9. Park Standards based on Argyle's Buildout Population.

GLOSSARY OF LAND USE TERMINOLOGY

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GLOSSARY

Residential

Single Family Residence: Premise for dwelling that consists of a freestanding structure for occupancy by one family and having no physical connection with a building located on any other lot or tract.

Community Residence: Premise for dwelling where not more than six persons who are disabled as specified by Subchapter 123.002 of the State of Texas Human Resources Code are provided room and board, as well as supervised care and rehabilitation by not more than two persons as licensed by the Texas Department of Mental Health and Mental Retardation.

Manufactured Housing: Any one of three types of prefabricated housing products for dwelling, which are typically manufactured/assembled at a location other than the end user's permanent site, and which are regulated by the Texas Manufactured Housing Standards Act. Three such products are included: mobile homes; HUD-code manufactured homes; and industrialized homes.

Two-Family Residence (Duplex): Premise for dwelling that consists of two attached dwellings in one structure, each designed to be occupied by one family.

Single-Family Attached (Townhouse): Premise for dwelling that is attached to another dwelling at one or more sides by a party (i.e. shared) wall, each of which is designed for occupancy by one family. The attached dwellings are in one structure, which is located on a separate lot delineated by front, side, and rear lot lines.

Multi-Family Housing (Apartments): Premise for dwelling consisting of more than four dwelling units on a single lot designed to be occupied by more than four families living independently of on another, excluding hotels and motels.

Home Office: Non-retail commercial enterprise located within a residence. The work quarters should be located either within the house or in an outbuilding, on the same lot as the dwelling unit. This use category includes Home Occupations that are carried on in the residence by a member of the occupant's family and do not involve signage, structural alterations to buildings, open storage, or any nuisance to neighboring properties.

Live-Work (Lofts): Mixed use structure consisting of both a commercial and a residential function. The

commercial unit may be anywhere in the unit and is intended to be occupied by a business operator who lives in the same structure.

Historic Period Residence: Premise for dwelling that was built in the time period from the 1890s to the 1930s and retains the characteristics of this time period, or dwelling constructed with similar architectural styles and lot orientation as those from this time period. These dwelling units should be limited primarily to single-family detached structures.

Group Quarters: Premise for dwelling consisting of a structure where multiple, unrelated persons live. Examples include: college residence halls, residential treatment centers, nursing facilities, etc.

Accessory Dwelling: Premise for dwelling that is subordinate to the primary dwelling structure on the property lot and is not used for any commercial purpose or rented.

Lodging

Bed & Breakfast: Premise for dwelling occupied as a permanent residence by an owner or renter, which serves breakfast and provides or offers sleeping accommodations in not more than five rooms for transient guests for compensation, generally for not more than a period of seven days.

Inn: Premise for dwelling occupied as a permanent residence by an owner or renter, which serves breakfast and provides or offers sleeping accommodations in six or more rooms for transient guests for compensation, generally for not more than a period of seven days.

Hotel/Motel: Facility offering temporary lodging accommodations or guest rooms on a daily rate to the general public and providing additional services, such as restaurants, meeting rooms, housekeeping service, and recreation facilities. A guest room shall be defined as a room designed for the overnight lodging of hotel guests for an established rate or fee.

Office

Service Office: Room or group of rooms used for the provision of services. Typical uses include: real estate, insurance, property management, investment, legal, personnel, travel, secretarial, etc.

Commercial Office: Room or group of rooms used for the provision and administration of businesses and professional offices. Typical uses include: offices of private firms, corporations, organizations, associations, etc.

Office Building: Structure containing one or more service and/or commercial offices.

Commercial

Auto Related (parts): Commercial premise with automobile accessories and parts available for retail sale.

Entertainment Establishment: Commercial premise that provides leisure activities for retail sale. Typical uses include: movie theaters, bowling alleys, sports arenas, etc.

Entertainment Establishment (adult): Commercial premise that provides adult activities for retail sale. Typical uses include: adult bookstores, adult video stores, adult cabarets, adult motels, adult theaters, etc.

Food Service Establishment (drive through): Commercial premise that prepares food for retail sale in a setting where food is ordered from a drive through window or a walk up counter and which may or may not have a dining area on the premise.

Food Service Establishment (sit down): Commercial premise that prepares food for retail sale in a setting where food is ordered and either carried out or consumed at a table on the premise.

Alcohol Service Establishment: Commercial premise that serves alcoholic beverages for retail sale and consumption on the premise.

Service Commercial: Premise that provides service-oriented retail sales designed to cater to community residents. Typical uses include: banks, drycleaners, car washes, storage facilities, etc.

General Commercial: Premise that provides general retail sales for both community residents as well as non-residents. Typical uses include: convenience stores, hardware stores, grocery stores, gas stations, etc.

Retail (merchandise): Premise that provides merchandise for retail sale and that is oriented to high value capture. Typical uses include: bookstores, clothing stores, specialty shops, furniture stores, etc.

Open Air Retail: Premise that provides merchandise for retail sale in an outdoor setting. Typical uses include: garden shops, farm supply stores, etc. Open air sales for other retail establishments must be seasonal and short-term only. This use category does not include outdoor seating for restaurants or cafes.

Place of Assembly: Premise that provides privately owned building(s) and/or facilities for use by community members for gatherings and meetings. Typical uses include: cafes, convention centers, receptions rooms, etc. This use category does not include libraries (Community Facility use), town halls (Government Facility use), schools (Educational use), or churches (Religious Facility use), as they are included in other categories.

Recreational Establishment: Commercial premise that provides facilities for sports and recreational activities for retail sale. Typical uses include: health club, ice skating rink, martial arts club, racquetball/handball club, tennis club, swimming pool, aerobics studio, golf course, driving range, etc.

Mixed-Use: Provision of more than one function (including residential, office, commercial, civic, institutional, etc.) in the same building, in multiple adjacent buildings, or in the same area.

Commercial/Private Livestock: Building, site, or yard for the display and sale of livestock for retail, wholesale, or private sales, for the personal use of the owner's livestock, and for the boarding of livestock. The minimum lot size for personal livestock areas/quarters is 2.5 acres and no more than one animal is allowed for each acre of available grazing land.

Agricultural: Premise that provides the retail sale of agricultural tools, supplies, and implements.

Civic

Community Facility: Premise providing government-owned building(s) and/or facilities for use by community members for social, educational, recreational, and/or cultural activities. Typical uses include: libraries, museums, theaters, recreation centers, etc.

Recreational Facility: Premise providing government-owned building(s) and/or facilities for use by community members for recreational activities. Typical uses include: parks, recreation centers, municipal golf courses, etc.

Government Facility: Premise providing building(s) and/or facilities for governmental activities. Typical uses include: town/city halls, municipal office buildings, court buildings, etc.

Cultural Facility: Premise providing building(s) and/or facilities for use by community members for cultural activities. Typical uses include: museums, theaters, etc.

Municipal Support

Community Support Facility: Premise containing building(s) and/or facilities that provide municipal services for the community. Typical uses include: recycling centers, landfills, carpool park and ride areas, etc.

Infrastructure & Utilities: Premise containing building(s) and/or facilities for the provision of infrastructure and utility services. Typical uses include: water treatment plants, water storage tanks, stormwater management facilities, electrical substations, etc.

Major Facility: Premise providing building(s) and/or facilities for general and/or large-scale municipal support services. Typical uses include: bus storage, city vehicle repair, railroad switchyards, etc.

Public Parking: Premise containing building(s) and/or facilities for the provision of public parking. Typical uses include: on-street parking, surface parking lots, structured parking buildings, etc.

Transit Facilities: Premise containing building(s) and/or facilities for the provision of transit services. Typical uses include: bus stations, rail stations, rail yards, etc.

Rescue Mission: Premise containing building(s) and/or facilities for the provision of investigative and rescue missions. Typical uses include: search and rescue teams, water surface and dive rescue teams, etc.

Educational

Childcare: Premise containing building(s) and/or facilities for the provision of childcare and education services. Childcare may be provided in a family home as long as the number of children provided care does not exceed 12 at any given time and no room or board is provided.

College/University: Premise containing an academic institution of higher learning, accredited or recognized by the State and covering a program or series of programs of academic study.

Elementary School: Premise containing an academic institution dedicated to providing elementary school level educational services.

Learning Center: Premise containing building(s) and/or facilities for the provision of specialized educational services.

Middle/High School: Premise containing an academic institution dedicated to providing middle and/or high school level educational services.

Pre-School: Premise containing building(s) and/or facilities for the provision of pre-school educational services.

Special Training/Vocational: Premise containing building(s) and/or facilities for the provision of special training and/or vocational services.

Industrial

Auto Related (Sales/Repair): Premise containing building(s) and/or facilities for the provision of automobile sales and repair services. Typical uses include: car dealerships, service centers, automobile detailing services, etc.

Manufacturing & Processing: Premise containing building(s) and/or facilities for industrial manufacturing and processing. Typical uses include: lumberyards, machinery shops, processing plants, etc.

Products & Service: Premise containing building(s) and/or facilities for the provision of industrial products and services. Typical uses include: construction contractors, landscaping companies, etc.

Warehousing/Distribution Facility: Premise containing building(s) and/or facilities for the storage of goods, wares, merchandise, substances, or articles. May include facilities for wholesale or retail commercial outlet and offices for administration/management functions related to the warehousing operation.

Institutional

Religious Facility: Premise providing building(s) and/or facilities for use by religious organizations. Typical uses include: churches, synagogues, mosques, etc. The location of religious institutions on their own may not be restricted, but sites that include secondary uses such as schools or community services may be restricted due to their potential to generate traffic and other external impacts.

Medical Complex: Premise containing buildings and/or facilities for the provision of medical treatment and services. Typical uses include: clinics, out-patient services, hospitals, etc.

Medical Office: Premise providing building(s) and/or facilities for use by medical service providers. Typical uses include: offices of doctors, dentists, optometrists, dermatologists, veterinarian clinics, etc.

Fraternal Facility: Premise providing building(s) and/or facilities for use by fraternal organizations. Typical uses include: VFW halls, Masonic halls, Lions clubs, etc.

Research Facility: Premise containing building(s) and/or facilities for the provision of research services. Typical uses include: research and development facilities, etc.

Conservation Area

A Conservation Area is an area depicted on a PD Concept Plan accompanying a zoning case within the T1 or T2 transects wherein natural vegetation and topography are protected from development. No structures or paving of any kind may be erected in a Conservation Area. Trails comprised of natural materials are allowed as long as the native, natural features of the area remain undisturbed. The approval of a Conservation area may not increase the overall density allowed on the property according to the Comprehensive Plan of the Town. For example, clustering of lots which are smaller than the minimum size established in the Comprehensive Plan is allowed as long as the overall density is not exceeded. Example: a 25 acre parcel of property located within the T2 transect may not exceed .2 units per acre (5 acre minimum lot size). Thus, the total number of lots allowed in this example is 5. In the event a Conservation Area is approved by the P&Z and Council, the lot sizes may be reduced to allow clustering of homes, but the overall density still may not exceed 5 lots on the 25 acres.

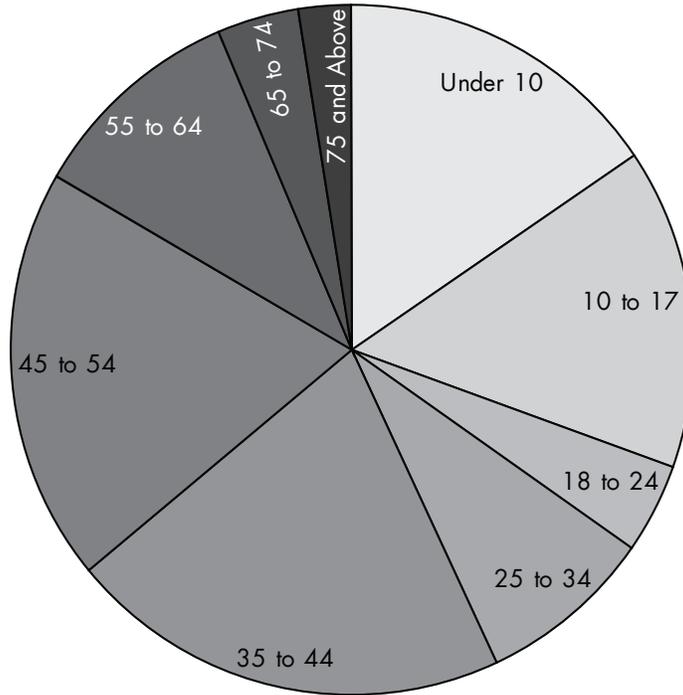
APPENDIX

Demographic Charts
Park System Public Input Survey
Key Graphics

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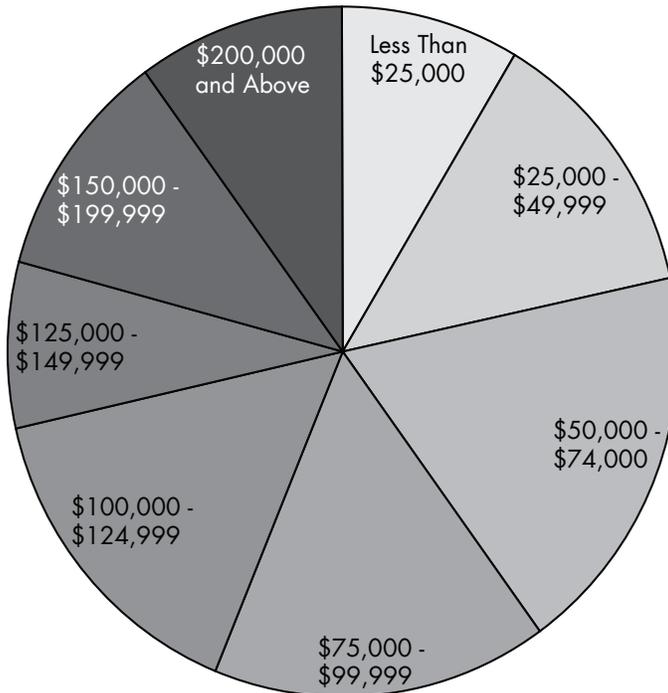
DEMOGRAPHIC CHARTS

Argyle Population Age Distribution



Source: 2000 U.S. Census

Argyle Household Income Distribution



Source: 2000 U.S. Census

PARK SYSTEM PUBLIC INPUT SURVEY

Town of Argyle

Park System Public Input

1. What general part of Argyle do you live in? (see quadrant map)

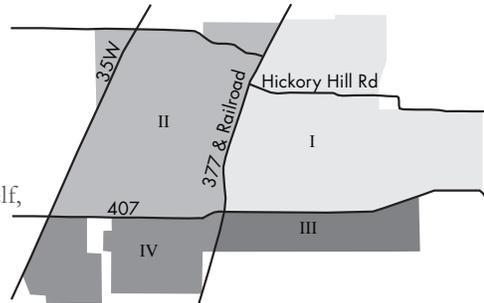
- (I) North East (II) North West
 (III) South East (IV) South West

2. Gender:

- Male Female

3. List the number of persons in your household, including yourself, who are in the age brackets below:

- 1-10 11-16 17-25
 26-46 47-59 60+



4. Note the nearby city parks and trails that you visit, the name of the park, and why you visit (please add cities if not listed).

City	Do you visit? y/n	Name of Park	Why?
Highland Village			
Flower Mound			
Denton			
Lewisville			
Southlake			
Keller			

5. Would you like to see Argyle's parks and trails oriented more toward which of the following? Please rank 1 through 3, with the number 1 as the most important.

- _____ Open space preservation (pastures, creeks, forest, etc.)
 _____ Active recreation (playgrounds, swimming, sports fields, etc.)
 _____ Trails
 _____ All equal

6. Please rank in 1 through 3, with the number 1 as the most important, what is the most important to the Town of Argyle?

- _____ Preserve the rural ranch heritage of the Town of Argyle
 _____ Preserve the Cross Timbers Forest
 _____ Utilize parks and trails for Sustainable approaches
 _____ Acquire open space near new development centers.
 _____ Provide a system of connectivity through a trails system
 _____ Provide for active recreation such as soccer, baseball, football fields, etc.
 _____ Provide specialized recreation centers such as equestrian, swimming, public golf, or tennis.
 _____ Provide environmental education centers.
 _____ Providing a space for public gatherings, festivals, or civic events.
 _____ Other _____

(see back for additional comments)



Please mail or fax by 5/1/08 to:
Argyle Town Hall, P.O. Box 609, Argyle, TX 76226
Fax # 940.464.7274

MESA

Town of Argyle

Park System Public Input

7. Please rank your top 10, in descending order, with the number 1 as the most important, the recreation activities which you see as most important to you.

- | | | |
|-----------------------------------|---|-------------------------------|
| _____ Hiking | _____ Golf | _____ Boating/canoeing |
| _____ Swimming | _____ Tennis | _____ Environmental Education |
| _____ Skating &/or roller blading | _____ Concerts in the Park | _____ Equestrian Trails |
| _____ Dog Park | _____ Picnicking | _____ Running/Jogging |
| _____ Nature Camps | _____ Adult Sports Leagues | _____ Youth Sports Leagues |
| _____ Camping | _____ Equestrian Events Arena | _____ Playground |
| _____ Water Play Sprayground | _____ Road Cycling | _____ Mountain Biking |
| _____ Bird Watching | _____ Recreational Workshops (arts, crafts, camp) | |
| _____ Other _____ | _____ Cultural Programs (theater, music, art) | |

8. Do you frequently ride horses? Yes No
 If "yes," please check all that apply.
 I prefer to ride on my own property
 I travel to equestrian destinations
 I compete in special events, races, rodeo, or other competitive events
 I enjoy leisure trail / nature rides
 other _____

9. Do members of your family play in organized league sports?
 child/youth adult none
 If "yes," please indicate the sport and location you participate in

Organization / City	Sport	Adult or Youth

- Which is most important to you?
 Practice fields (unlit, open fields)
 Competitive/ tournament fields (lighted, concessions, restrooms, etc)

10. How much would you be willing to pay as an annual tax to pay for park land acquisition and maintenance?
 \$none \$50 \$75 \$100 \$150 Other\$ _____

11. Would you be willing to pay a usage fee for a specialized amenity/ recreation complex?
 Yes No

12. Are you a resident of Argyle?
 Yes No

OPTIONAL:

Name:

Address:

Telephone (daytime):

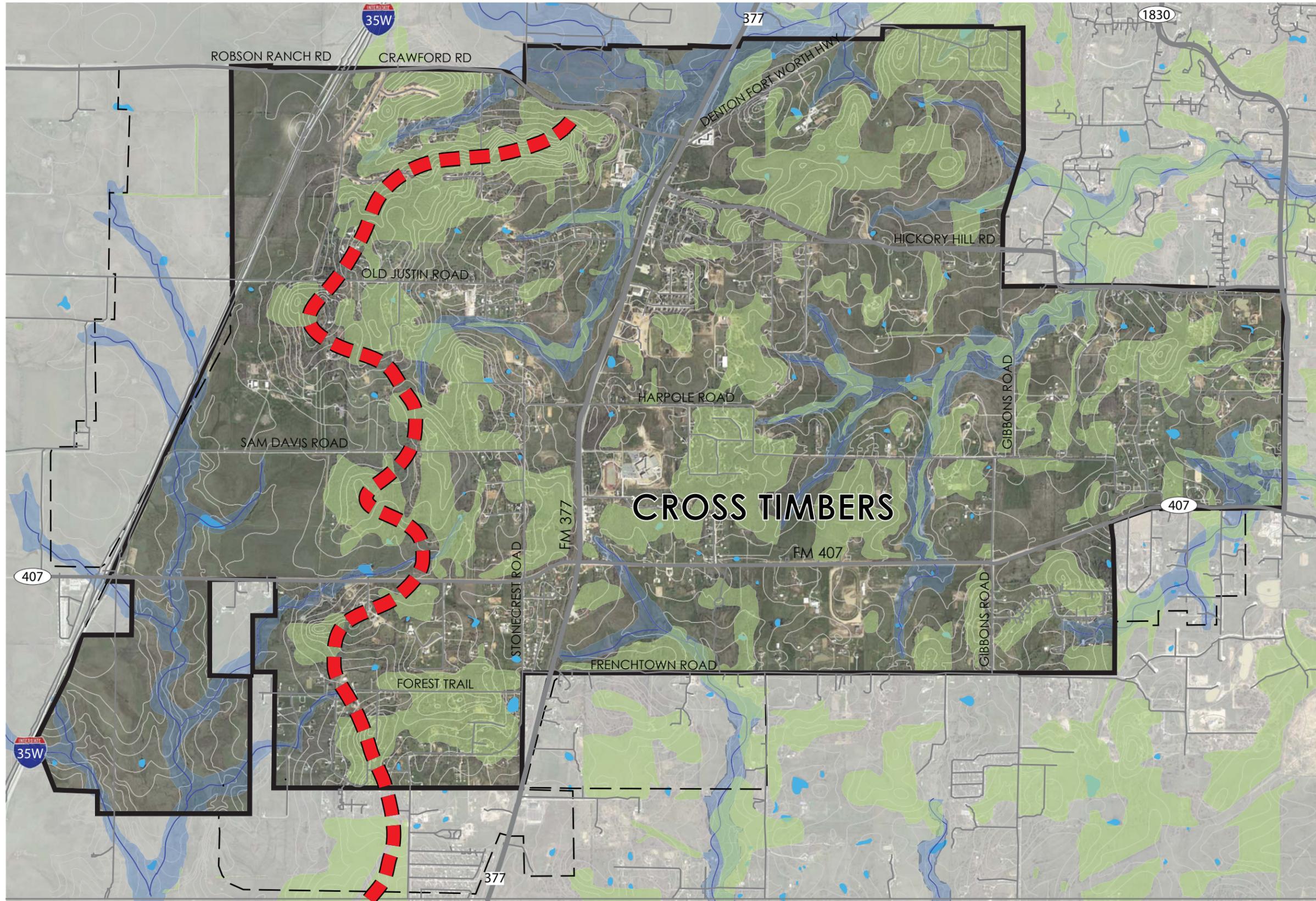
Other comments and suggestions:



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 Fax # 940.464.7274

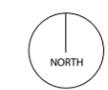
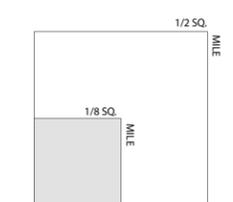
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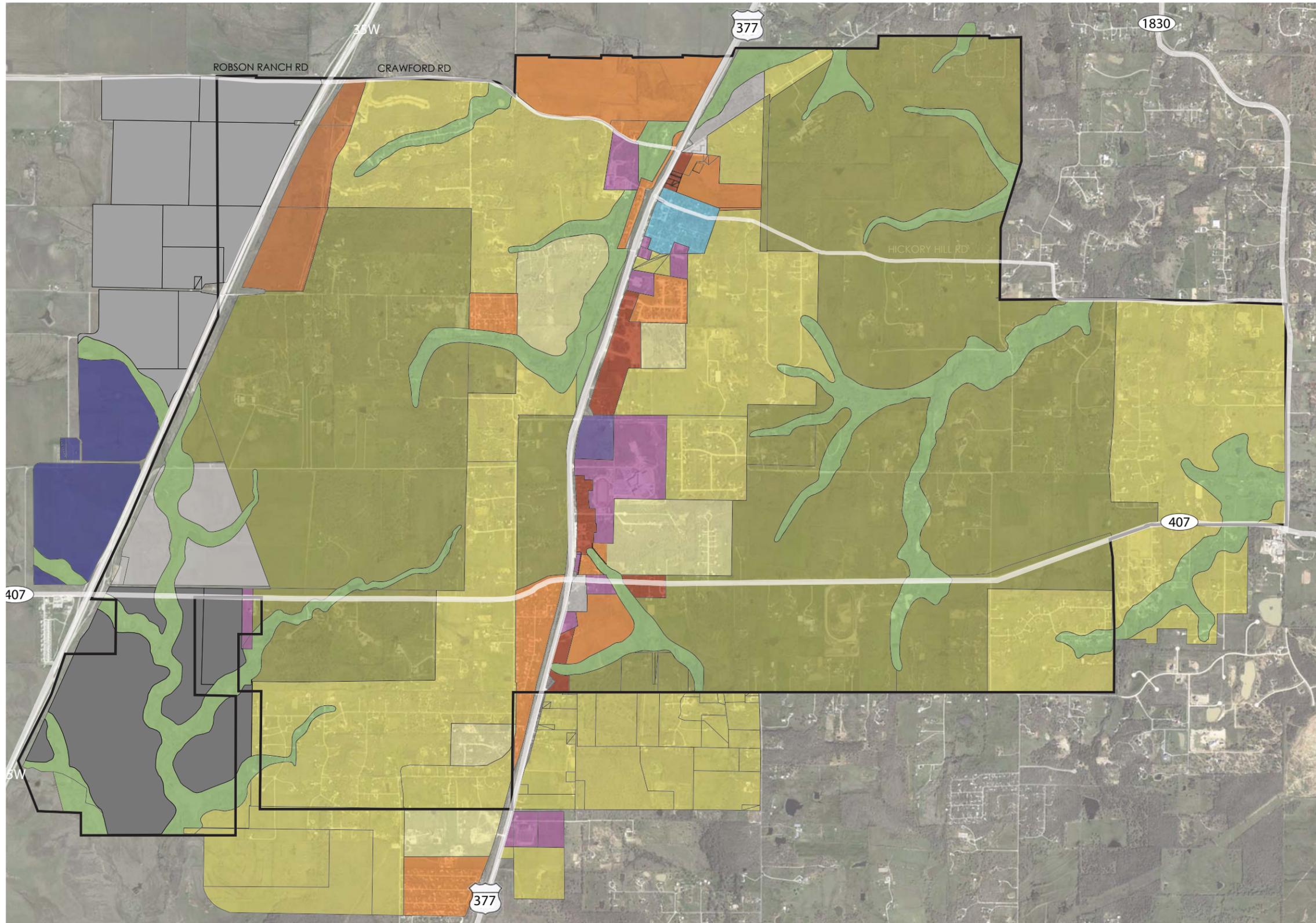
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TOWN OF ARGYLE
NATURAL SYSTEMS
GRAPHIC

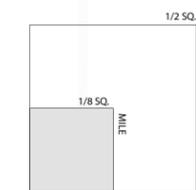
- FLOODPLAIN
- VEGETATIVE COVER
- RIDGE LINE

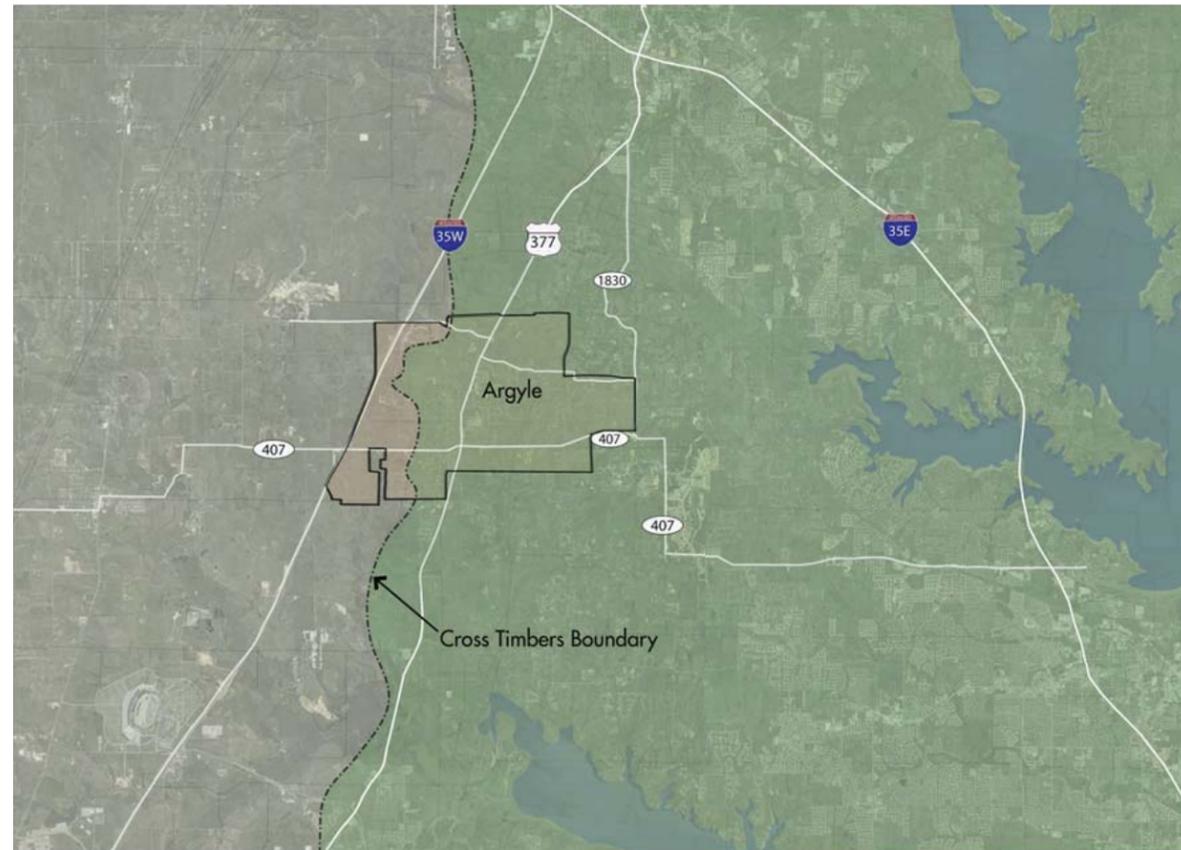




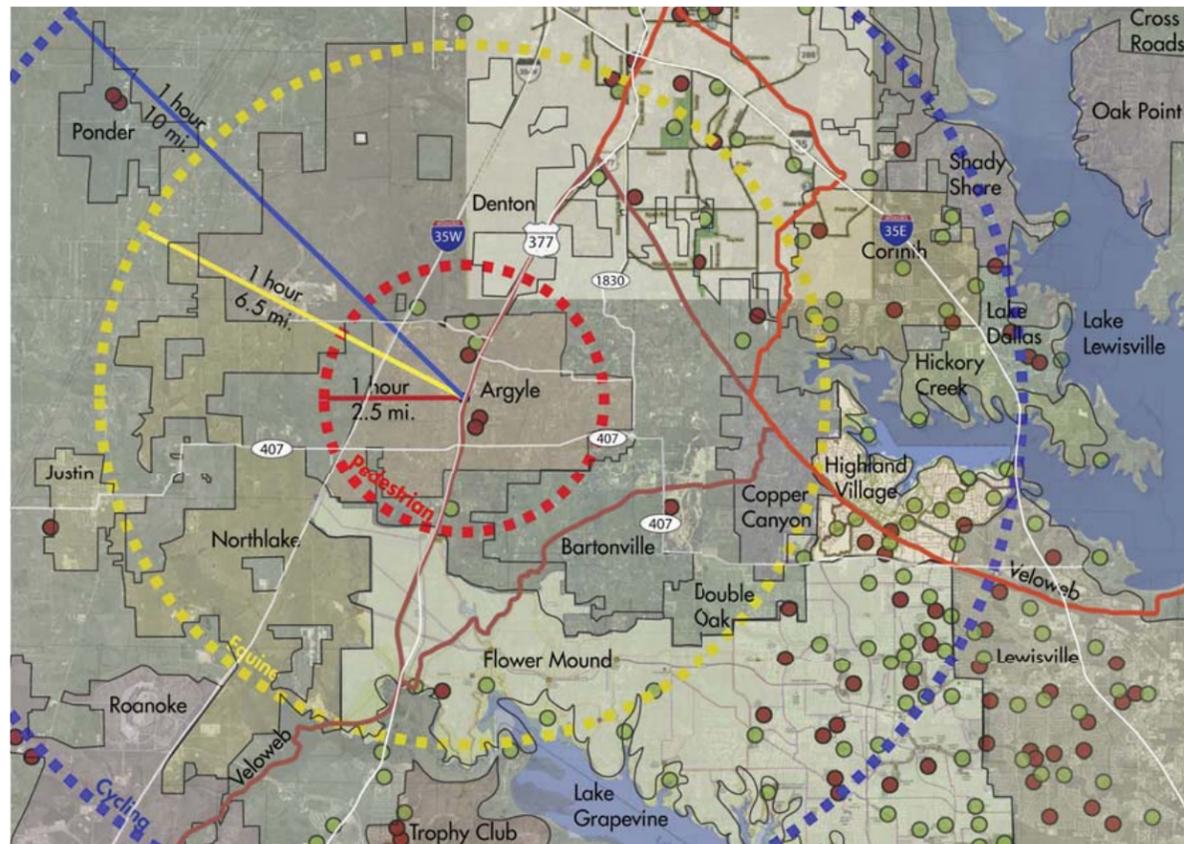
TOWN OF ARGYLE
Existing Land Use Map

- RURAL
- SEMI-RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- OFFICE/RETAIL
- LOCAL/RETAIL
- COMMUNITY RETAIL
- VILLAGE CENTER
- OLD TOWN
- BUSINESS PARK A
- PUBLIC/SEMI PUBLIC
- ENVIRONMENTALLY SENSITIVE AREA
- SPECIAL PLANNING AREA 1
- SPECIAL PLANNING AREA 2
- SPECIAL PLANNING AREA 3

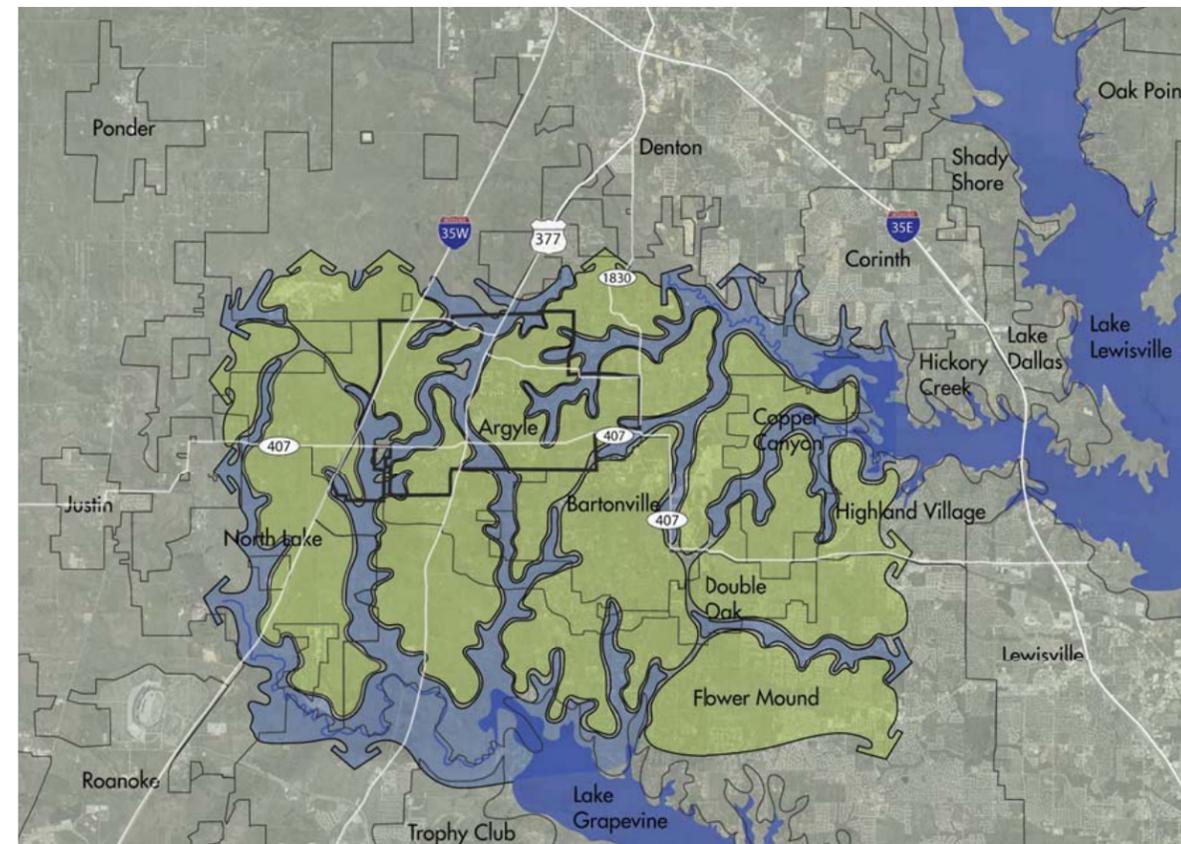





TOWN OF ARGYLE
 CROSS TIMBERS
 BOUNDARY




TOWN OF ARGYLE
 TRAVEL DISTANCES

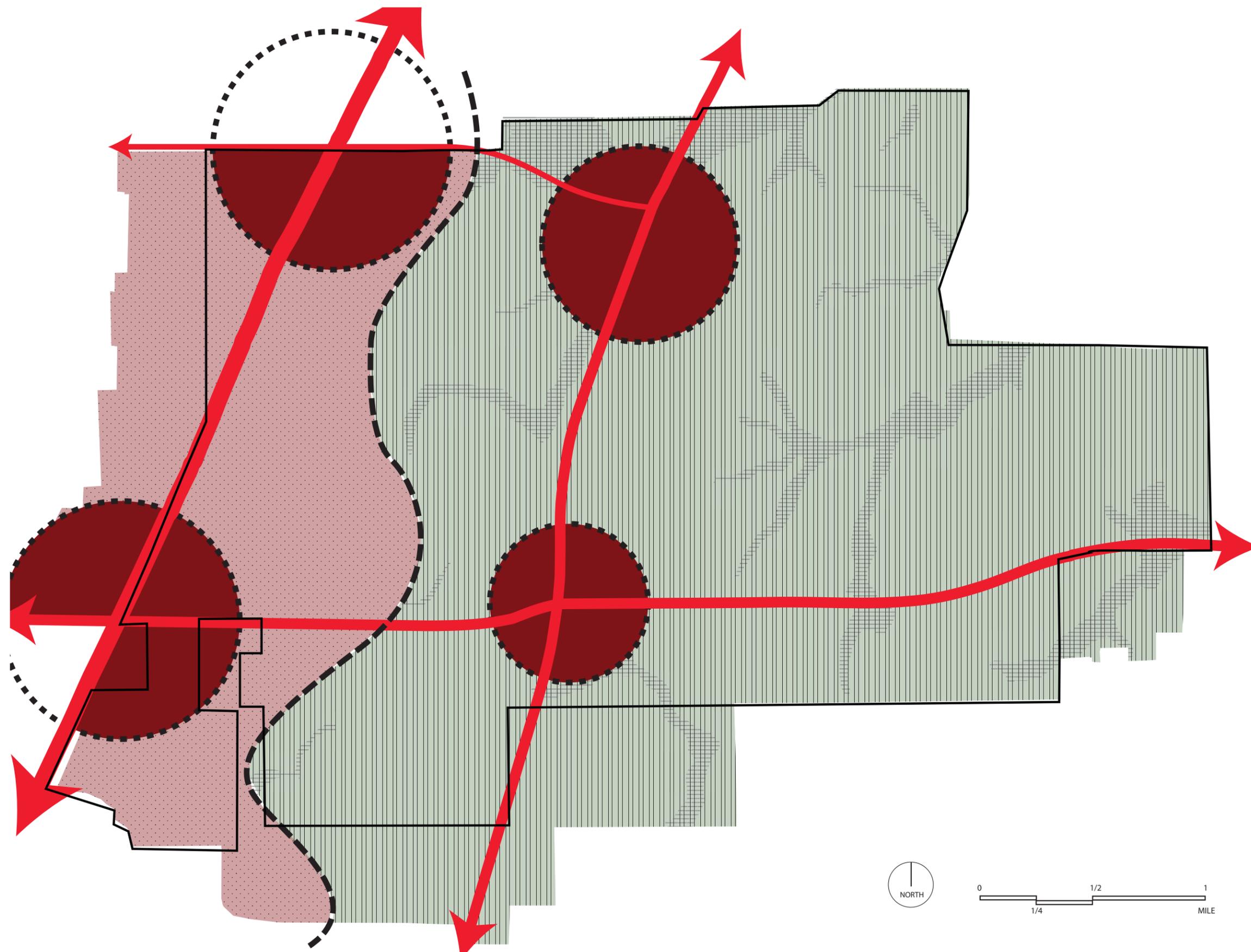



TOWN OF ARGYLE
 LANDFORM INFLUENCES

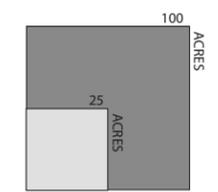
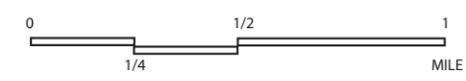
■ Ridges
■ Creeks



TOWN OF ARGYLE PLANNING FRAMEWORK



- RURAL ZONE
- FLOODPLAIN ZONE
- DEVELOPMENT ZONE
- RIDGE LINE
- TRAFFIC DENSITY ROUTES
- CITY BOUNDARY
- DEVELOPMENT CENTERS





TOWN OF ARGYLE Future Land Use Plan

February 24, 2015

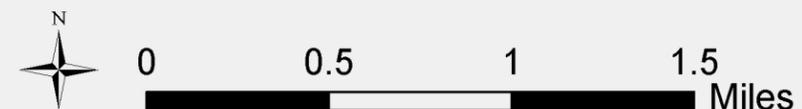
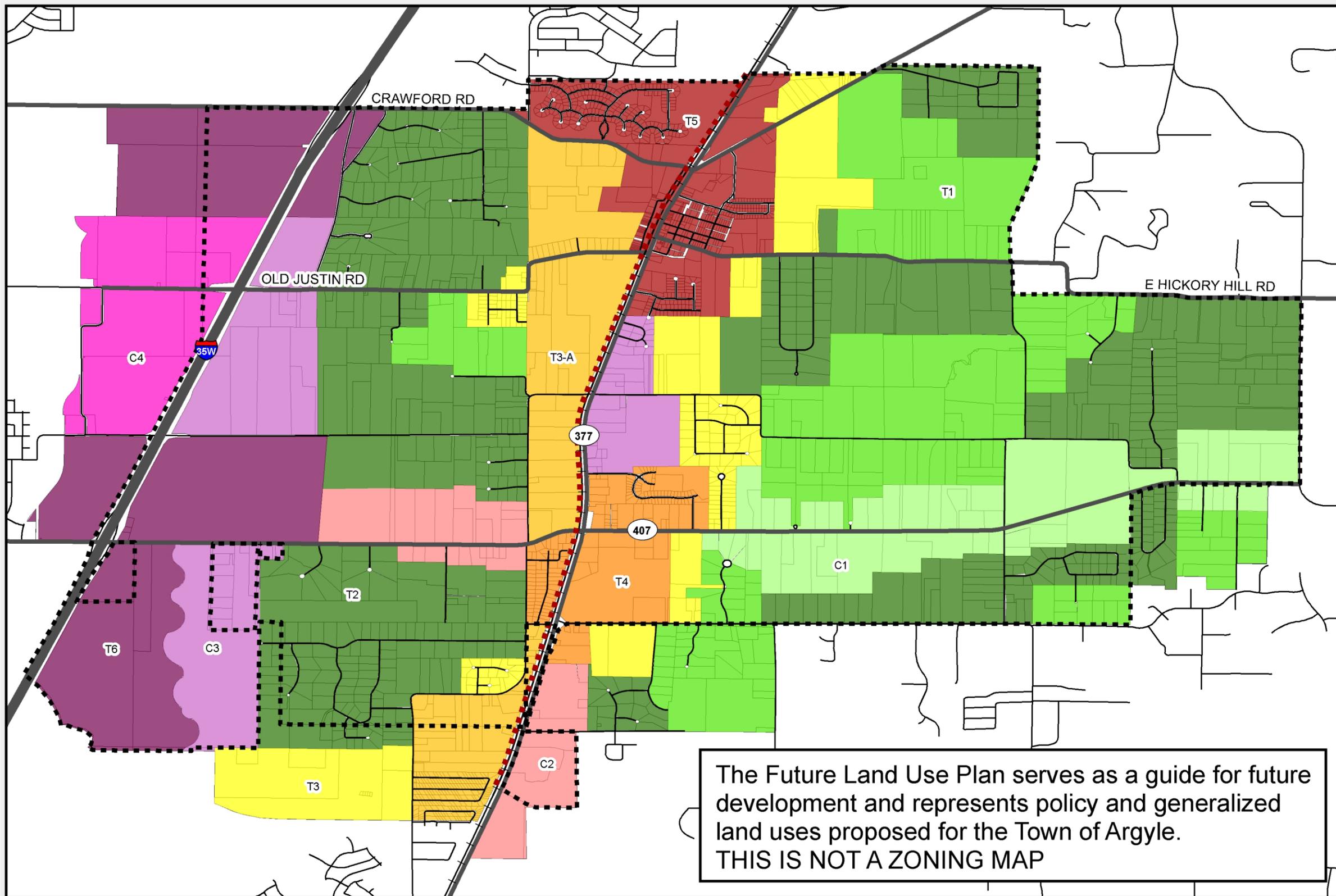
Legend

- City Boundary
- Proposed Bike/Hike Trail
- Railroad

Future Land Use Plan

Land Use

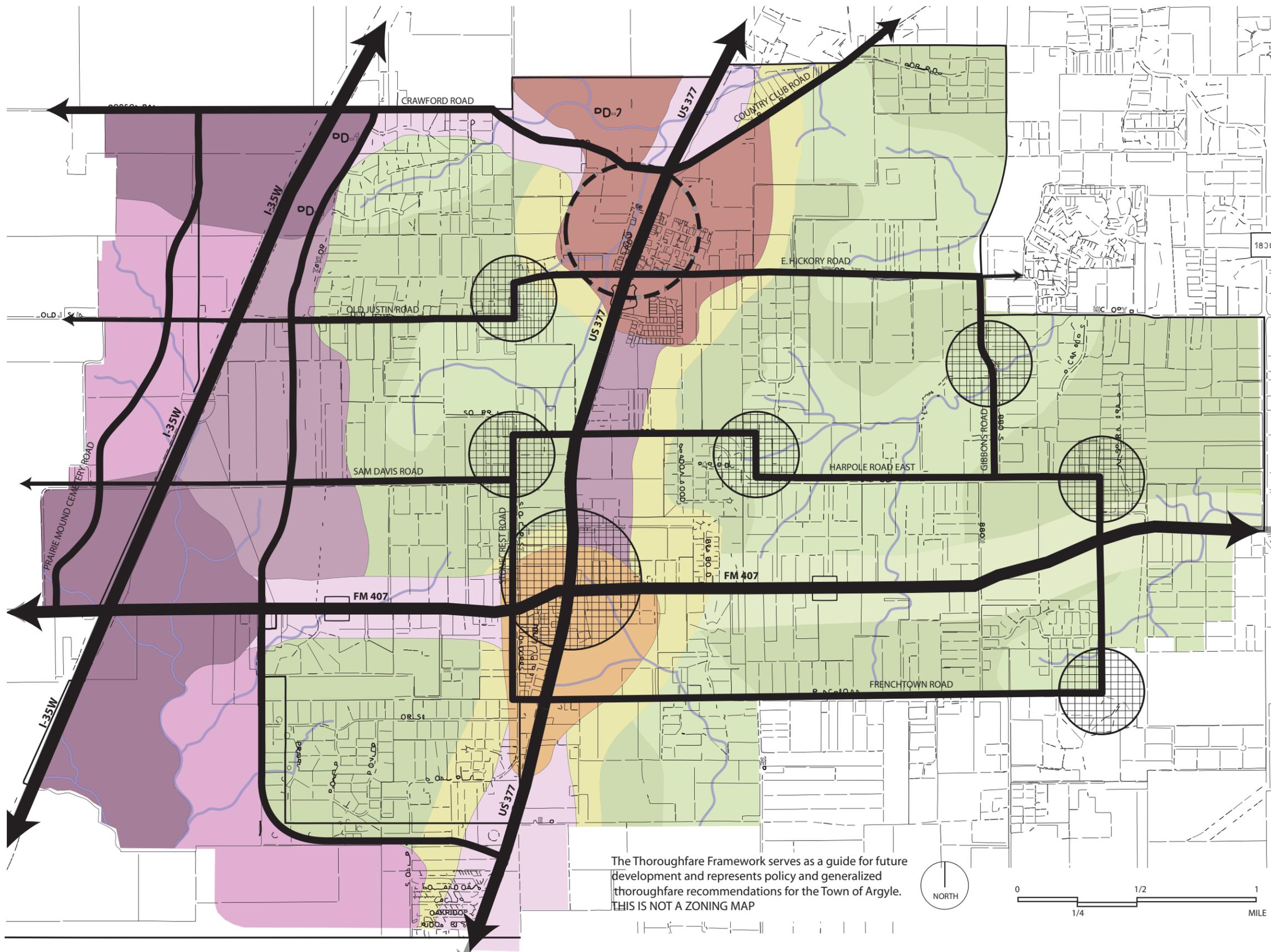
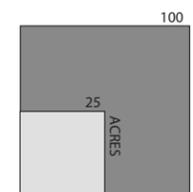
- C1 - Rural Corridor
- C2 - Approach Corridor
- C3 - Centers Corridor
- C4 - Regional Corridor
- T1 - Rural / Conservation
- T2 - Rural
- T3 - Low Density Transition
- T3-A - Railroad Transition
- T4 - Village Center
- T5 - Town Center
- T6 - Regional Center





TOWN OF ARGYLE THOROUGHFARE FRAMEWORK

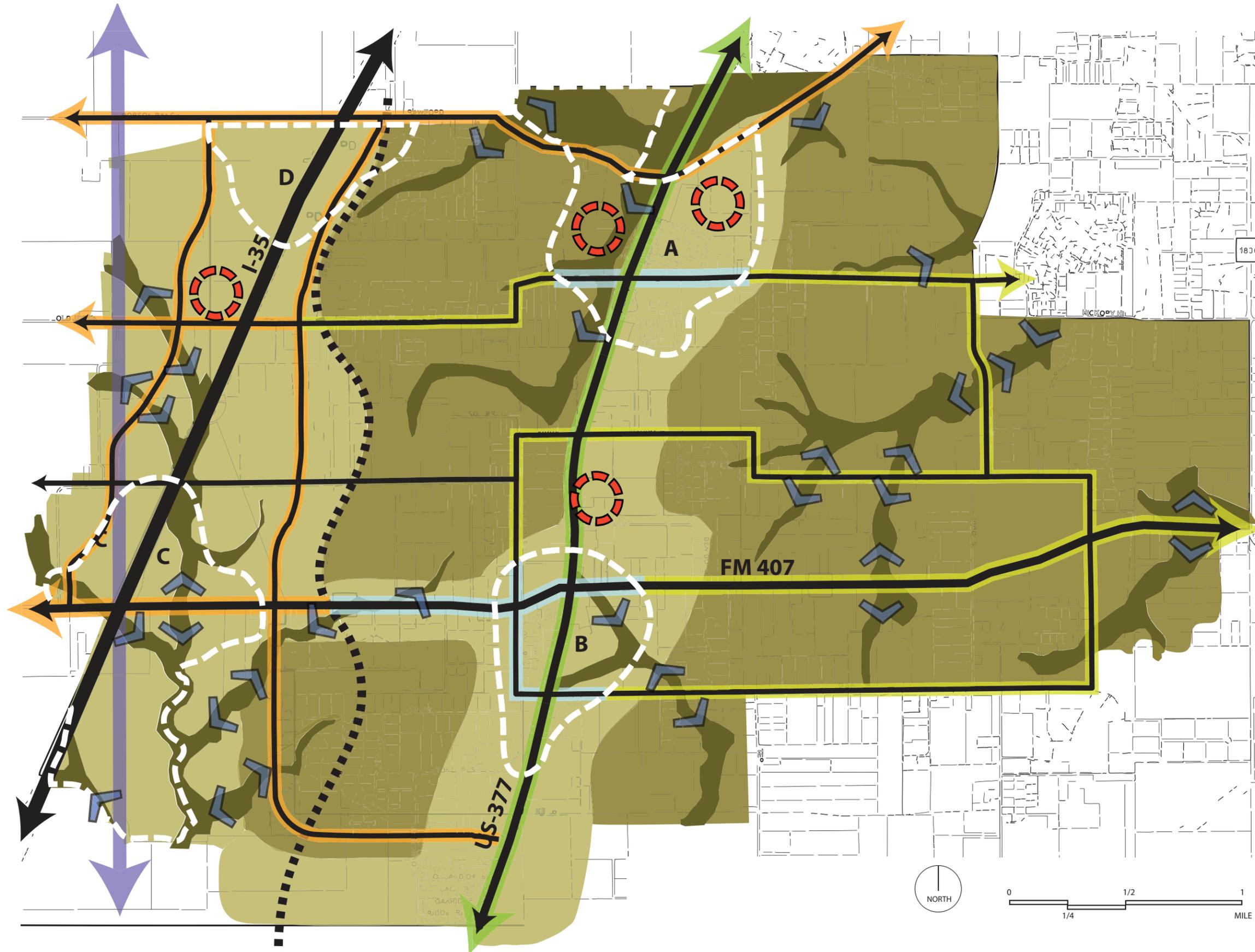
- T6 - REGIONAL CENTER
- T5 - TOWN CENTER
- T4 - VILLAGE CENTER
- T3 - LOW DENSITY TRANSITION
- T2 - RURAL
- T1 - RURAL / CONSERVATION
- C4 - REGIONAL CORRIDOR
- C3 - CENTERS CORRIDOR
- C2 - APPROACH CORRIDOR
- C1 - RURAL CORRIDOR
- RIVER / STREAMS / CREEKS
- REGIONAL THOROUGHFARE SYSTEM
- SUB-REGIONAL THOROUGHFARE SYSTEM
- LOCAL THOROUGHFARE SYSTEM
- SITE OF FUTURE TRANSIT STOP
- POTENTIAL AREA OF OPERATIONAL INEFFICIENCY. FINAL ALIGNMENT TO BE DETERMINED CONCURRENT WITH DEVELOPMENT OF MAJOR PROJECTS.
- POTENTIAL AREA OF LIFE SAFETY CONCERNS. FINAL ALIGNMENT TO BE DETERMINED CONCURRENT WITH DEVELOPMENT OF MAJOR PROJECTS.



The Thoroughfare Framework serves as a guide for future development and represents policy and generalized thoroughfare recommendations for the Town of Argyle. THIS IS NOT A ZONING MAP



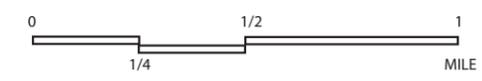
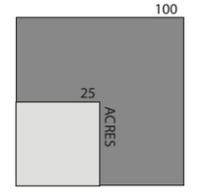
TOWN OF ARGYLE PARKS AND TRAILS PLAN



Regional Village, Town Center Greens
(shown by dashed white lines)

- A. Locate 1 min. 2 acre park
- B. Locate 1 min. 1 acre park
- C. Locate 1 min. 2 acre park
- D. Locate 1 min. 2 acre park

- Preservation Parks
- Preservation-Hybrid Parks
- Hybrid-Active Parks
- Cross Timbers Line
- School-possible joint use
- Connection to Nature Trail
- Regional Trail, Veloweb
- Regional Trail, Within Power Line Easement
- Bike Route
- City Trail
- Transitional Trail





**TOWN OF ARGYLE
PARK TYPOLOGY TRANSECT**



Park/Land Use Distribution		T-6 Regional Center	C-4 Regional Corridor	T-5 Town Center	T-4 Village Center	T-3 Low Density Transition	C-3 Centers Corridor	C-2 Approach Corridor	C-1 Rural Corridor	T-2 Rural	T-1 Rural/Conservation
Preservation	Nature Preserve										
	Rural/Ranches - Viewshed Only										
	Greenway/Floodplain - Viewshed Only										
	Nature Trail										
	Special Use Area - Arena/Farmers Market										
Hybrid	Nature Park										
	City Trail										
	Neighborhood Park										
Active/Recreation	School Park										
	Community Park										
	Mini/Urban Park										
	Town Center/ Public Gathering Space										
	Regional Trail										



ACTIVE/RECREATION	HYBRID	PRESERVATION
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PRESERVATION ATTRIBUTES	Reinforces town character	Transitional character Balance between Active/Preservation	Rural & ranch heritage
PARK TYPOLOGIES	Town Centers Mini/Urban Parks Community Park	Community Park Sports fields Neighborhood Parks School Parks Nature Parks Rural Parks Special Use Arena	Nature Preserves Greenways Special Use Areas Nature Park
ACTIVITIES/ PROGRAMS	Cultural/environmental programs, picnicking, farmers markets, gathering spaces	Playgrounds, sports leagues, cultural/environmental programs, picnicking, stages, running/jogging/walking	Hiking, picnicking, running/jogging/walking, cultural/environmental programs
SUSTAINABLE APPROACHES	Rain gardens, rainwater harvesting, permeable paving, recycling	Rain gardens, bioswales, recycling, large scale stormwater mitigation systems	Preservation of natural resources, stormwater mitigation that is harmonious with existing natural systems
TYPICAL SIZE	Less than 1 Acre - 25 Acres	Variable	Variable
DISTRICT RELATIONSHIPS	T-6 Regional Center, C-4 Regional Corridor, T-5 Town Center, T-4 Village Center, T-3 Low Density Transition, C-3 Centers Corridor	T-6 Regional Center, C-4 Regional Corridor, T-5 Town Center, T-4 Village Center, T-3 Low Density Transition, C-3 Centers Corridor, C-2 Approach Corridor, C-1 Rural Corridor, T-2 Rural, T-1 Rural/Conservation	T-6 Regional Center, C-4 Regional Corridor, T-5 Town Center, T-4 Village Center, T-3 Low Density Transition, C-3 Centers Corridor, C-2 Approach Corridor, C-1 Rural Corridor, T-2 Rural, T-1 Rural/Conservation