



Town of Argyle Comprehensive Plan

ADOPTED: June 2024

Acknowledgements

Town Council

Rick Bradford – Mayor

Gustav Svehla – Place 1

Ronald Schmidt – Place 2/Mayor Pro Tem

Chad Boyd – Place 3

Casey Stewert – Place 4

Cynthia Hermann – Place 5

Planning and Zoning Commission

Paul Kula – Place 1 – Chairperson

Martin Brading – Place 2

Matt Nelson – Place 3

Marilyn Lewis – Place 4

David Snell – Place 5

Courtney Mitchell – Place 6

Jeff Castellanos – Place 7 – Vice Chairperson

Town Staff

Erika McComis, CPM – Town Administrator

Nabila Nur, AICP – Community Development Director

Harrison Wicks – Principal Planner

Comprehensive Plan Advisory Committee

Debra Wallace – Co-Chair (Resigned)

Stephen Shannon – Co-Chair (Resigned)

Art Holbrook

Billy Bishop (Inactive)

Bridget Brandon

Bruce Moulton

Cory Rollins

Doug Slade (Inactive)

Joan Delashaw

John Adams

John Critz

Michael Udovic

Victor Manta

Consultant Team: Freese & Nichols, Inc.

Daniel Harrison, AICP – Project Manager

Connor Roberts – Project Planner

Message from the Mayor

Beloved members of the Argyle community,

I am thrilled to share the exciting updates to our Comprehensive Plan, a strategic roadmap that honors our town's cherished rural heritage while paving the way for thoughtful and managed growth. This plan is comprised of a detailed community profile, a visionary future land use plan, enhanced thoroughfare plan, and a strategic implementation matrix - all of which reaffirm our commitment to preserving Argyle's unique identity. It ensures that we protect our rural roots, conserve our natural beauty, and enhance our infrastructure, all while maintaining the small-town charm that makes our community a great place to live, work, and raise a family.

Argyle's future land use plan is particularly inspiring, as it emphasizes the protection of our scenic landscapes and the thoughtful planning of residential and compatible commercial spaces. The thoroughfare plan promises to improve our transportation infrastructure in ways that complement our rural character, making our roads safer and more accessible without losing their picturesque appeal. The implementation matrix provides a clear, actionable path forward, ensuring that our collective vision is translated into reality with accountability and precision.

I am genuinely excited about the future of Argyle and the opportunities this Comprehensive Plan brings. It is a testament to our steadfast commitment to preserving the essence of our community while embracing progress and growth. Together, we will continue to build a future that honors our past, enriches our present, and secures a prosperous and vibrant future for generations to come. Thank you to the Comprehensive Plan Advisory Committee, Town staff, elected and appointed

officials, and the many residents that contributed to this worthwhile endeavor. We appreciate your support and active involvement in this vital journey, and I thank you for the honor and privilege of serving you.



Rick Bradford
Mayor
Town of Argyle

Glossary

AISD | Argyle Independent School District

DFW | Dallas- Ft Worth Metroplex

ETJ | Extraterritorial Jurisdiction

FLUM | Future Land Use Map

FLUP | Future Land Use Plan

LGC | Local Government Code

MDD | Municipal Development District

MTP | Master Thoroughfare Plan

NCTCOG | North Central Texas Council of Governments

PD | Planned Development

P&Z | Planning and Zoning

TRWD | Trinity Regional Water District

TxDOT | Texas Department of Transportation

SUP | Specific Use Permit

Table of Contents

Chapter 1: Plan Introduction	1	Chapter 5: Thoroughfare and Corridor Design.....	29
Purpose	1	Introduction	29
Legal Basis for Planning.....	2	Visioning Themes.....	30
Town Procedures	2	Regional Relationship	31
Development Review and Relevant Studies	3	Veloweb Trail	31
2024 Plan Update.....	4	Basis for Thoroughfare Map Update	32
Comprehensive Plan Scope.....	5	Descriptions of Thoroughfare Classifications	37
Chapter 2: Community Profile.....	7	Goals, Objectives, and Action Plans	42
Introduction.....	7	Chapter 6: Implementation Matrix	45
Brief History.....	8	Introduction	45
Demographic Profile.....	9	Implementation Considerations.....	46
Household Information.....	11	Implementation Strategies.....	48
Influential Stakeholders	12		
Physical Features.....	13		
Chapter 3: Visioning	15		
Town’s Vision Reaffirmed	15		
Chapter 4: Future Land Use	17		
Introduction.....	17		
Visioning Themes	18		
Basis for Future Land Use Plan	19		
Updated Future Land Use Categories	23		
Goals, Objectives, and Action Plans.....	26		

[Page intentionally left blank for printing purposes]

Chapter 1: Plan Introduction

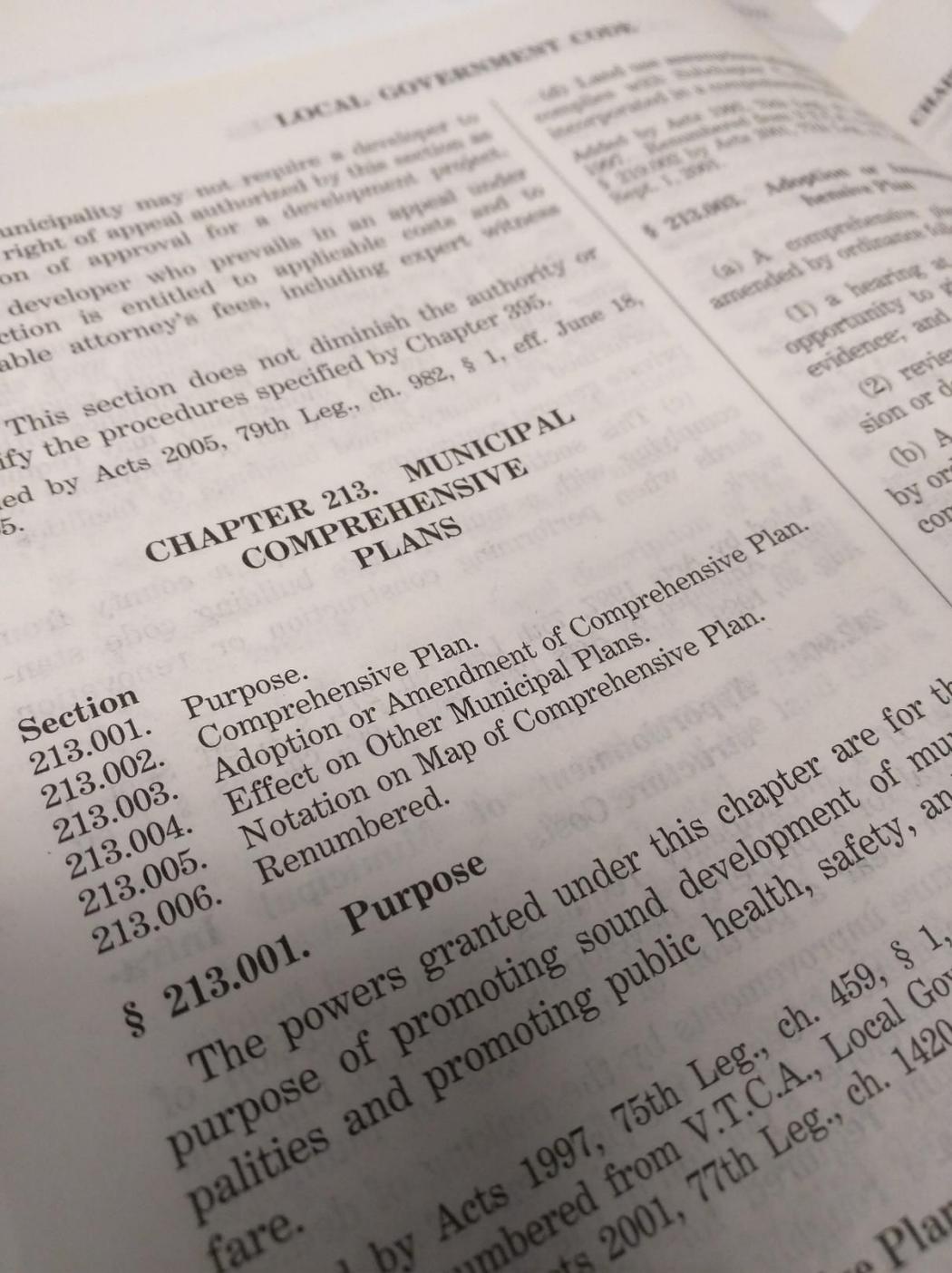
Purpose

A community's comprehensive Plan is defined as a long-range planning tool intended by its staff, council members, boards, and residents to guide its physical development for the next five to ten years. The purpose of a comprehensive plan is to serve as a living, flexible guide for both current and future decision-makers.

A comprehensive plan is not a zoning ordinance but a high-level visioning tool the Town utilizes to make development decisions. As new development applications, zoning requests, and other relevant decisions are made, a comprehensive plan helps to safeguard the community's distinct identity. Determining what land uses are appropriate within the Town and where such land uses should be located helps to protect the integrity of the Town's neighborhoods, corridors, and natural assets. Ultimately, synchronized land use patterns help to protect private property by maintaining and enhancing value and protecting property from incompatible uses.

There are two interrelated focuses of a comprehensive plan. It allows the citizens of a community to create a shared vision of what they desire for their community. It also establishes ways in which a community can effectively realize that vision. The 2024 Argyle Comprehensive Plan Update reiterates the story of who Argyle is and what it wishes to be for years to come. This update to the Town's previous comprehensive Plan is meant to be a proactive way for the community to confirm a unified vision for the Town to manage growth in a desired manner.





Legal Basis for Planning

The State of Texas has established laws governing how incorporated communities can ensure their citizens' health, safety, and welfare through a comprehensive plan. More specifically, the law states:

"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality... A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations."

– Texas Local Government Code, Chapter 213

Town Procedures

Town leadership plays a central role in achieving the vision of the Comprehensive Plan and implementing policy recommendations. Town leaders – such as Council members, Planning and Zoning Commission, and Municipal Development District Board members – use the Plan to guide development, operational, and policy decisions.

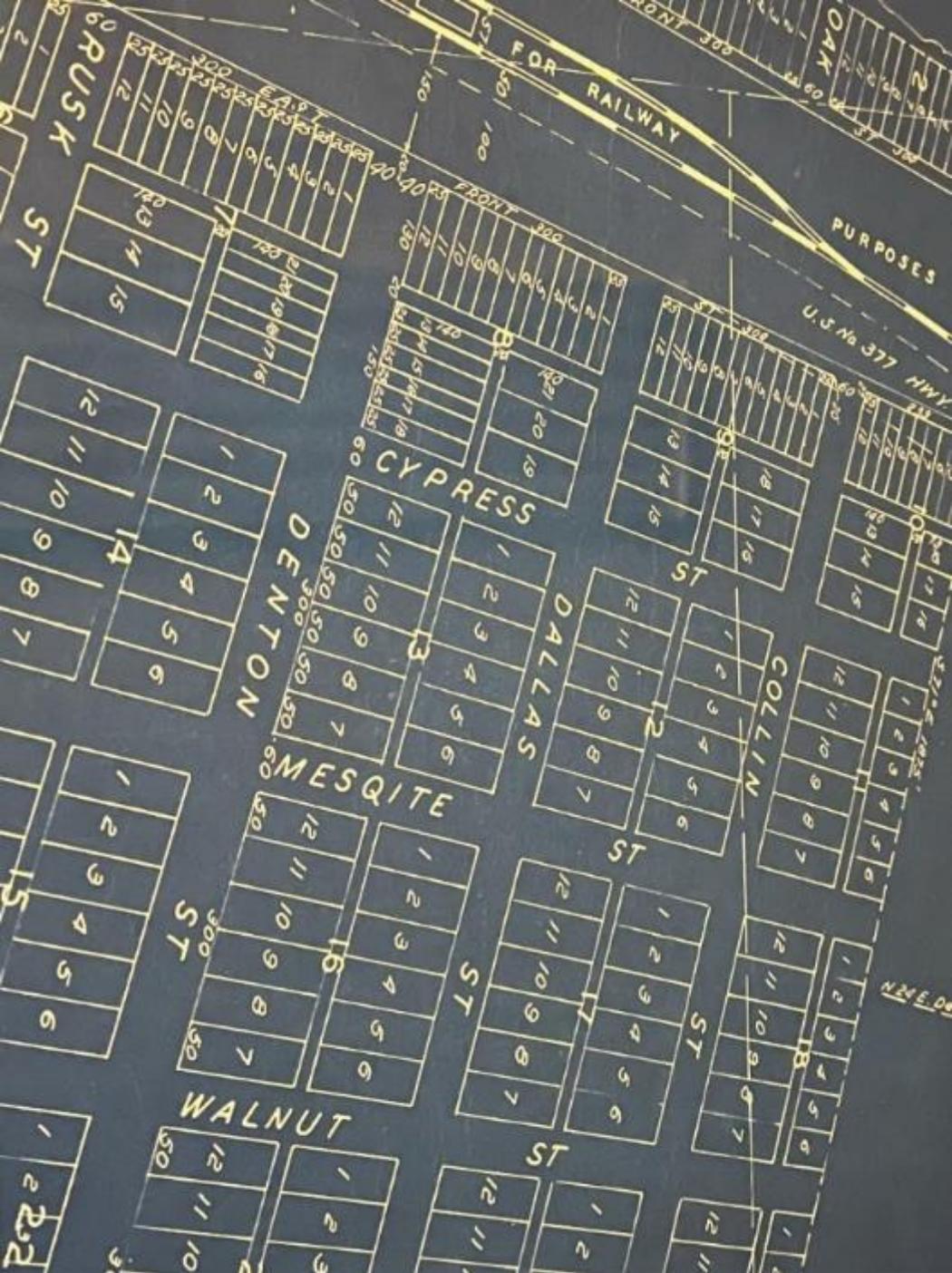
Town staff is also vital to the process of implementing Plan recommendations. Staff is often the first point of contact for citizens and developers and can educate the community about the visions established by the Plan. Staff can also proactively submit (before the proper boards and commissions) recommended zoning and subdivision amendments and other Comprehensive Plan policy-related recommendations that may be implemented through resolution or ordinance.

Development Review and Relevant Studies

The usual processes for reviewing and processing zoning amendments and other development applications provide significant opportunities for implementing the Comprehensive Plan. Decisions should be evaluated and weighed against applicable action items contained within the Plan.

Some action items or recommended policies may require more in-depth analysis. These are typically shown with the implementation mechanism. Generally, these recommended policies involve environmental studies or an analysis of public services (such as wastewater or drainage) that the Town may need.





2024 Plan Update

The 2024 update to Argyle's Comprehensive Plan has been conducted due to various factors. The last comprehensive Plan was updated in 2018, and the Town has seen its fair share of development pressure since then, as the whole DFW metroplex has continued to grow exponentially over the past several years. It is a good practice to review a comprehensive plan and its effectiveness approximately every five years.

Upon review, it became evident that some components of the 2018 comprehensive plan have not worked as intended, particularly for implementation. A significant portion of the Plan was focused on form-based code and relevant information, which, unfortunately, does not serve its purpose in a suburban small town focused on preserving its rural character. The Plan also included many confusing aspects, such as area regulations with corresponding form-based land use categories that conflict with the actual zoning regulations.

When the discussion on the comprehensive Plan started, several meetings were held with the Town Leadership to determine the update's focus. The consensus was to replace the form-based land use categories with more traditional ones. There were also concerns about the Future Land Use Map's conflicts with the zoning map and what is currently on the ground. Resolving those conflicts through this update process also became a major focus. It was also identified that some traditional components of an effective, comprehensive plan were missing from the existing Plan, such as goals, objectives, action items, and an implementation matrix for each element of the Plan. This updated Plan has formulated specific goals, objectives, and action items regarding land use, thoroughfare, and corridor design.

Comprehensive Plan Scope

The study limits for the comprehensive Plan include the incorporated Town limits and land designated as the Town's extraterritorial jurisdiction (ETJ). This is the area of land lying outside and adjacent to the corporate limits of the Town of Argyle over which the Town has limited control but has the potential to annex in the future as outlined in Chapter 42 of the Texas Local Government Code. Although the Plan should include the ETJ area for the vision, it should be noted that the state law has recently started limiting local government authority in the ETJ.

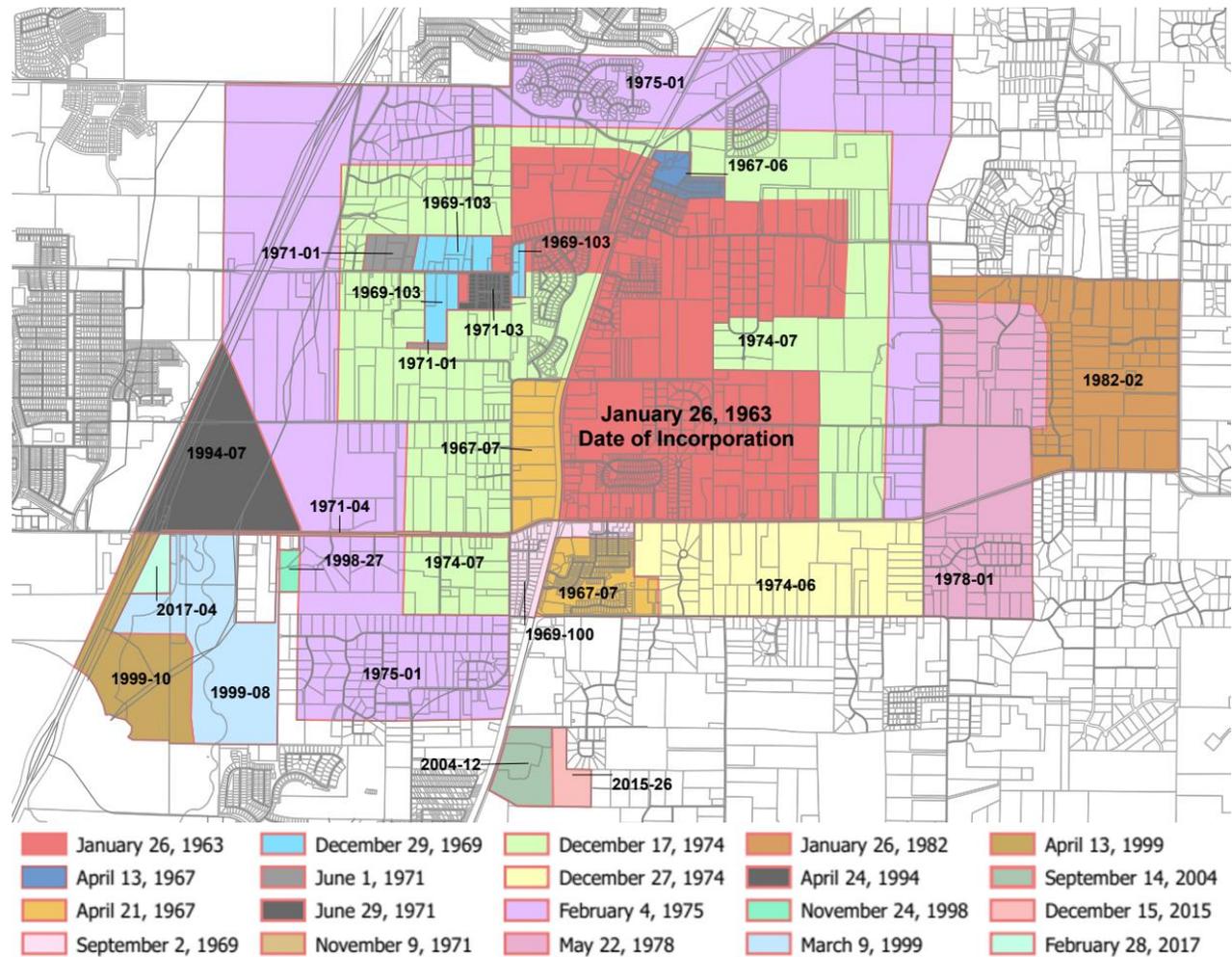


Figure 1. Argyle Annexation Map with Ordinance Numbers

[Page intentionally left blank for printing purposes]

Chapter 2: Community Profile

Introduction

Argyle is a small, rural town located in Denton County, Texas. Its location along I-35 and U.S Highway 377 and proximity to major cities like Fort Worth and Denton allow residents in the DFW area convenient access to the rural atmosphere in the metroplex.

The community's location provides a tranquil setting away from the compressions of a highly urbanized environment. Accessibility, proximity, and an exceptional quality of life make Argyle a uniquely desirable place to live, work, and play.

This Community Profile chapter aims to understand Argyle's physical, social, and economic context. Understanding the Town's background and context helps to identify the community's values, needs, and desires, which affect how the Town manages the pressure for future growth and development.

Furthermore, the information included in this chapter will lay a foundation for subsequent planning decisions. This chapter contains a discussion and analysis of the following:

- Historical Context
- Demographic Profile
- Physical Constraints

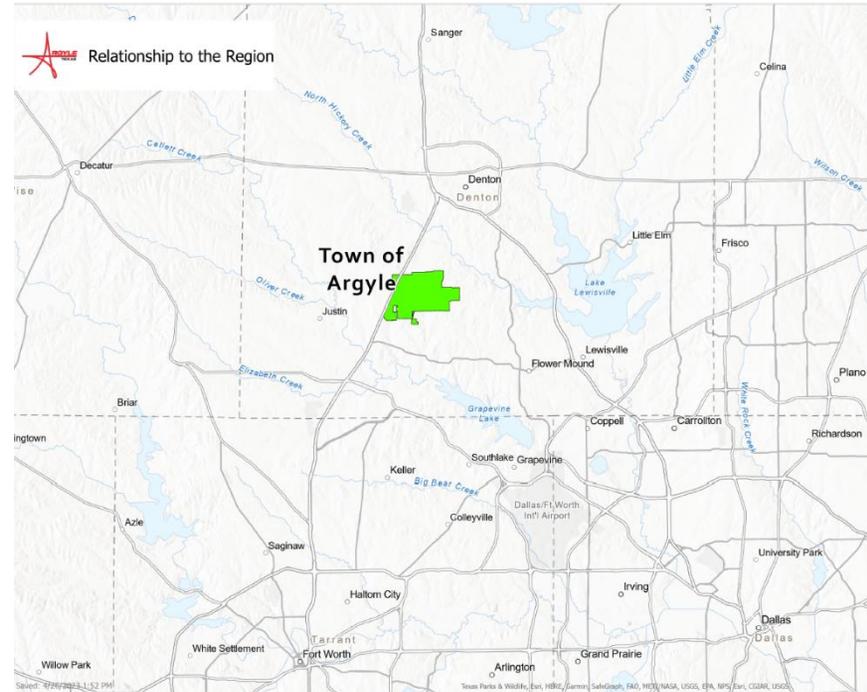


Figure 2. Regional Relationship Map



Brief History

The Town of Argyle, also known as Pilot Knob or Waittown at that time, was first settled by families in the 1850s. They settled on unclaimed land or within Peters Colony and engaged in cattle ranching. The Town's first post office, school, and church were all established during the 1870s.

Argyle was officially founded on November 7, 1881, when the Texas and Pacific Railway Company built its track through the Town. Authority was given to James Morrill to build and maintain a depot, switches, and side tracks in the Town. Argyle expanded its agriculture industry from cattle ranching to also include cash crops and sheep. Railway infrastructures have facilitated the Town's agriculture and economic growth. Argyle was voted to be incorporated on September 19, 1960, and was officially incorporated in 1962, with M. H. Wilson elected as the first mayor. Since incorporation, the Argyle Voluntary Fire Department and the Quad Town News, the Town's newspaper, were also founded.

Based on the history, it is understandable that the community is rooted in its rural origin and has preserved much of its rural feel till today.



Demographic Profile

People are the most important aspect of any community. This demographic analysis examines fact-based characteristics of the population of the Town. Understanding the background and context of a community can help identify its values, needs, and desires that will affect its future growth and development. Demographics impact every comprehensive plan element, from land use to tax revenue to the demand for infrastructure and services. Understanding the 'who,' 'when,' and 'where' of demographic trends can help the Town accommodate current and future needs with a higher degree of efficiency and accuracy.

Population Trends

The Town of Argyle has been growing steadily in the last ten years. Several new neighborhoods have been approved and developed, such as Lakes of Argyle, 5T Ranch and Waterbrook, contributing to the Town's population growth. However, compared to the explosive growth the DFW metroplex has been experiencing in recent years, Argyle's growth appears to be more thoughtful.

As new subdivisions were approved in the past several years, the population growth trend shows an upward curve. It is anticipated that within the next couple of years, the population growth will continue for Argyle as two major residential developments, Avalon and Argyle Landing, come to fruition. However, there are no other substantial residential developments planned/approved right now, indicating that the growth may start to slow down in a few years.

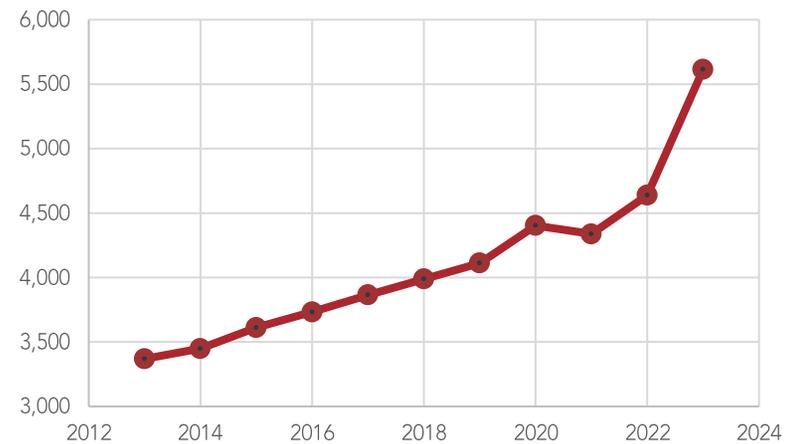


Figure 3. Historic Population Trends

Regional Growth Comparison

While the State of Texas only makes up 9% of the entire country's population, it has accounted for 32% of the population growth seen in the United States between 2019 and 2020. This enormous growth trend is mirrored in the DFW metroplex and Denton County.

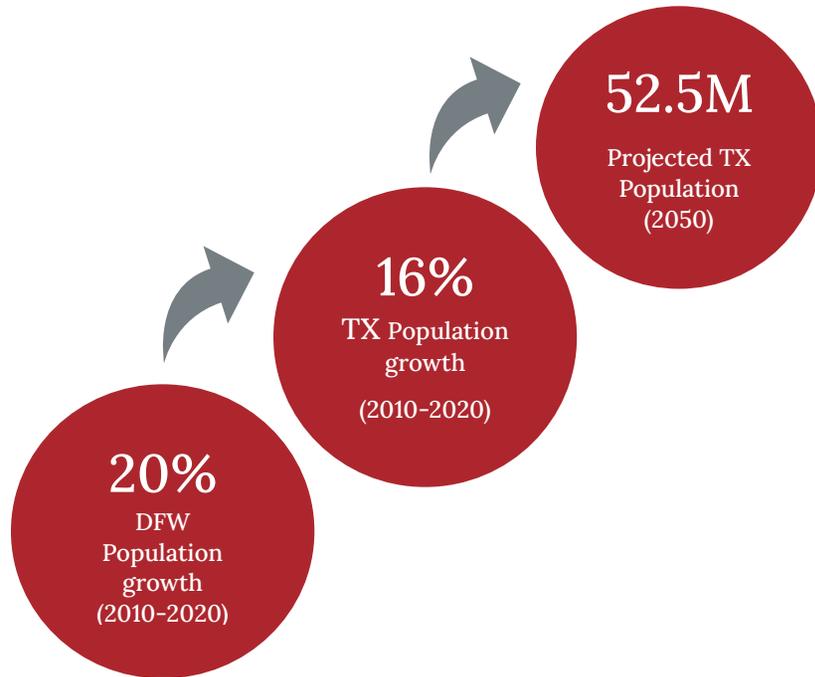


Figure 4. Regional Growth Comparison



Race and Ethnicity

Race and ethnicity are factors that help explain a community's identity. While the two terms are often used interchangeably, race is associated with biological factors, such as facial features or hair color. According to the U.S. Census Bureau classifications, racial classifications in the U.S. include, but are not limited to, White, Black, Asian, Pacific Islander, and Native American. Ethnicity is associated with cultural factors, such as language and traditions. The most common ethnicity in the U.S. is Hispanic/Latino.

Argyle's population is comprised of 92% white and 4% Asians. All other races make up the rest of the 4% of the Town. The Town's makeup is also homogenous in terms of ethnicity, as 96% of the population is not Hispanic or Latino.

Household Information

Home Values and Income

Argyle had 2,164 housing units in 2024, with an official population of 5,747. Nearly 97% of the homes are occupied. The high occupancy rate implies that the Town had a high demand for housing units, especially with its increasing population. Among all occupied housing units, 1,543 units (86.7%) are occupied by homeowners, with the remaining 237 units (13.3%) occupied by renters.

Compared to the mean household income of \$109,197 in Texas, Argyle households had an average income of \$197,105. This may explain why a considerable portion of homes are valued at \$500,000 or higher. The median home value in Argyle was \$619,500 in 2022, with around 59% of all homes having a value between \$500,000 and \$999,999. Around one-fourth of Argyle homes had values between \$300,000 and \$499,999, and nearly 14% of all homes were valued at \$1,000,000 or more.

The high-valued homes, household income, and high percentage of owner-occupied homes indicate a demography that has disposable income and is genuinely invested in the community that they live in.

Educational Attainment

The affluence of the Argyle community is also proportional to the educational attainment. Among the population 25 years and over, approximately 49% have a bachelor's degree or higher, or a graduate or professional degree. This high level of educational attainment in the community can correlate to an environment with high accountability from the Town in the decision-making process.



Influential Stakeholders

Neighboring Communities

It is important to understand the growth and development scenario for the neighboring communities to obtain some background knowledge on the general area of the Plan, which includes the cities of Denton, Northlake, Bartonville, Justin, and Flower Mound. Based on the data obtained from the American Community Survey from 2018 through 2022, Northlake is the municipality that has seen the most growth, 25%. Justin and Bartonville grew significantly less at 6.6% and 1.5% rates within this timeframe.

It was interesting to note a growth of less than one percent in the larger cities, Denton and Flower Mound. However, substantial upcoming residential developments such as Hunter Ranch and Cole Ranch in Denton and Furst Ranch in Flower Mound will cause significant growth spikes in both communities in the next ten years.

Argyle Independent School District

The Argyle Independent School District (AISD) is one of the significant stakeholders within the Town. Argyle ISD is a fast-growing district with over 5,300 students and more than 600 faculty and staff across six campuses. The district covers 35 square miles, well beyond Argyle's jurisdiction. However, most of Argyle's town limits and ETJ are served by AISD, drawing families to the community through the tradition of academic excellence and extracurricular performance is well-known state-wide.

Physical Features

The Town of Argyle is 11.61 square miles in size. Outside the Town limits, the extraterritorial jurisdiction area is located to the west, southeast, and south.

The Town has three major roadways for access – Interstate 35, US 377, and FM 407. I35 and US377 provide north-south access, and FM 407 provides access to the east-west direction. All three of these roadways will be improved in the next five to ten years. I-35 is planned to extend a frontage that can play a key role in developing the large amount of undeveloped land Argyle has on the east side of I35. On the other hand, the Texas Department of Transportation (TxDOT) has confirmed plans for US 377 and FM 407 expansion, which will significantly contribute to the developments in Argyle. FM 1830 is also a major roadway to the easternmost side of the Town.

Many areas of the Town are within a 100-year floodplain, which indicates that developing those areas would require additional assessments and evaluations. The Town has performed a master drainage study on the west side of the Town on the Graham Branch Watershed areas. However, the Town has not studied several other watershed areas such as Loving Branch and Fincher Branch.

In terms of existing development, the majority of the Town is developed with large-lot rural residential homes that demonstrate the core identity of Argyle. Along US 377, small-scale retail and commercial developments mixed with smaller-lot neighborhoods set the stage for future development patterns along this roadway. The FM 407 and I-35 corridors still have large areas of undeveloped land, for which this Comprehensive Plan update provides the right direction. The Town would also need to pay close attention to any plans for improvements on FM 1830 as that would substantially impact the Town's east side.

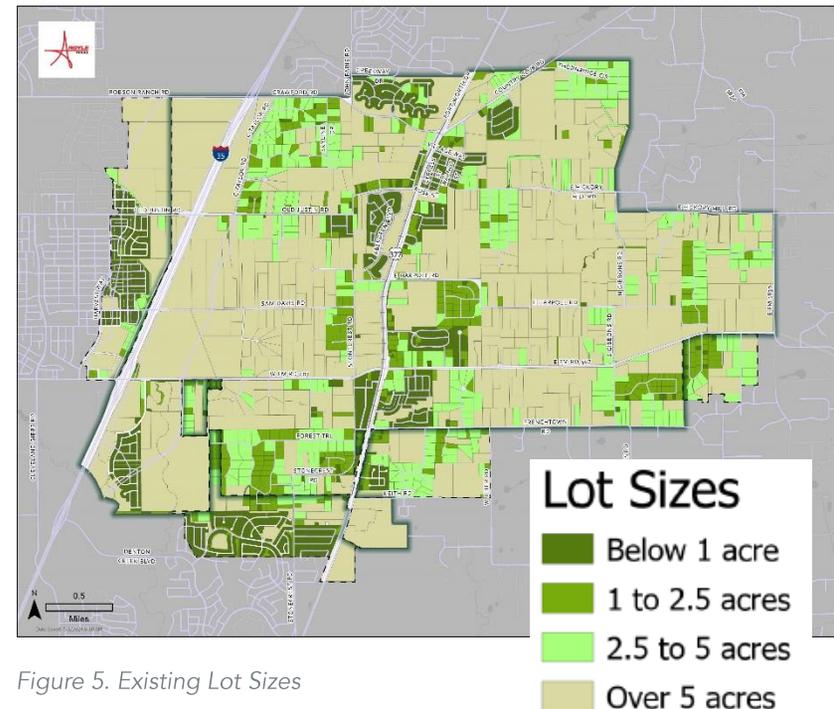
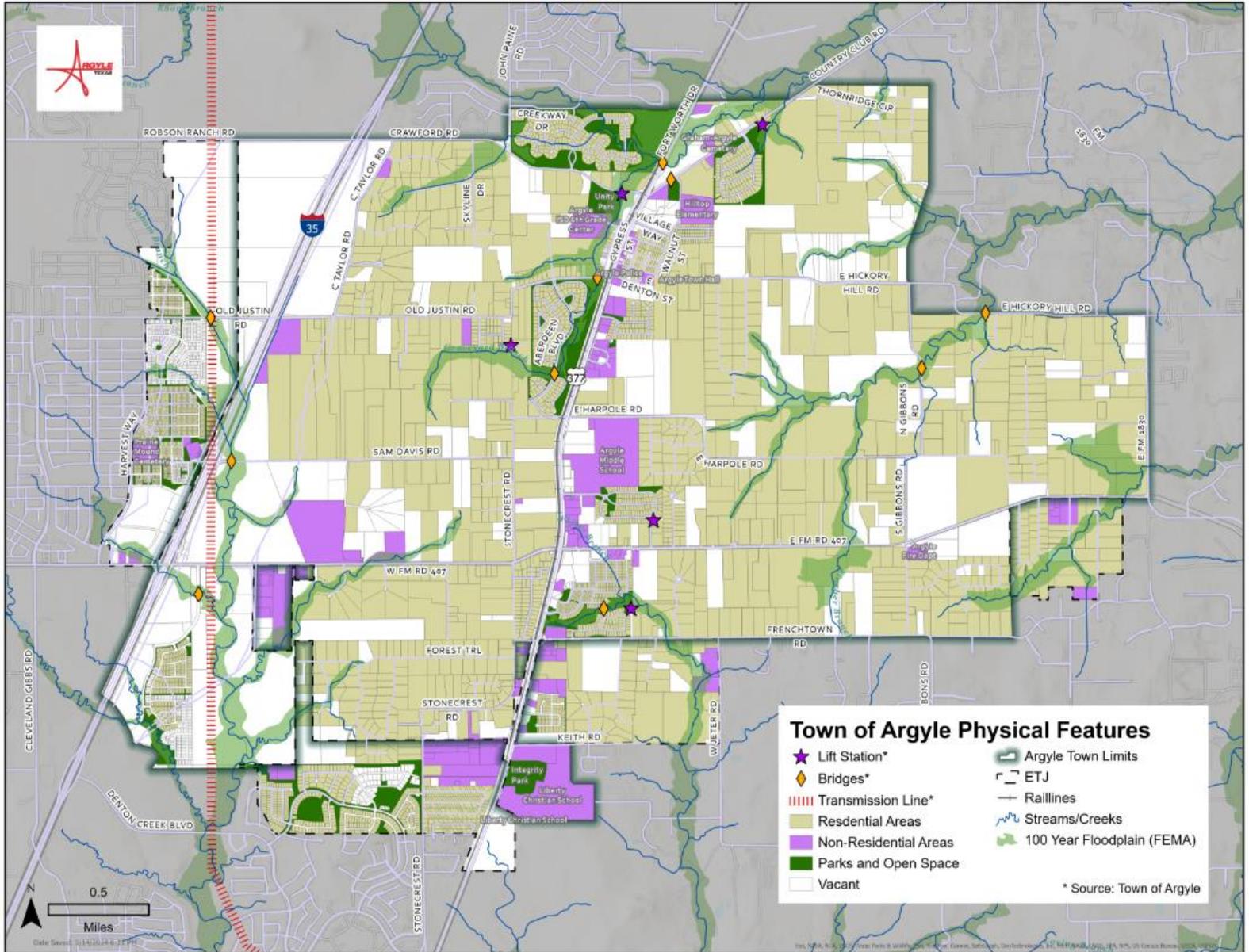


Figure 5. Existing Lot Sizes



Map 1. Argyle Physical Features Map

Chapter 3: Visioning

Town's Vision Reaffirmed

Generally, a substantial part of the comprehensive plan update process is to update the Town's vision and guiding principles. However, during the scoping of this update, it was extensively discussed and concluded that the following established vision that Argyle currently has through its strategic Plan should remain intact.

The strategic Plan also establishes the Town's strategic focus areas, as shown below, which also apply to the comprehensive Plan. However, detailed goals, objectives, and action items for each comp plan element have been developed based on the established vision and focus areas.

Vision Statement:

“The Town of Argyle is committed to preserving our small town character and natural beauty through thoughtful growth, stewardship of resources, and a citizen-focused government.”



[Page intentionally left blank for printing purposes]

Chapter 4: Future Land Use

Introduction

Land Use Principles

The Land Use Plan is a principal element of a Comprehensive Plan. It is the basis for guiding the Town and the ETJ development decisions. It serves as a guide for day-to-day land use decisions. It provides a rational basis for decision-making by ensuring that each individual decision is aligned with the Plan's goals and objectives. It also helps the town plan for infrastructure improvements by determining where transportation and other improvements should be made to accommodate current and long-term needs.

The land use plan is intended to be a comprehensive blueprint of Argyle's vision for its future land use pattern. This Plan should achieve the following:

- Address the needs of the Town as a whole;
- Address the concerns and issues raised throughout this planning process; and
- Ensure that Argyle continues to be a sustainable community.



Visioning Themes

Although the overall vision for the Town is set for the Town and the purpose of this Plan is not to update the vision, it is important to lay the foundation for the Future Land Use Plan and the chapter's goals through the overarching themes for each plan element.

Neighborhood scale commercial along 377

Rural Feel

Retail in appropriate locations

Removal of form based code

Large lots

Preservation

Resolving conflicts among maps

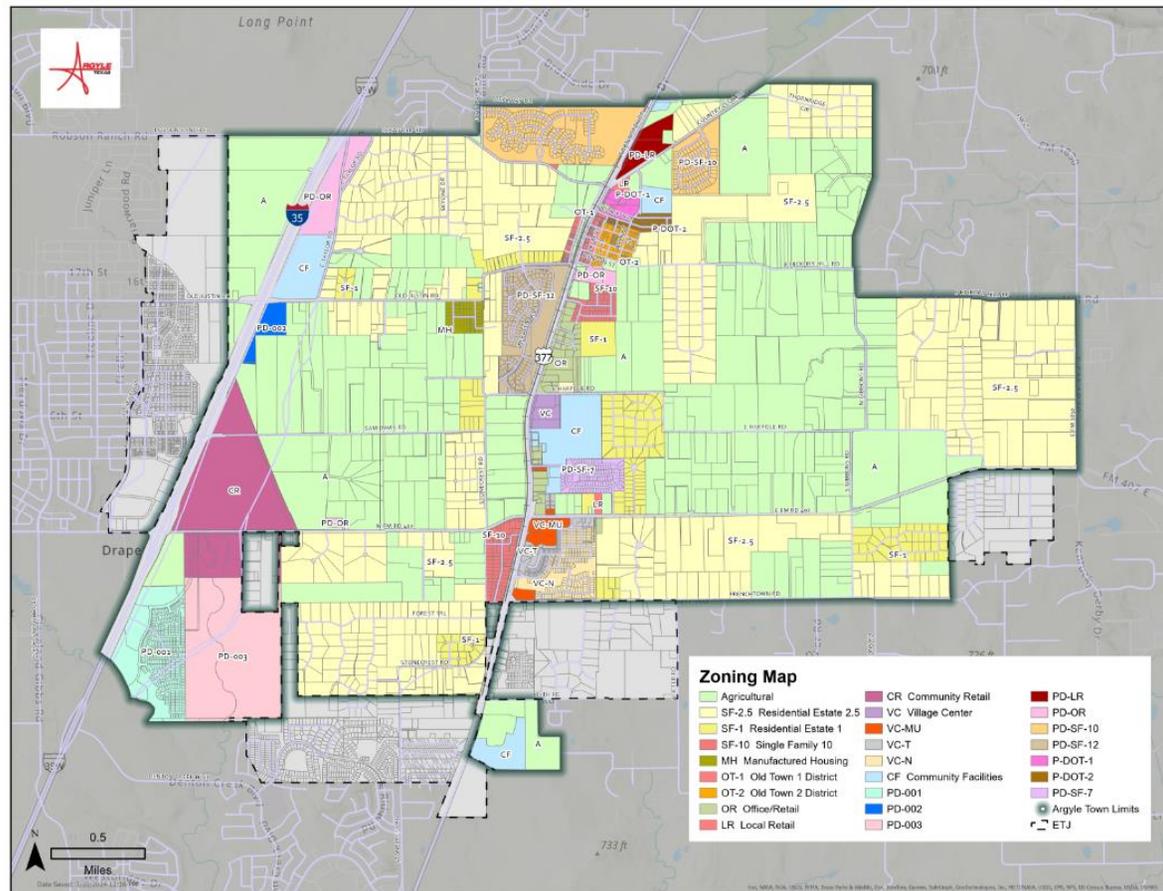


Basis for Future Land Use Plan

Numerous factors should be considered when proposing the new Future Land Use Plan (FLUP) map. The proposed FLUP map is the result of careful consideration of several factors. Factors that were considered during the development of the FLUP map include but are not limited to the following:

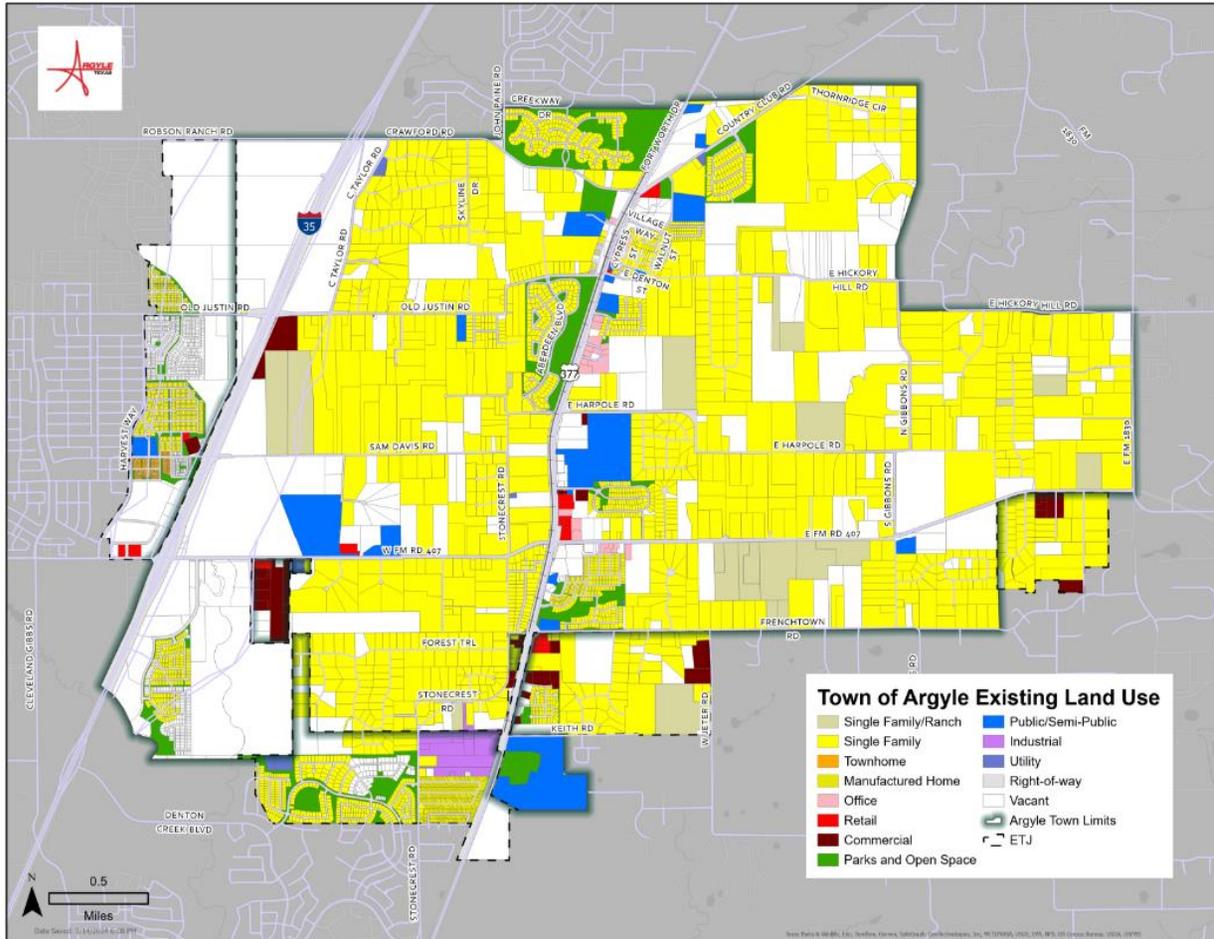
Existing Zoning

The FLUP map does not constitute zoning; however, it should generally guide the zoning map. Consistency between the FLUP map and the zoning map is important. Several conflicts were identified between the existing zoning map and the 2018 future land use map. In order to resolve or minimize conflicts, the existing zoning has been considered in developing the updated FLUP map.



Map 2. Existing Zoning Map

Existing Land Use



Map 3. Existing Land Use Map

The land uses and developments currently on the ground play a vital role in determining the community's future land use, even though some of the uses may deviate from the previous vision set forth for the land uses within the community. Considering the existing land uses while developing the new FLUP map helps to ensure that future development is compatible and consistent with the existing development.

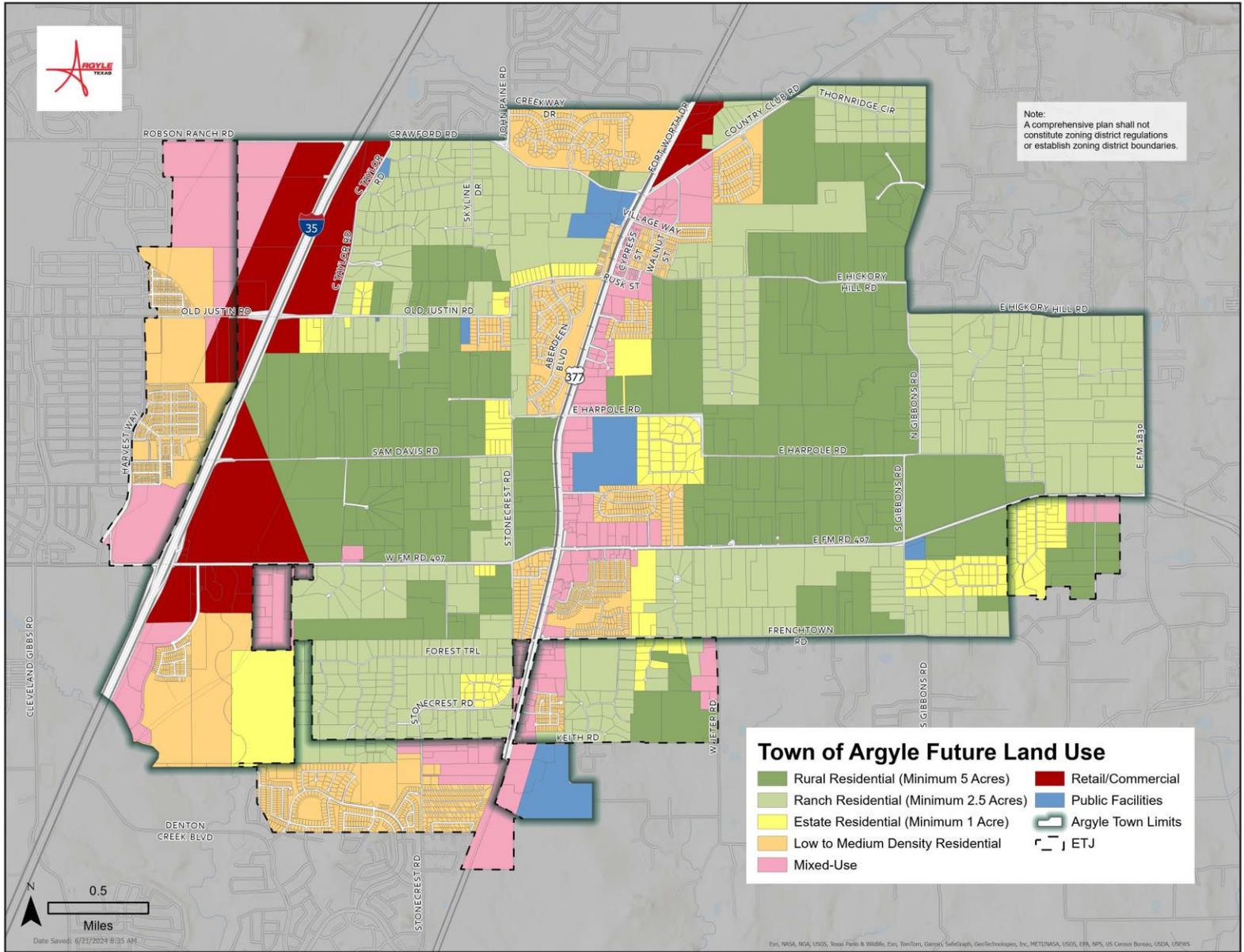
Form-Based Code Removal

During the comprehensive plan update scoping, the policymakers agreed that the current land use categories formulated with form-based code do not work for the Town, so those have been replaced with traditional land use categories.

Available Information on Infrastructure Improvement

Additional consideration was given to available knowledge and information on upcoming infrastructure improvements such as FM 407, US 377 and I-35 frontage road expansion.





Map 4. Future Land Use Map

Updated Future Land Use Categories

Traditional land use categories were formulated for this comprehensive plan update, replacing the existing form-based code categories. Since one of the largest purposes of the Future Land Use categories is to utilize it for guidance in making zoning decisions, it is important to have correlations between the land use categories and the zoning districts. Below are the details of the updated land use categories and their corresponding zoning districts.

The Town acknowledges that proposed developments, especially those on significant tracts such as the Heath tract or Heritage tract, may not be able to fully follow the FLUP map and may need modifications. In those scenarios, the Town aims at considering the quality, compatibility and overall impact of the proposed projects to determine what modifications should be allowed on the FLUP map.

Future Land Use Category	Color	Description	Corresponding Zoning District
Rural Residential		Minimum 5 acre lots and farmland	A - Agricultural
Ranch Residential		2.5 to 5 acre lots	SF-2.5
Estate Residential		1 to 2.5 acre lots	SF-1
Low to Medium Density Residential		Existing/Future Residential Planned Dev	Residential PD; SF-20; SF-10; SF-7; SF-A; MF; OT-2
Public Facility District		Public areas, schools, churches, or other community gathering spaces	CF
Mixed Use District		Small scale office, stores, shops and mix of residential	OR; LR; VC; OT-1
Retail/Commercial District		Large scale commercial uses	CR; BP

Table 1. Future Land Use Categories

Descriptions of Land Use Categories

Rural Residential District

This land use category represents the uniqueness of Argyle, with land in the Cross Timbers ecosystem in which higher ridgelines alternate with low-lying floodplain zones. The goal is to protect the streambeds and floodplain zones which are important to the cultural and environmental identity of Argyle. This land use category represents agricultural uses and single-family homes located on minimum 5-acre lots. The purpose of this category is to maintain the rural characteristics of the area with single-family homes and agricultural uses as the predominant land uses.



Ranch Residential District

This land use category is characterized by large-lot single family homes. Areas with this designation provide a rural atmosphere due to the ample space between housing units. Building setback and lot frontage requirements should prevent the development of houses in close proximity to each other. This land use designation is intended for lots that are between 2.5 acres and 5 acres.



Estate Residential District

This land use category is also characterized by large-lot single family homes. Areas with this designation provide somewhat country atmosphere due to the ample space between housing units. Building setback and lot frontage requirements should prevent the development of houses in close proximity to each other. This land use designation is intended for lots between 1 acre and 2.5 acres and for existing areas and neighborhoods that are already developed. The Town does not envision this land use category for future developments.



Low to Medium Density Residential District

This land use category is characterized by the existing single-family subdivisions that have been platted with less than 1 acre lots and such potential neighborhoods in the future. The characteristics of these neighborhoods should include features that align with the rural atmosphere of Argyle with the use of appropriate landscaping, building design, open space planning.



Public Facility District

This land use category represents areas that are utilized for public services such as municipal complex, schools, or other town gathering spaces such as parks and open spaces.



Mixed-Use District

Mixed use category represents areas where a mix of two or more land uses is appropriate; it does not necessarily equate to increased density or residential land uses. Uses in this district are limited to small-scale, pedestrian-oriented commercial, office, and retail uses, and inclusion of residential is limited to single-family homes.



Commercial District

This land use category is characterized by high intensity commercial with large retail anchors with smaller in-fill commercial, and ample parking to accommodate regionally generated traffic. No residential uses are permitted within this district. These uses require high visibility locations and should only be located on major roadways and corridors.



Goals, Objectives, and Action Plans

Under the general vision and focus areas for the Town, goals, objectives, and action plans have been developed for each element of the Plan. This process ensures the regular utilization of the comprehensive Plan and requires that the action items are addressed promptly. An implementation matrix is provided toward the end of the Plan that identifies the timeline and responsible parties for each action item.

The goals, objectives, and action items for the Future Land Use Chapter is provided below:

Goal 1. Maintain the Town's quality, open space, and rural aesthetics.

Objective 1.1. Maintain the Town's value and quality in the future by ensuring that existing neighborhoods are well-maintained and enhanced, as needed.

Action Item 1.1.1. Create a list of existing areas and neighborhoods that may need maintenance and/or improvement assistance.

Action Item 1.1.2. Evaluate budget allocation on an annual basis toward the betterment of existing neighborhoods.

Objective 1.2. Encourage long-term stability and reinvestment by ensuring that new developments complement the Town's character.

Action Item 1.2.1. Require large scale developments to create attractive public open spaces to serve as focal points and gathering areas for the community.

Action Item 1.2.2. Include a list of distinct features within the development standards for new developments to incorporate that contribute toward the unique identity of Argyle.

Action Item 1.2.3. Enhance the openness of the major corridors to maintain the open and rural feeling of Argyle.

Action Item 1.2.4. Continually monitor the Town Development Standards to keep them modernized and updated regarding processes and regulations.

Goal 2. Encourage a balance of land uses to serve the community's needs and provide a more dynamic local economic base.

Objective 2.1. Establish specific ways the Town can proactively provide and attract desired land uses and businesses.

- Action Item 2.1.1. Create a list of land uses and businesses in coordination with the Town's Municipal Development District.
- Action Item 2.1.2. Engage with the local developers and stakeholders regularly to foster a partnership in bringing in businesses that meet the Town's vision.
- Action Item 2.1.3. Establish clear incentives for the desired uses and promote them through Town branding.
- Action Item 2.1.4. Enhance the information-sharing avenues with the stakeholders for a smoother process.

Objective 2.2. Ensure appropriate locations for new developments.

- Action Item 2.2.1. Evaluate this chapter's Future Land Use Map and goals thoroughly for all zoning cases to ensure the Town's vision is properly implemented.
- Action Item 2.2.2. Identify areas that may be available for community access and use.
- Action Item 2.2.3. Proactively identify ways to create meaningful partnerships to help guide developments per the Town's vision, especially for the large undeveloped tracts close to major roadways and designated for nonresidential uses.

[Page intentionally left blank for printing purposes]

Chapter 5: Thoroughfare and Corridor Design

Introduction

Thoroughfare Plan Principles

A community's thoroughfare system is vital to sustain itself positively. Transportation is inherently linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the roadway's size, capacity, and flow.

The roadway network forms one of the most visible and permanent elements of a Town. It establishes the framework for all future growth and development, providing connectivity within a Town and to adjacent communities in the surrounding region. In general, the thoroughfare plan is intended to address many key issues within a community:

- The transportation infrastructure must be compatible with the Town's Future Land Use Plan and related development considerations.
- The transportation infrastructure must address the integrity of existing residential and nonresidential areas.
- The infrastructure must balance the function of an efficient traffic flow with the facilitation of access requirements.
- The transportation infrastructure must consider alignments and right-of-way issues.
- The transportation infrastructure must also incorporate realistic recommendations within budgeting constraints.



Visioning Themes

Similar to the Future Land Use Plan, the Town has already set the Thoroughfare Plan's vision. The themes are formulated to lay the groundwork for the goals, objectives, and action plans for the thoroughfare and corridor design chapter.

Traffic flow

Congestion reduction

Roadway capacity

Coordination with land uses

Tree protection along ROW **Street maintenance**

Traffic safety

Manage through-traffic



Regional Relationship

It is important to note that the State controls Argyle's major corridors, making it challenging to plan for those corridors properly due to the Town's lack of control over those roads and relevant projects.

However, in recent years, TxDOT has evaluated all three major roadways, I-35, US 377, and FM 407, for updates. Below are the identified projects that are currently in the works and may come to fruition within the next five years:

- I-35 Frontage Road (serving both sides of the highway and contributing to the development of the Heath tract and Heritage tract)
- FM 407 break-out project (first phase to take place from Cleveland Gibbs Road in Northlake to Gateway Drive in Argyle; however, residents have been notified of the project to cover expansion to FM 1830)
- US 377 expansion project (TxDOT has completed right-of-way acquisition, and the project is anticipated to start within the next year)

While no immediate expansion project has been identified for FM 1830, the development pattern around the roadway to the east side (outside of Argyle's jurisdiction) indicates that FM 1830 may also need to be evaluated for future improvements by TxDOT.

Veloweb Trail

The Regional Veloweb is a 2,165-mile network of off-street shared-use paths (trails) designed for multi-use trip purposes by bicyclists, pedestrians, and other non-motorized forms of transportation adopted as part of Mobility 2045 Update. The Veloweb serves as the regional expressway network for active transportation, and it extends the reach of the region's roadway and passenger rail transit network for non-motorized transportation. The Veloweb has planned connections in 10 counties and 105 cities in North Central Texas.

Currently, the Veloweb shared use path is depicted on Crawford Road and US 377 within Argyle's jurisdiction. Once in the implementation phase, the North Texas Council of Governments (NCTCOG) and the Town of Argyle will need to work together for the Plan to come to fruition.

Basis for Thoroughfare Map Update

Level of Service for Existing Network

Level-of-Service (LOS) is a performance measure used to evaluate the function and flow of traffic through a transportation network. LOS is an operational expression that measures roadway congestion levels based on the volume of vehicles on a roadway relative to its overall vehicle capacity. This is called the volume-to-capacity ratio.

Traffic operations range from A through F, with A referring to free-flow traffic conditions and F representing severely congested facilities.

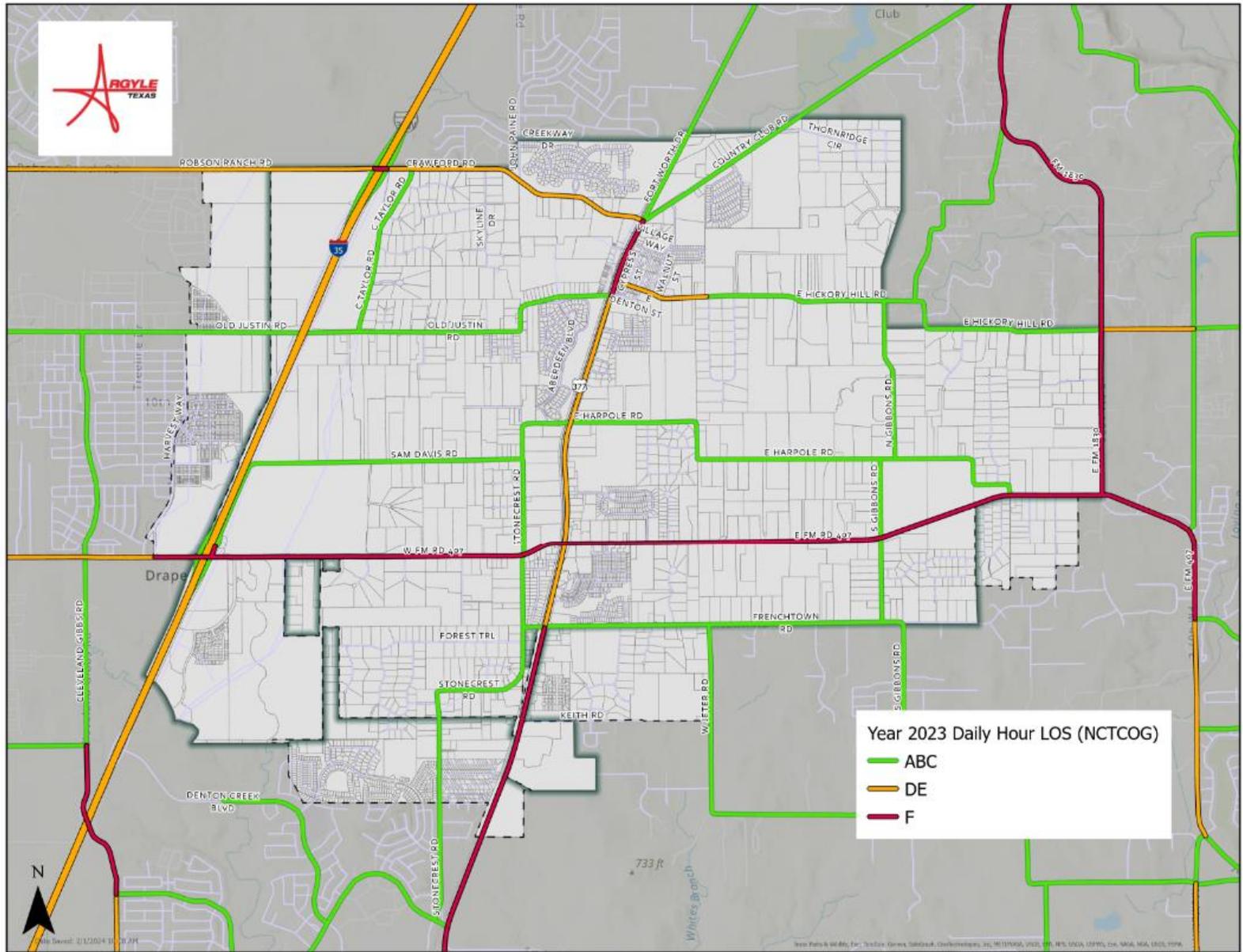
The daily volumes and LOS data were analyzed to understand the existing network's efficiency and capacity and formulate the needed updates on the map.

The following maps have been derived from the data collected by NCTCOG. The 2023 daily volumes map provides a general idea about which streets currently carry the bulk of traffic within the Town and how that translates into the level of service. The data shows that the level of service for the Town-owned and operated streets are all within "A," "B," or "C," meaning they provide efficient traffic flow, except for Crawford Road and a portion of E Hickory Hill Road.

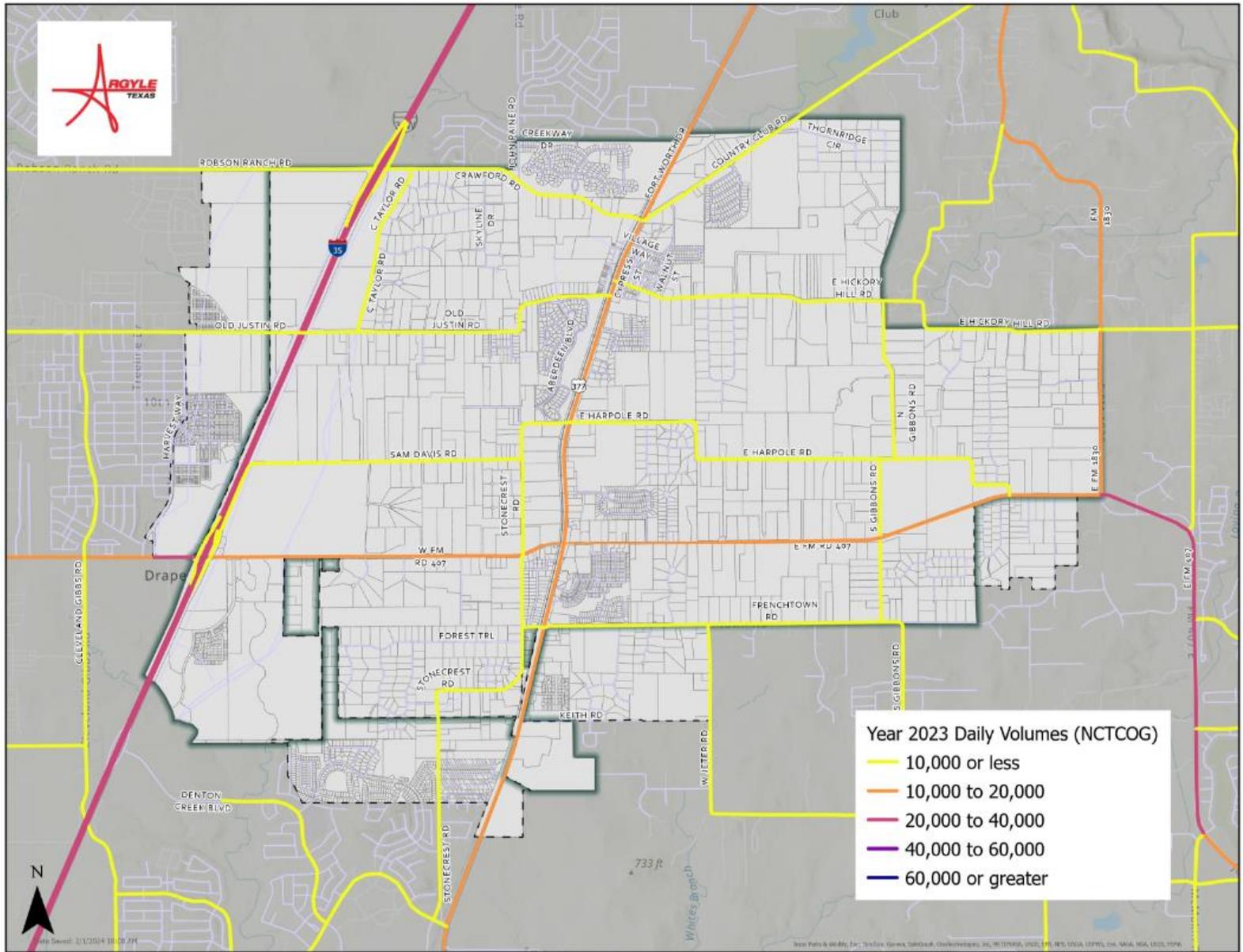
On the other hand, FM 407 and FM 1830 demonstrate LOS "F," indicating severe congestion and interrupted traffic flow. Portions of US 377 also fail to provide efficient traffic flow, while the rest of the highway within Argyle demonstrates challenges.

Table 2. Level of Service Descriptions

LOS A, B, C	Traffic flow in this category moves at or above the posted speed limit. Travel time in this category is not hindered by congestion because traffic volumes are much less than the actual capacity.
LOS D, E	This category is slightly more congested than LOS A, B, and C; however, traffic volumes are beginning to reach thoroughfare capacity. Traffic moves along at a reasonably efficient rate and posted speeds may not be fully reached.
LOS F	Congestion is apparent in this level-of-service category. Traffic flow is irregular, and speed varies. The posted speed limit is rarely, if ever, achieved in this category. Traffic can be at a mere standstill in more congested corridors with limited progression during peak hours.



Map 5. 2023 Daily Hour Level of Service (NCTCOG)



Map 6. 2023 Daily Traffic Volumes (NCTCOG)

Existing Thoroughfare Plan

While the thoroughfare plan is considered a part of the comprehensive Plan, it was not updated and examined during the 2018 update process. As a result, the thoroughfare plan is outdated and has not necessarily been referred to regularly for transportation or land use decisions. In order to update, the existing map was utilized as a base and then built upon using the daily volume and LOS data obtained from NCTCOG.

Identifying Alignment Issues

The thoroughfare map identifies the areas where roadway alignment should be looked into and addressed. Including this vision within the thoroughfare plan enables the path forward to gradually study those areas and Plan for realignment to ensure traffic safety and flow.

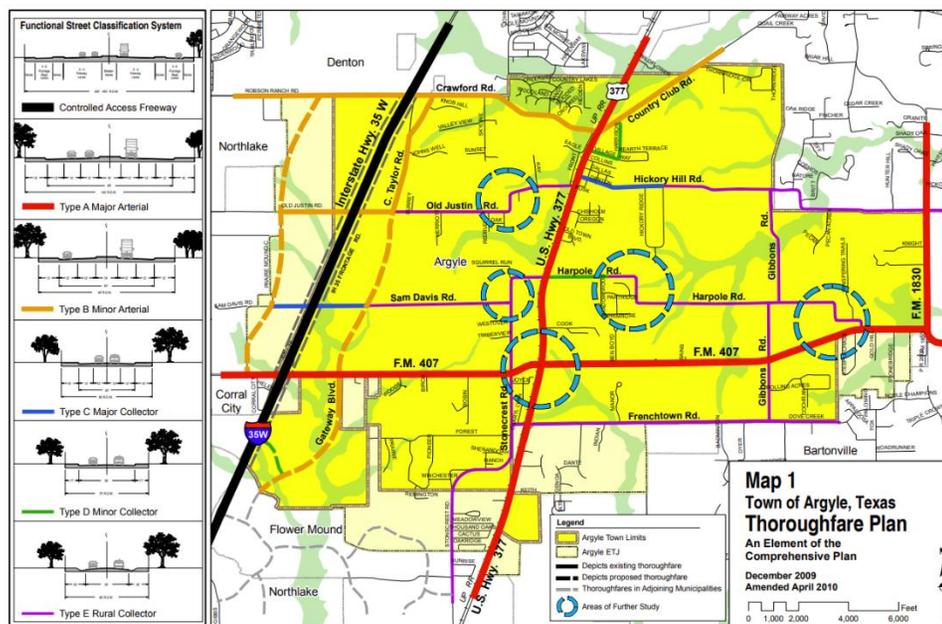
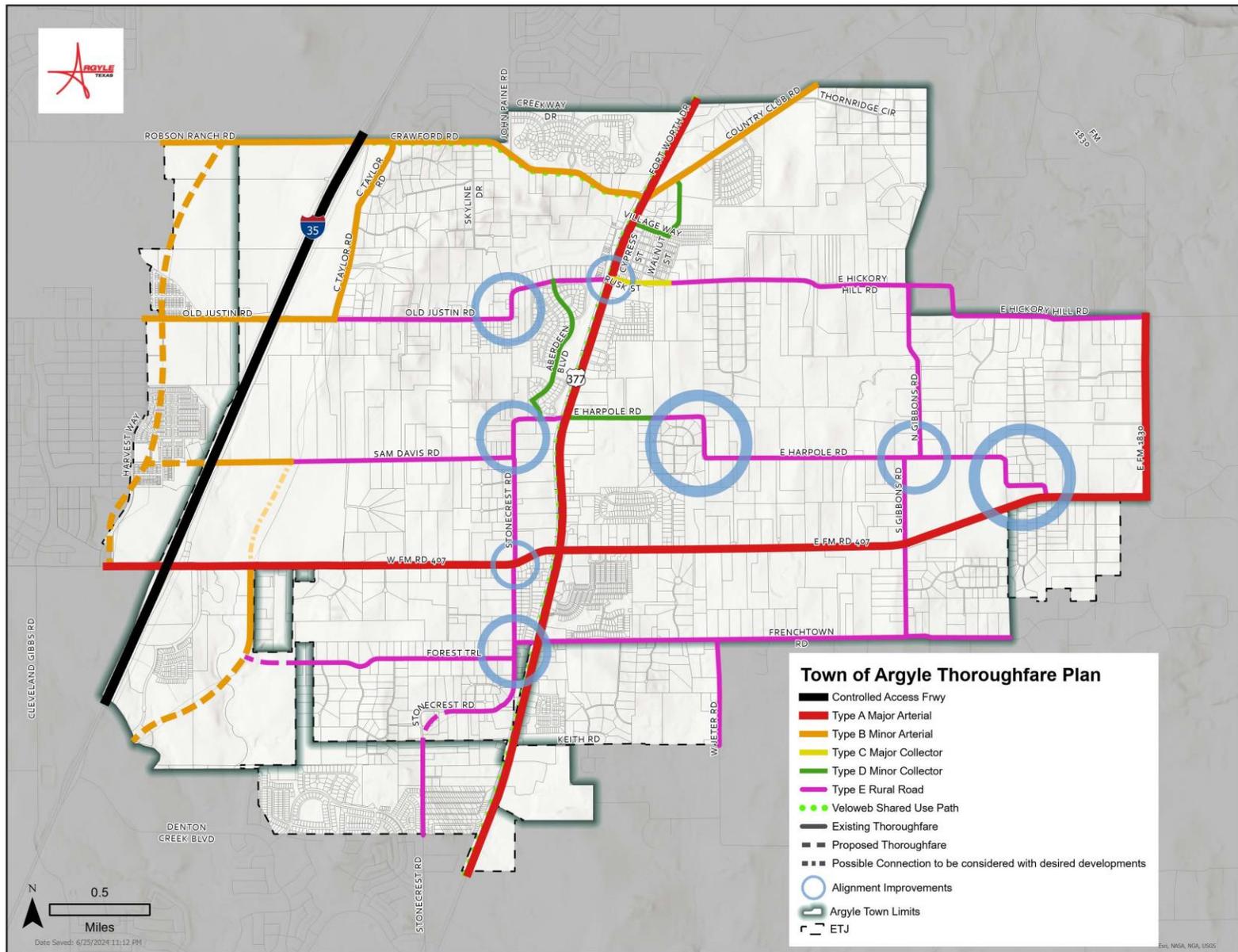


Figure 6. 2010 Thoroughfare Plan

Other considerations

With potential developments that complement and enhance the Town's vision, the Town aims at considering the thoroughfare needs for the success of those projects. For example, no connection is proposed between FM 407 and Sam Davis Road on the updated Thoroughfare Map, but the Town may consider this connection for the appropriate development with suitable stipulations, such as limiting traffic on Sam Davis Road to be westbound only in order to protect the interior areas of Argyle.

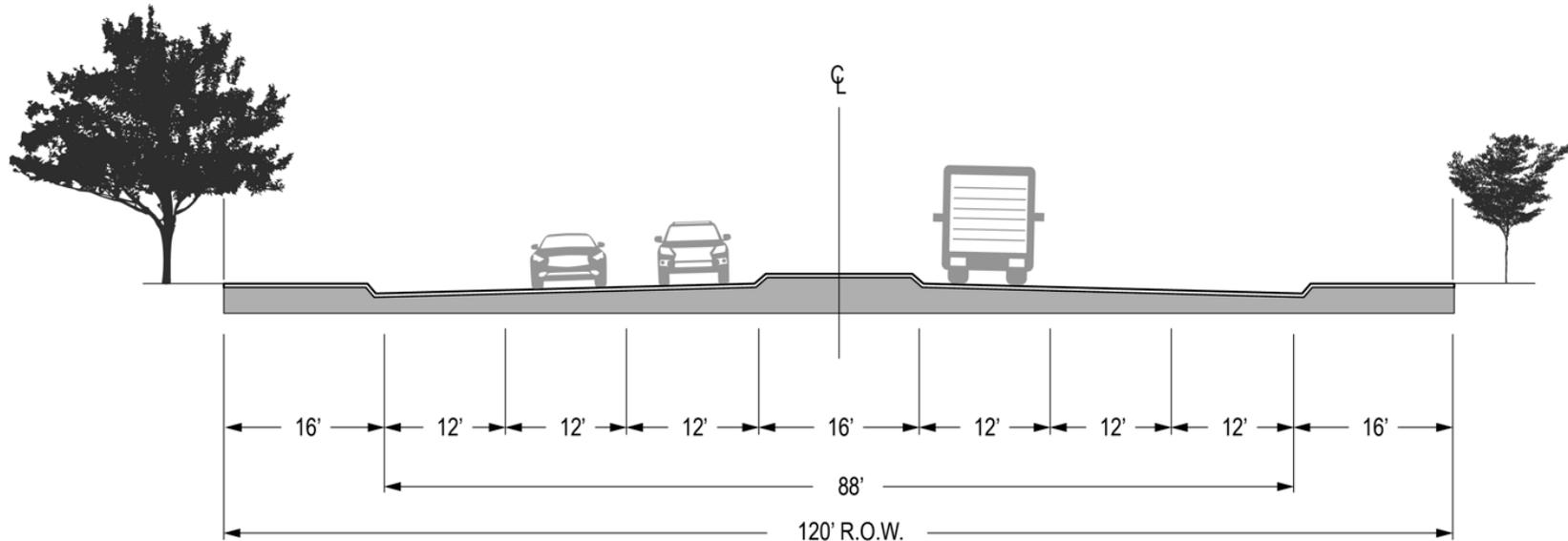


Descriptions of Thoroughfare Classifications

Type A Major Arterial

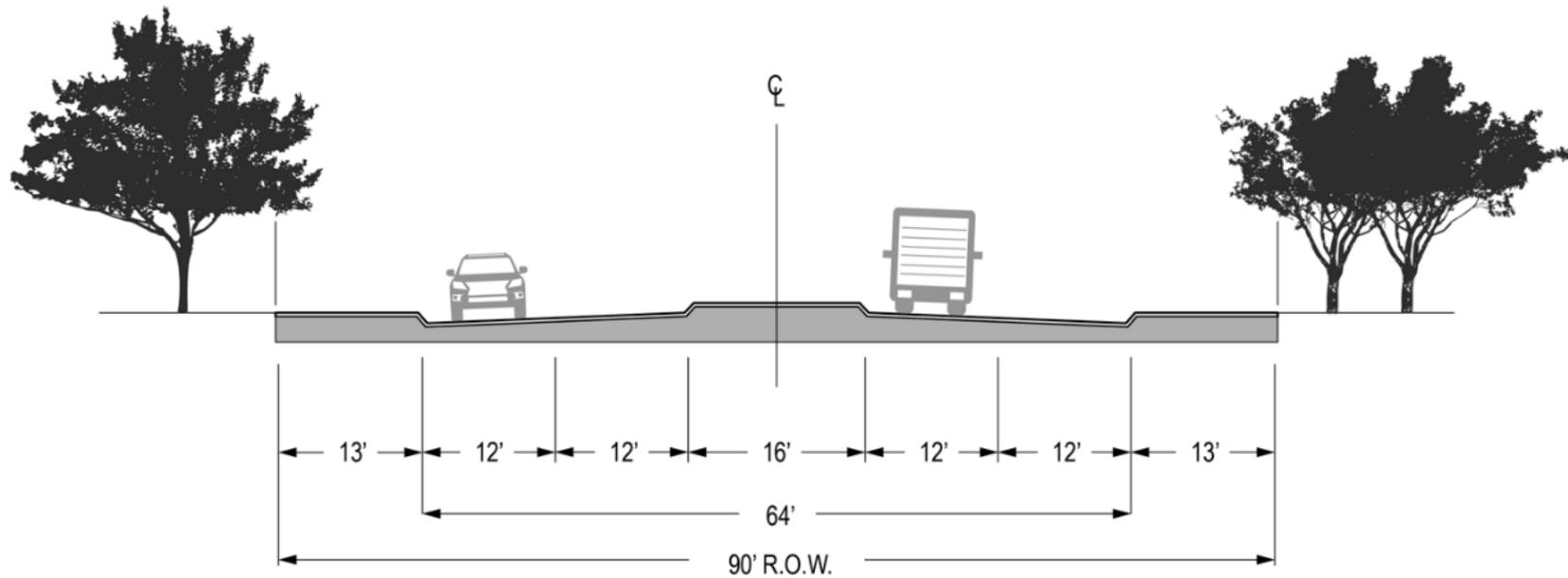
Major arterial roadways carry traffic across major Town segments and between adjoining cities, with a primary function of throughput rather than access. Spacing requirements often limit driveway access onto major arterials, and parking along arterial roadways is seldom allowed.

Major arterials are recommended to include four or more travel lanes within 100 feet to 120 feet of right-of-way and are often divided by a flush or raised median.



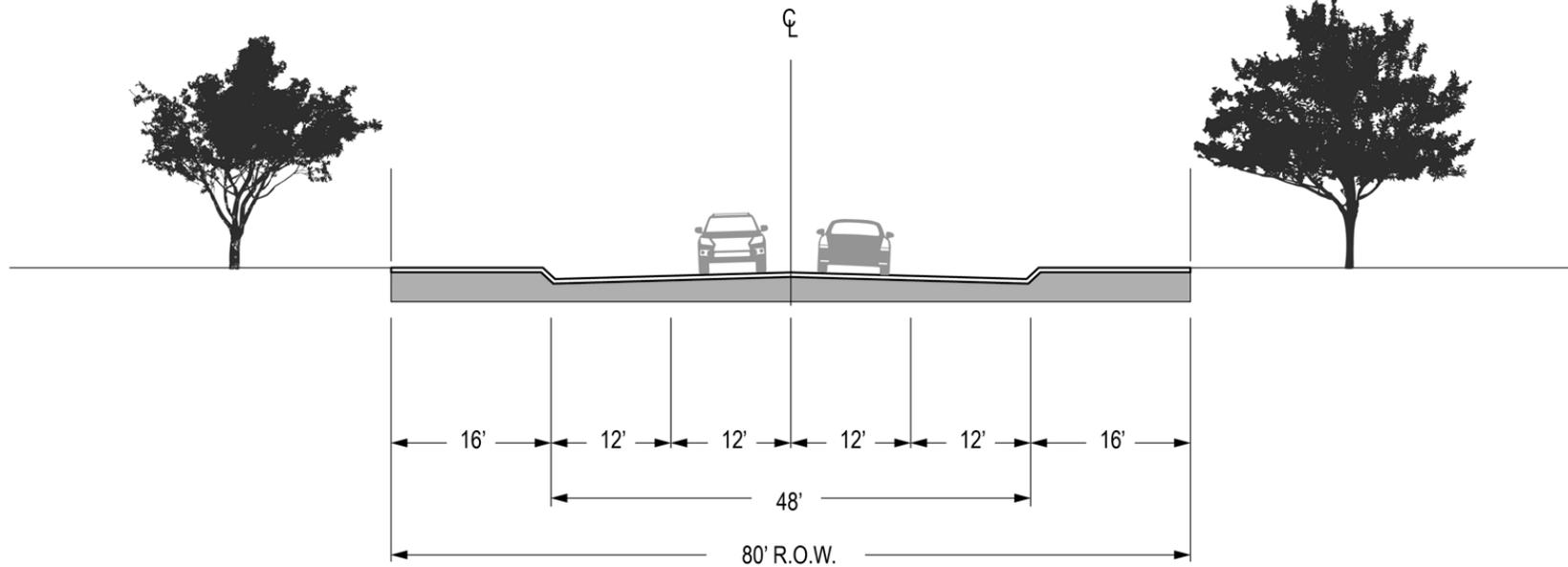
Type B Minor Arterial

Minor arterials accommodate moderate traffic volumes at relatively low speeds and link major arterials and collectors. Minor arterials should provide access to adjacent land uses and key areas. Minor arterials are recommended to include four 12-foot lanes within 80 feet to 100 feet of right-of-way.



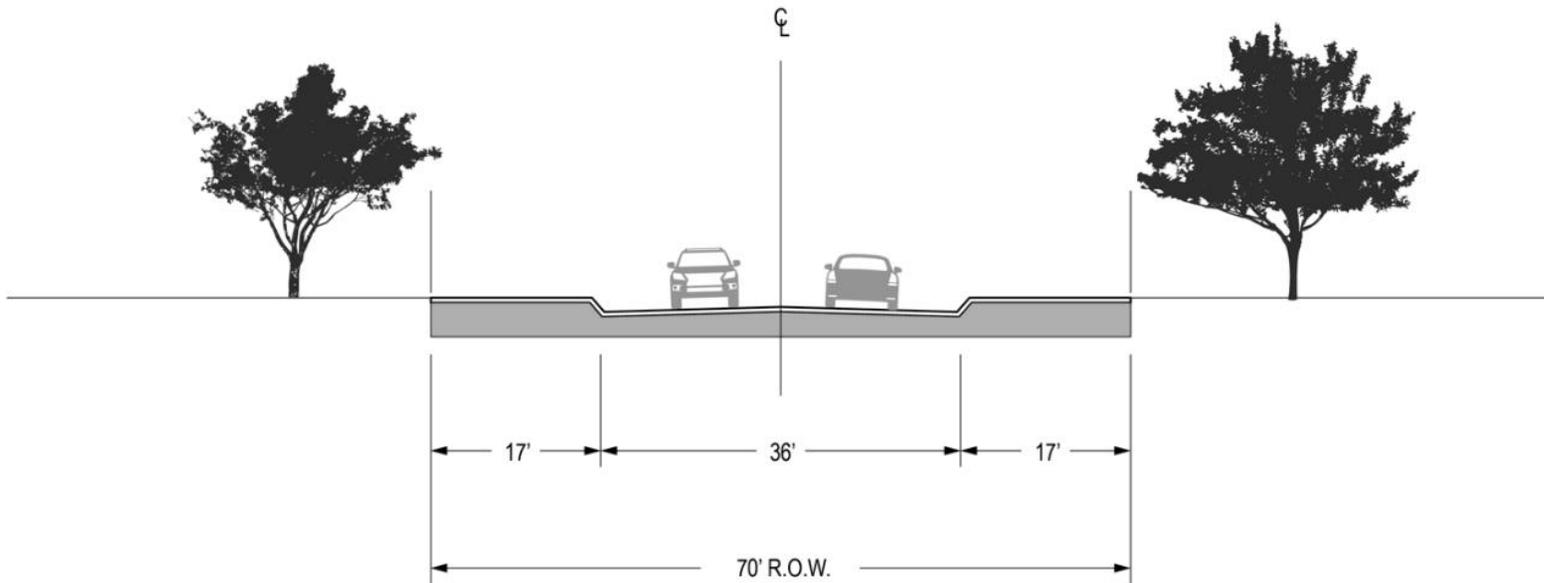
Type C Major Collector

Major collectors connect traffic from local areas to arterials. They are designed to accommodate moderate traffic volumes at relatively low speeds and often extend to a larger geographic area. Major Collectors are recommended to include two to four 12-foot lanes within 80 feet of right-of-way.



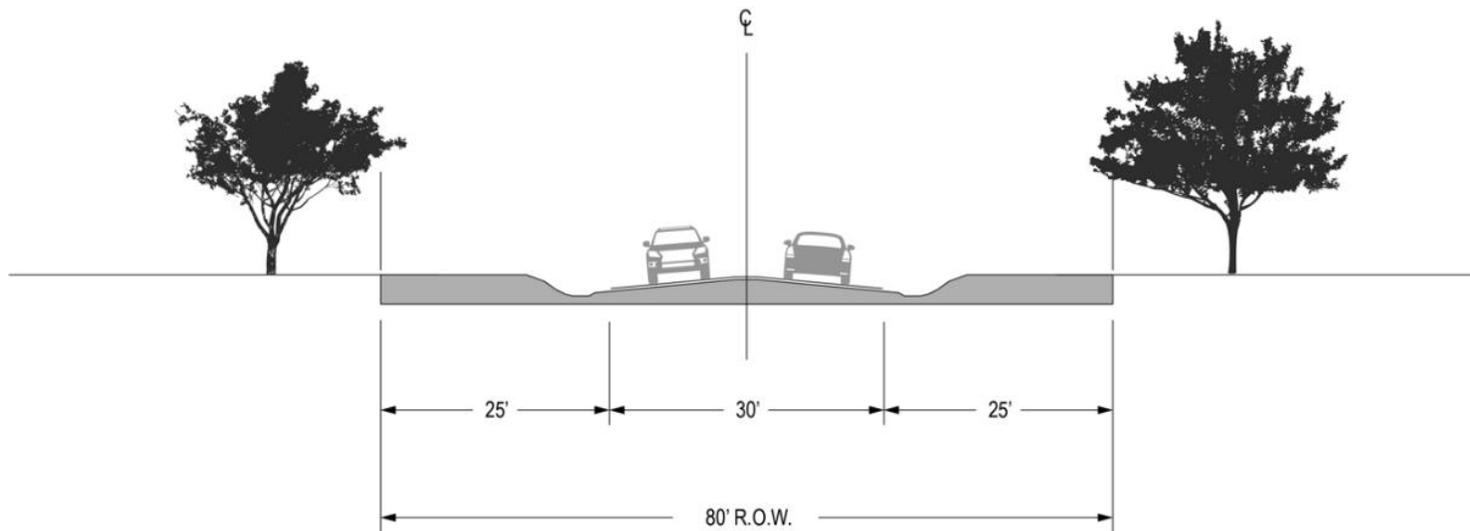
Type D Minor Collector

Minor Collectors are designed for short trips and low speeds and primarily connecting trips to higher functional class facilities. Minor Collectors are designed to convey lighter traffic volumes and are recommended to include two to four 12-foot lanes within 60 feet to 80 feet of right-of-way.



Type E Rural Road

Rural Roads are typical residential streets in Argyle that provide door-to-door access to individual homes. These streets are designed for very light traffic and are characterized by bar ditches within neighborhoods.



Goals, Objectives, and Action Plans

Goal 3. Provide improved access and circulation on major streets while preserving the rural identity of the Town.

Objective 3.1. Maintain the rural character of Argyle in the corridors and thoroughfare system.

- Action Item 3.1.1. Design entrance signs and landscaping along US 377 and FM 407 that capitalizes on the Town's rural identity.
- Action Item 3.1.2. Determine areas with through-traffic issues and incorporate a traffic calming plan that addresses through traffic with a combination of soft measures, such as signage or flashing speed indicators, and dedicated measures, such as installing speed bumps or developing roundabouts.
- Action Item 3.1.3. Review and update the development standards to require major roadways, such as FM 407 and US 377, to reflect the rural character of Argyle with landscaping, additional setbacks, preservation of existing trees, planting of additional trees, and open ditch drainage.
- Action Item 3.1.4. Evaluate the feasibility of developing specific plans for the significant corridors to be appropriately designed to enhance Argyle's image.
- Action Item 3.1.5. Work in coordination with Keep Argyle Beautiful (KAB) to initiate the Adopt-a-Street program among the residents, possibly integrating unique signs and landscaping.
- Action Item 3.1.6. Incorporate requirements within the development standards to replace trees within the Town that may be lost due to right-of-way improvement on Town streets.

Objective 3.2. Ensure adequate access and circulation within the Town.

- Action Item 3.2.1. Continue working with TxDOT on the upcoming expansion projects to coordinate land use decisions along those roadways.
- Action Item 3.2.2. Work with the developers to implement the Thoroughfare Plan and Map, as roadway developments are often associated with respective development projects.
- Action Item 3.2.3. Establish additional left-only and right-only lane requirements at the entrance of new developments.
- Action Item 3.2.4. Maintain an inventory of the conditions of the major roadways and conduct an annual study to identify and improve deteriorating streets.

Goal 4. Ensure and enhance traffic safety for Argyle residents and visitors.

Objective 4.1. Investigate specific areas where accidents and violations occur frequently.

- Action Item 4.1.1. Conduct an online annual survey among the residents to identify the intersections that have a perception of being unsafe.
- Action Item 4.1.2. Coordinate with Argyle Police Department and develop a gradient traffic hazard map showing traffic incidents and violations (e.g., following too close, failure to yield the right-of-way, failure to heed a traffic sign or traffic signal, improper lane changes, failure to wear seat belts, speeding).
- Action Item 4.1.3. Investigate incorporating additional traffic calming devices, flashing and stop lights in residential and school areas.

Objective 4.2. Promote traffic education learning through community engagement.

- Action Item 4.2.1. Develop an online program focusing on traffic safety and behavior and provide incentives for participating.
- Action Item 4.2.2. Formulate a program in coordination with high school students to raise awareness of traffic safety.
- Action Item 4.2.3. Promote and improve the existing applications that are currently in place to notify residents about closures and other traffic-related incidents.
- Action Item 4.2.4. Consider incorporating a commitment to the nationwide movement "Vision Zero" to ensure zero deaths in Argyle from traffic accidents.

Goal 5. Investigate and promote bicycle and pedestrian-orientated transportation systems in appropriate areas.

Objective 5.1. Promote walkability in existing and new developments.

- Action Item 5.1.1. Create an annual list of areas where the Town can assist with restoring deteriorated sidewalks in existing neighborhoods.
- Action Item 5.1.2. Allow reduced parking recommendations for mixed-use areas to promote shared driveways, enhanced sidewalks, and cross-access easements.
- Action Item 5.1.3. Use enhancement elements such as public art, benches, trees (for shading), lighting, and elements to create interest where walking is desired.

Objective 5.2. Investigate the feasibility of hiking, horse, and bike trails within the Town.

- Action Item 5.2.1. Examine the feasibility of a trail plan to connect select areas of the Town through a system of hike and bike trails and greenbelts.
- Action Item 5.2.2. Collaborate with regional efforts such as NCTCOG's Veloweb program to build upon those initiatives.
- Action Item 5.2.3. Investigate the areas where horse trails could be appropriate.

Chapter 6: Implementation Matrix

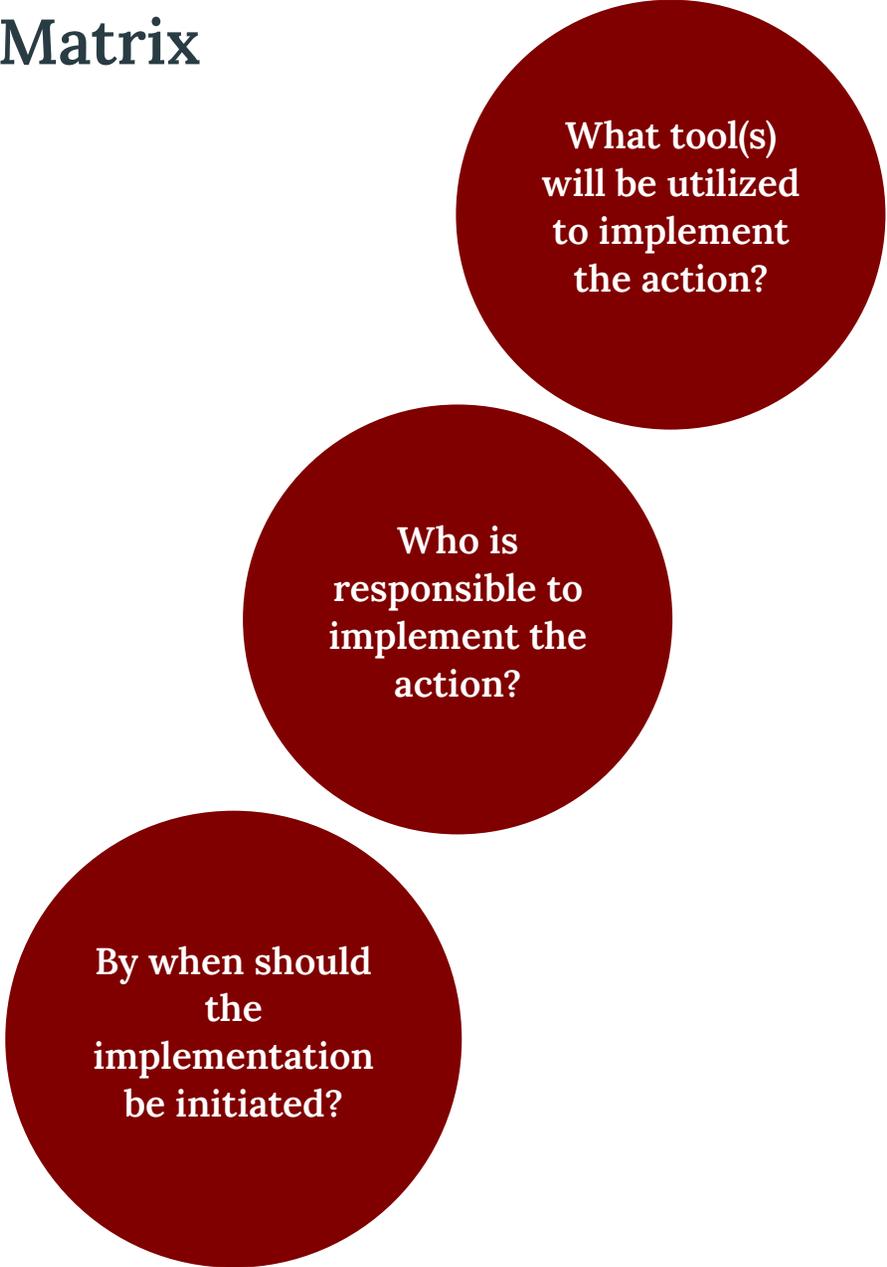
Introduction

Planning sets the stage for sustainability in any community. Implementation is essential to carrying out the vision of planning. Techniques for implementation prescribe methods that should be taken to achieve the goals, objectives, and actions expressed in the Plan.

Implementation should be designed to begin immediately after a plan is approved. The Plan should be structured to provide direction for decision-makers and stakeholders.

This Implementation chapter is structured into a coordinated action program so that Town leaders, staff, and other decision-makers can quickly identify the steps necessary to achieve the goals outlined in the Comprehensive Plan.

This plan chapter should be updated as progress occurs on these items. That process of taking action, reporting on results, and updating the priorities is necessary to respond to change and to keep the Plan current while continuing to implement the Plan's overall vision.



**What tool(s)
will be utilized
to implement
the action?**

**Who is
responsible to
implement the
action?**

**By when should
the
implementation
be initiated?**

Implementation Considerations

The Continuous Planning Process

Circumstances will continue to change, and the Argyle Comprehensive Plan will require modifications and refinements to keep it up-to-date and current. Needed refinements and changes should be carefully noted and thoroughly considered as part of the Annual Plan Updates and 5-Year Major Plan Revisions. As change occurs, however, the Town's vision should remain the same and provide a unifying element. The Plan's importance lies in the commitment of the citizens to agree on Argyle's purposes for the future and to apply that consensus in continuing efforts that focus on the betterment of their community.

Comprehensive Plan Advisory Committee (CPAC)

At Town Council's discretion, the CPAC may continue to serve as a committee to meet quarterly or on an as-needed basis to review the implementation status of the actions identified within the Plan.

Annual Plan Amendment Process

Annual plan amendments will allow relatively minor plan updates and revisions, such as changes in future land use designations, implementation actions, and review of plan consistency with ordinances and regulations. A plan amendment should be prepared and distributed as an addendum to the adopted Comprehensive Plan. Identifying potential plan amendments should be an ongoing process by Town staff throughout the year. Requests for plan amendments can also be submitted by citizens, property owners, community organizations, and other governmental entities. Proposed plan amendments should be reviewed and approved by the Town Council.

Major Updates of the Comprehensive Plan

A major update to the Comprehensive Plan should occur every five years. These updates will ensure the renewal and continued utility of the Comprehensive Plan for Town officials and staff use. Annual plan amendments from the previous four years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving Town officials, departments, and citizens. The major plan updates will result in a new Comprehensive Plan for the Town, including new identification of up-to-date goals, objectives, and actions.

Citizen Participation in Continued Planning

The citizens should continue to be involved in implementing and maintaining the Comprehensive Plan. Public meetings and community workshops, town meetings, public forums, newsletters, citizen comments, media releases, and public notices should be utilized to inform and involve citizens in continued planning. Methods and activities for public participation should be carefully chosen and designed to achieve meaningful and effective involvement.

Capital Improvement Program

The Capital Improvement Program (CIP) is a mechanism for analyzing the Town's major capital facility needs in the future. By undertaking a financial analysis as part of the CIP, the Town can predict, with reasonable accuracy, its capacity to finance capital improvements after it has paid its basic operating expenses. Once this capacity has been identified, a fiscal program is developed. The financial analysis also estimates the impact of capital expenditure on the operating budget. Capital improvements include utility systems, public buildings, land acquisition, parks, streets and sidewalks, drainage, and major equipment. These items may significantly impact the community and are often too expensive to be financed in the annual operating budget.

It is important for the Comprehensive Plan and the CIP to be complementary to each other for the best outcome of land use decisions and infrastructure needs.



Implementation Strategies

Implementation is probably one of the most important, yet most difficult, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the recommendations contained within the Comprehensive Plan will be difficult to take place. The Town should work toward implementing the recommendations incrementally and annually.

The following tables provide implementation mechanisms, lead departments, and timeframes for the action items within each goal outlined in the chapters. While all action items share some level of importance because they warrant discussion within the Plan, they cannot all be targeted for implementation within a short time; some must be carried out over a longer period of time.

The timeframe only refers to a recommended period by which the action item should be initiated.

Action Items	Mechanism	Lead Department	Timeframe
Goal 1. Maintain the Town's quality, open space, and rural aesthetics.			
<i>Objective 1.1. Maintain the Town's value and quality in the future by ensuring that existing neighborhoods are well-maintained and enhanced, as needed.</i>			
Action Item 1.1.1. Create a list of existing areas and neighborhoods that may need maintenance and/or improvement assistance.	Town Project	Community Development	December 2025
Action Item 1.1.2. Evaluate budget allocation on an annual basis toward the betterment of existing neighborhoods.	Annual Budget	Town Administrator	July 2025
<i>Objective 1.2. Encourage long-term stability and reinvestment by ensuring that new developments complement the Town's character.</i>			
Action Item 1.2.1. Require large scale developments to create attractive public open spaces to serve as focal points and gathering areas for the community.	Ordinance Amendment	Community Development	July 2025

Action Items	Mechanism	Lead Department	Timeframe
Action Item 1.2.2. Include a list of distinct features within the development standards for new developments to incorporate that contribute toward the unique identity of Argyle.	Ordinance Amendment	Community Development	July 2025
Action Item 1.2.3. Enhance the openness of the major corridors to maintain the open and rural feeling of Argyle.	Ordinance Amendment	Community Development	July 2025
Action Item 1.2.4. Continually monitor the Town Development Standards to keep them modernized and updated regarding processes and regulations.	Departmental Policy	Community Development	Ongoing
Goal 2. Encourage a balance of land uses to serve the community's needs and provide a more dynamic local economic base.			
<i>Objective 2.1. Establish specific ways the Town can proactively provide and attract desired land uses and businesses.</i>			
Action Item 2.1.1. Create a list of land uses and businesses in coordination with the Town's Municipal Development District.	Town Project	MDD	July 2025
Action Item 2.1.2. Engage with the local developers and stakeholders regularly to foster a partnership in bringing in businesses that meet the Town's vision.	Town Policy	Community Development	Ongoing
Action Item 2.1.3. Establish clear incentives for the desired uses and promote them through Town branding.	Town Policy	MDD	July 2025
Action Item 2.1.4. Enhance the information-sharing avenues with the stakeholders for a smoother process.	Town Project	Communications and Marketing	Ongoing
<i>Objective 2.2. Ensure appropriate locations for new developments.</i>			
Action Item 2.2.1. Evaluate this chapter's Future Land Use Map and goals thoroughly for all zoning cases to ensure the Town's vision is properly implemented.	Town Policy	Community Development	Ongoing

Action Items	Mechanism	Lead Department	Timeframe
Action Item 2.2.2. Identify areas that may be available for community access and use.	Town Project	Town Administration	July 2026
Action Item 2.2.3. Proactively identify ways to create meaningful partnerships to help guide developments per the Town's vision, especially for the large undeveloped tracts close to major roadways and designated for nonresidential uses.	Town Policy	Community Development	Ongoing
Goal 3. Provide improved access and circulation on major streets while preserving the rural identity of the Town.			
Objective 3.1. Maintain the rural character of Argyle in the corridors and thoroughfare system.			
Action Item 3.1.1. Design entrance signs and landscaping along US 377 and FM 407 that capitalizes on the Town's rural identity.	Town Project	Public Works	July 2026
Action Item 3.1.2. Determine areas with through-traffic issues and incorporate a traffic calming plan that addresses through traffic with a combination of soft measures, such as signage or flashing speed indicators, and dedicated measures, such as installing speed bumps or developing roundabouts.	Town Project	Town Engineer	July 2026
Action Item 3.1.3. Review and update the development standards to require major roadways, such as FM 407 and US 377, to reflect the rural character of Argyle with landscaping, additional setbacks, preservation of existing trees, planting of additional trees, and open ditch drainage.	Ordinance Amendment	Community Development	December 2025
Action Item 3.1.4. Evaluate the feasibility of developing specific plans for the significant corridors to be appropriately designed to enhance Argyle's image.	Town Project	Community Development	July 2027
Action Item 3.1.5. Work in coordination with Keep Argyle Beautiful (KAB) to initiate the Adopt-a-Street program among the residents, possibly integrating unique signs and landscaping.	Town Project	Public Works	December 2026

Action Items	Mechanism	Lead Department	Timeframe
Action Item 3.1.6. Incorporate requirements within the development standards to replace trees within the Town that may be lost due to right-of-way improvement on Town streets.	Ordinance Amendment	Community Development	July 2026
Objective 3.2. Ensure adequate access and circulation within the Town.			
Action Item 3.2.1. Continue working with TxDOT on the upcoming expansion projects to coordinate land use decisions along those roadways.	Town Policy	Community Development	Ongoing
Action Item 3.2.2. Work with the developers to implement the Thoroughfare Plan and Map, as roadway developments are often associated with respective development projects.	Town Policy	Community Development	Ongoing
Action Item 3.2.3. Establish additional left-only and right-only lane requirements at the entrance of new developments.	Ordinance amendment	Community Development	December 2026
Action Item 3.2.4. Maintain an inventory of the conditions of the major roadways and conduct an annual study to identify and improve deteriorating streets.	Town Project	Public Works	July 2026
Goal 4. Ensure and enhance traffic safety for Argyle residents and visitors.			
Objective 4.1. Investigate specific areas where accidents and violations occur frequently.			
Action Item 4.1.1. Conduct an online annual survey among the residents to identify the intersections that have a perception of being unsafe.	Town Project	Communications and Marketing	December 2027
Action Item 4.1.2. Coordinate with Argyle Police Department and develop a gradient traffic hazard map showing traffic incidents and violations (e.g., following too close, failure to yield the right-of-way, failure to heed a traffic sign or traffic signal, improper lane changes, failure to wear seat belts, speeding).	Town Project	Police Department	July 2028

Action Items	Mechanism	Lead Department	Timeframe
Action Item 4.1.3. Investigate incorporating additional traffic calming devices, flashing and stop lights in residential and school areas.	Town Project	Public Works	July 2026
Objective 4.2. Promote traffic education learning through community engagement.			
Action Item 4.2.1. Develop an online program focusing on traffic safety and behavior and provide incentives for participating.	Town Project	Communications and Marketing	December 2027
Action Item 4.2.2. Formulate a program in coordination with high school students to raise awareness of traffic safety.	Town Project	Communications and Marketing	December 2027
Action Item 4.2.3. Promote and improve the existing applications that are currently in place to notify residents about closures and other traffic-related incidents.	Town Project	Communications and Marketing	Ongoing
Action Item 4.2.4. Consider incorporating a commitment to the nationwide movement “Vision Zero” to ensure zero deaths in Argyle from traffic accidents.	Town Policy	Town Administration	December 2025
Goal 5. Investigate and promote bicycle and pedestrian-orientated transportation systems in appropriate areas.			
Objective 5.1. Promote walkability in existing and new developments.			
Action Item 5.1.1. Create an annual list of areas where the Town can assist with restoring deteriorated sidewalks in existing neighborhoods.	Town Project	Public Works	July 2026
Action Item 5.1.2. Allow reduced parking recommendations for mixed-use areas to promote shared driveways, enhanced sidewalks, and cross-access easements.	Ordinance Amendments	Community Development	December 2025
Action Item 5.1.3. Use enhancement elements such as public art, benches, trees (for shading), lighting, and elements to create interest where walking is desired.	Town Project	Public Works	December 2028

Action Items	Mechanism	Lead Department	Timeframe
<i>Objective 5.2. Investigate the feasibility of hiking, horse, and bike trails within the Town.</i>			
Action Item 5.2.1. Examine the feasibility of a trail plan to connect select areas of the Town through a system of hike and bike trails and greenbelts.	Town Project	Community Development	July 2028
Action Item 5.2.2. Collaborate with regional efforts such as NCTCOG's Veloweb program to build upon those initiatives.	Town Project	Community Development	Ongoing
Action Item 5.2.3. Investigate the areas where horse trails could be appropriate.	Town Project	Community Development	July 2028