The bars above represent the North Central Texas Council of Governments population estimates released earlier this year and last updated Tuesday for Aubrey, Cross Roads, Krugerville, Pilot Point and Providence Village. Tioga is part of the Texoma Council of Governments, which provides a county-level estimate instead of a city-level model.

Area sees marked growth

By Abigail Allen
Managing Editor

The area has been growing steadily as more and more people make North Texas their home.

In the past decade, that growth has been distributed at different rates across the area’s cities.

Pilot Point has gained more than 400 residents, based on the projections released by the North Central Texas Council of Governments.

Aubrey has more than doubled in size, the NCTCOG said in its population projection report, which the city’s using to move forward on potentially becoming a home-rule city.

Meanwhile, Cross Roads has grown by around a thousand residents in one decade, based on the NCTCOG estimates. Providence Village, Cross Roads’ U.S. 380 corridor neighbor, has grown by about 2,000.

Krugerville’s residential growth has been more modest, about 200 people in that 10-year period.

Such quick growth for an area that has historically been rural has brought growing pains with it that are not yet over.

U.S. 380, U.S. 377, FM 1385 and FM 2931 have all been targeted for TxDOT expansion projects.

A growing number of industries have made the area their home.

Further north, Grayson and Cooke counties have seen slower growth, but Tioga is poised to see a substantial amount of development in the coming years.

Denton County, which was home to about 666,768 people in 2010 and 779,528 in 2015, based on census data, is estimated to have about 906,532 residents this year.

Residents throughout the area have expressed their concerns at local meetings about making sure their towns retain their small community feel.

And the councils of Aubrey, Cross Roads and Providence Village have been met with frustration and opposition from residents related to certain developments—either because of housing components, business types or both—and their potential effect on the cities.
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Fall has arrived.

By JT Strasner
General Manager

Entering and leaving Tioga, the city limits sign indicates the population is less than 1,000.

But like many towns that make up the fabric of north Texas, that total is one day expected to change so rapidly, the sign won’t be able to keep up.

It has come to light in recent months that the question of growth here is not “if,” but “when.”

Another larger question – and even concern – is will the infrastructure and resources be able to be in place ahead of the swarm of humanity.

During a joint meeting of the Tioga City Council and the Tioga ISD school board within the past month, it was revealed that as many as 7,000 to 8,000 new home lots will be added to this city within the next three to five years.

And by 2023, there could be as many as 300 new homes ready for new families here.

For Tioga ISD Superintendent Dr. Charles Holloway and his board, the challenge lies in not only being prepared but knowing when to begin preparations.

The balance of being proactive and prudent can be a difficult endeavor to reconcile.

Tioga is poised to see growth similar to its southern neighbors in the coming decade.

“Their growth started before us,” said Tioga Mayor Craig Jezek. “We’ve come on the trail of our neighbors, and now we have to catch up.”

And by 2023, there could be as many as 300 new homes ready for new families here.

For Tioga ISD Superintendent Dr. Charles Holloway and his board, the challenge lies in not only being prepared but knowing when to begin preparations.

The balance of being proactive and prudent can be a difficult endeavor to reconcile.

“We’re going to reach a point pretty soon where we’re going to need to build additional facilities,” Tioga ISD Board President Paul Rodarmer said. “I think the two things that we don’t want to do more than anything are No. 1, be late to the party. All of a sudden wake up and realize we should have started several months ago and be stuck with portable [buildings] like we did once before. And the other thing that we don’t want to do is build facilities that we’re not ready for yet. Run the bill up and have to pay for something we don’t yet need.”

The generally accepted number for school districts to determine how many students to expect when growth comes, is 1.2 students per household, Holloway said.

The first development is expected to begin just off Texas Street in Tioga, Mayor Craig Jezek said. The initial installation will be 30 homes.

The idea is to add another 250-plus homes over time.

But the growth won’t just be residential.

A 15-acre section at the corner of Texas Street and FM 922 will be reserved for commercial development, as well as a possible apartment complex.

“What they [plan to do] is wrap people up and then we’ll see how fast we can get that done. But the infrastructure is there,” said Tioga ISD Superintendent Dr. Charles Holloway.

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Another development planned in the future is currently being deemed Texas 581, because of the number of acres it covers. As many as 2,000 to 2,500 lots will make up that development, Jezek said.

The developer for Texas 581 is Ryan Griffin, who has been involved in a number of successful developments across north Texas.

His presence here should serve as an indication that Tioga will be a hot spot of north Texas growth in the near future.

Griffin is also involved in developing the 486-acre property at the old concrete manufacturing facility, as well as another 60 or so acres that he plans to develop in Tioga.

“So, about 1,000 acres,” Jezek said of Griffin’s involvement here.

City officials said Griffin walked into the small office at city hall and wrote out a check for $400,000 as a payment toward utility installation on the development.

Investors with names like Jerry Jones are also believed to be involved in developments here.

All told, there could easily be more than 10,000 residential lots added to Tioga in time.

Big stuff for this small town.

The Tioga ISD boundary spans 37 square miles and could expand a bit in the future.

“We’re going to grow geographically just as much as we’re going to grow in population,” Holloway said.

He added that homes sell quicker when they lie within the Tioga ISD, because of its attractiveness in terms of quality of education.

“What we have to do before we can ever sign a contract on a building is, have the bonds sold, money in hand, go from there,” Holloway said.

“We’re looking at two to three years, if we started today, before we can ever break ground on a building. That’s why it’s imperative to us to have some kind of idea what’s coming at us. To me, as a taxpayer, when we have portable buildings here, that’s a sign of poor planning.”

Holloway said a portable school instruction building can cost as much as $100,000, “about the price of a new school bus.”

The possibility exists that one of the larger developments could give the ISD a parcel of land within the subdivision to build a new elementary school.

“That’s a possibility, but we don’t know yet,” Jezek said. “There could be parks, too.”

“...
Jackie Fuller shares experiences growing up, living in Aubrey

By Abigail Allen
Managing Editor

Jackie Fuller wasn’t born in Aubrey, but she’s spent the majority of her life living along Blackjack Road.

The namesake for Aubrey ISD’s third elementary school, Fuller started her own education in Aubrey schools, and she worked in the district for 21 of her 30 years in education.

“I had a lot of help along the way, and I feel that the Lord put people in my life to keep me grounded and focused and going in the right direction,” she said. “With age, you get perspective, and you can look back and see those things.”

That included Ms. Greenhouse, her first grade teacher in Aubrey, who taught her not only to read but also to love it.

Fuller’s stepfather, who she grew up calling Daddy, was a Cagle.

“My step-grandfather had bought this place that I live on in 1883, and so we lived in a small—I’m telling you small—two room house down close to the creek,” Fuller said of her first home in Aubrey.

That home lacked the modern conveniences people take for granted today, she said.

Although Fuller’s family moved from Aubrey for a time while she was a girl, Fuller made her way back as a married woman with children in 1973.

She credits the teachers she had throughout school, including some she had in Aubrey, with teaching her the value of learning.

As a teacher, she worked to inspire that same love of learning in her students.

That included loading them up and taking them to the polling site so those who were old enough could vote, and those who weren’t could observe the process.

“Education is the answer to a lot of the problems that we have today,” she said. “... Learning is an adventure, and it goes on throughout our lives, and it enriches our lives.”

The city and the district were both rather different in those days, Fuller said, and they were definitely smaller.

“It does make a vast difference,” Fuller said. “There are so many things that a teacher can do when the school is small as it was when I was teaching.”

When she was in high school, the Aubrey students went to Pilot Point for high school.

Now, the district has grown to a 4A with three elementary schools feeding into the middle school.

She loves the school named for her.

“I can’t imagine any kid who wouldn’t want to go to school there,” Fuller said.

She wants to help the members of the Aubrey community and the Aubrey ISD system know the heritage of the area in which they live.

“When you know the history of an area, you have a better connection to...
Fuller, who taught history and government, plays an active role in helping to preserve Aubrey’s history as director of the Aubrey Area Museum.

“We have some interesting stories,” she said. “We really do.”

Her love of history was taught early to her by the man she called Daddy.

“My bedtime stories were from the old pulp Western magazines that used to come out,” Fuller said.

The facility has been hampered this year in its goal of helping people who live in or visit Aubrey understand the stories of the area because of the COVID-19 pandemic, but Fuller has thoughts on how she might be able to adapt and continue sharing those tales and artifacts.

She wants to follow a model similar to the Denton County Office of History and Culture with a transportable presentation.

Fuller loves the city where she’s spent most of her life and where three of her four children live. (One of her daughters lives down the road in Denton.)

“I even taught my son-in-law Adam [Friday] and his brother, John,” Fuller said.

It still makes her heart happy to see her former students thriving.

“That can mean anything, either just living a good life or becoming a professional of some kind,” she said. “That’s been very rewarding.”

And Fuller can’t imagine living in any other community.

“I’ve had a life in Aubrey. I’m a part of Aubrey,” Fuller said. “And it’s a part of me.”

Jackie Fuller reacts to the surprise announcement that Aubrey ISD’s third elementary school would bear her name at the groundbreaking ceremony in February 2019. Fuller said her reaction after touring the new school, which opened in August, was that she “can’t imagine any kid who wouldn’t want to go to school there.”

File photo/The Post-Signal
Aubrey faces election to determine future

By Tatiana Ambrosio
Contributing Writer

Aubrey residents may be curious about the city of Aubrey’s plans and vision about growth in the next few years.

In answering that question, a good place to start is, “Do I really live in the city of Aubrey?”

When asked about the city’s plans for the future, City Administrator Mark Kaiser started with an explanation about where the city of Aubrey actually exists.

He explained that the Aubrey area consists of roughly 40 square miles within the borders of FM 1385 on the east, the greenbelt on the west, a northern boundary agreement with Pilot Point and a southern boundary agreement with Providence Village, Little Elm and Krugerville.

That 40 square miles is in Aubrey’s extraterritorial jurisdiction, usually referred to as an ETJ.

When Aubrey does expand its city limits, the ETJ is the allotted area into which it can expand.

However, all of the land within that area is not currently a part of the city. “Many people associate their mailing address as their city. It’s confusing to say the least. There are people with Aubrey addresses that may be served by Aubrey Fire Department or go to Aubrey ISD but really live in another city,” Kaiser said.

The actual area inside Aubrey city limits currently consists of roughly four square miles, broken into two sections.

One section of Aubrey includes two square miles around U.S. 377 and FM 428. The other two square miles encompass the community of Winn Ridge at FM 1385 and Bryan Road.

People who are still unsure of their residency can call Aubrey’s town offices. They are accustomed to deciphering what people’s locations are and relaying them to the correct jurisdiction, Kaiser said.

After the explanation of the city limits, Kaiser was better able to explain the recent growth and Aubrey’s plans as they look to the future.

Aubrey’s population is expected to be 5,380 by the end of 2020, accord-
having a population exceeding 5,000 people is a significant development for small cities. For Aubrey, that means the city can have an election to see if its residents want to remain under general law or go to a home rule city government.

When a town is a general law city, it can only operate based on the laws set by the Texas Legislature. Being a home rule city gives a municipality the ability to self-govern more.

Over the next three months and under the guidance of an attorney, residents will be drafting the charter for the city. People who live in Aubrey can be involved in writing the charter for the city by contacting Aubrey City Hall.

“My job as city administrator is to help find out what is the citizens’ vision and help them decide who they want to be,” Kaiser said.

He works with all the boards and special interest committees and pulls information from all of them to ascertain what their vision is and help get it done for the city, he said.

“We have a lot of groups and documents that we are working through,” he added.

With the growth of the area, Aubrey is focusing on two initiatives: transportation corridors and bringing commercial growth and jobs into Aubrey. Kaiser believes road expansions are important.

“If we fail to plan, someone will plan for us,” he said.

He discussed some of what the road improvements and expansions in Aubrey’s ETJ are. FM 1385 is currently being widened. Denton County has already begun the expansion on U.S. 377 to a six-lane divided roadway.

TxDOT is also starting work on the Dallas North Tollway connector that is set to go through the area.

When asked about the connector from the DNT to I-35, Kaiser said it would be something that happens in the next decade rather than the next few years. However, there are some plot points that show it coming across FM 428 and FM 1385.

Smaller expansions include an extension on Redfearn Road from McNatt Road to U.S. 377. Construction will start soon.

Residential growth continues inside Aubrey’s city limits. It includes the recent completion of Highmeadow Village, just north of Brockett Elementary, and the current construction of Aubrey Creek Estates on the east side of U.S. 377 just south of Hopper Ranch. Winn Ridge is also still being built out.

Multi-family residential is being finished at South Magnolia Street and De Moye Lane. There are smaller developments around Aubrey as well, with infill build outs.

Residential growth outside of corporate city limits in Aubrey’s ETJ continues to move at a rapid pace.

It includes Silverado with multiple phases. Sandbrook Ranch on FM 1385 is still being built. Aspen Meadows on FM 2931 has started to build. A multi-family residential community called Pecan Creek Townhomes on FM 2931 will also start construction soon. A 10-lot subdivision will soon start moving dirt west of the railroad tracks.

“Several others are looking to be platted off of FM 428 and FM 2931,” Kaiser said.

He went on to explain that even during COVID-19 shutdowns, people were still building and buying homes in the Aubrey area.

Aubrey’s second initiative is its commercial growth. Kaiser explained how passionate the city is about bringing jobs into the community to sustain the residential expansion.

In 2019, Aubrey became the home for the expansion of Blue Diamond Industries out of Kentucky. It brought 50 new jobs to the area with the potential to create up to 250 new jobs.

There will be some light industrial growth along the Redfearn Road extension. Commercial retail will eventually line U.S. 377 in front of Aubrey Creek Estates.

Moving forward, Kaiser explained the town’s plan for commercial, “It would be nice to have a few anchor employers, recreational directed businesses and sales tax generating retail, but it would have to be a decision that the citizens direct us in.”
Years of growth

After living most of her life in Pilot Point, a decade spent in Denton found Angie Price a bit homesick.

When a job, any job, opened at PPHS, Price jumped at the chance.

The job? ISS aide.

For those who never got in trouble during school, it should probably be pointed out that ISS stands for In School Suspension.

And for those who know Price well, they know that Price was just about the most beloved ISS aide in PPHS history.

“You know, you might think that was maybe not a great job, or that I was dealing with really bad kids,” Price recalled. “But that’s not true. First of all, I liked that job. Second, our ‘worst’ kids, or maybe our kids who are more challenging, would be some of the best kids in any other district. We just have really good kids here.”

Superintendent Todd Southard, who worked with Price for many years as principal, said she’s “just a huge part of Pilot Point High School.”

“First of all, she’s had to put up with a long line of principals, and that includes me,” Southard laughed. “But she’ll do anything for you in a moment’s notice. She knows everything and everyone. She has your back, and you never have to worry that she’ll let you down. As principal, she just makes your job easier. Everyone who knows her, loves her.”

Promoting Pilot Point and helping guide students in a multitude of ways has been a big part of Price’s life, especially since joining the district 25 years ago.

Price moved to Pilot Point in sixth grade and graduated in 1985, the salutatorian and part of a senior class of 64.

Her sixth, seventh and eighth grade years were spent at the Gee School, which has since been torn down.

“When we first moved here, Pilot Point still had party [phone] lines,” Price said. “And at that time, you only had to dial the last four digits of a phone number to call in town. It was awesome.”

Price remembers Ms. Villareal, a business teacher, who taught her proper typing technique, instructing with typewriters.

“She had a poster in her room that I’ll never forget,” Price said. “It read ‘if you don’t have time to do it right, when will you have time to do it over?’ And that made such an impact on me. I really liked her a lot.”

Johnny Hudson was principal at the time. Price also volunteered as a student office aide under the tutelage of Ann Carney, who planted the seed of interest for what would be Price’s eventual career path.

“She made a huge impact on me; she’s gone on to be with the Lord, but she was a great lady,” Price said, reaching for a Kleenex to dry her eyes.

Price recalled driving Carney’s personal car around town for office errands.

“This is how different it was back in the day,” Price smiled. “She’d say ‘Angie, we need more coffee. Drive up there to Stephens Grocery and get me some coffee.’ I took her car and got whatever we needed. That’s just the way it was back then.”

After high school, Price worked various jobs, including seven years at the UNT bookstore, where she was able to accrue Teacher Retirement System credits. Still, she kept her eye on Pilot Point, with the idea that she’d eventually return.

A change in ownership from the bookstore was the catalyst for Price to come home.

Price married another Bearcat, Paul, in 1993, and they wanted to raise a family of Bearcats. After moving back, the ISS role only lasted a year, as Price moved into the office, beginning first as attendance clerk.

Price would later add school nurse to her duties, as well as counselor’s secretary, athletic director’s secretary and basically just a Bearcat jack of all trades.

“I’ve changed roles over the years but always been at the high school,” Price said. “Lots of hats and I’ve enjoyed all of them. Being a nurse is a huge responsibility, making sure students have their medication, all the training.”

In addition to helping raise thousands of kids from 8 a.m. to 3 p.m. during the week, Price has seen two of her own kids graduate from Pilot Point. Her daughter, Taylor, was valedictorian in 2016, and her son, Evan, graduated last year.

Taylor is completing her master’s degree in food science at Oklahoma State University and already has a job waiting for her in Arkansas. Evan is working on his undergrad in natural...
resource and ecology management at OSU as well.

“OSU is a neat, neat campus and a great school,” Angie said.

Every year at PPHS has brought change, but Price’s 25th year with the district has been the most unusual, with COVID-19 challenges and interruptions.

“I think they’re beginning to figure it out now, but I don’t think at first that people understood how important the social aspect of school is for their kids,” Price said. “And also that in-person interaction with their teachers, rather than online.”

Price said she’s been impressed with the maturity of the students and how they’ve dealt with all the difficulties that 2020 has presented.

“When my son was a senior, he had a great perspective on it,” Price said. “He said ‘Mom, it could be a whole lot worse. Like when Papaw and Grandad graduated from high school, they both enlisted in the Army and went straight to war.’ He said ‘people are dying, this is COVID. But we’ll get through this, too.’ Losing their senior year was really tough, but I thought that was very mature of him and a lot of his classmates. But yeah, they did lose out on a lot. Spring sports, prom ... thankfully it worked out, and they were able to have graduation at Texas Motor Speedway.’”

Because of COVID-19, Price’s career came full circle in a way this past spring.

Just as she used to make coffee and grocery deliveries in Carney’s car, Price found herself making a different sort of delivery.

“I would deliver packets [of school assignments] for the kids out in Pioneer Valley, out in that area, and the Northshore area,” Price said. “We had students in the wooded areas who were having trouble with internet connections. Teachers would put together homework packets. So that was kind of my contribution when we were off. That was kind of fun, because I could still see the kids a little bit every now and then.”

Looking ahead, Price said she hasn’t given too much thought towards how many more years she’ll work at PPHS.

With her own children having graduated, Price currently has one more nephew, currently a freshman, left at PPHS.

“His mom really wants me to stay long enough to see him graduate,” Price laughed. “I don’t know, we’ll just have to see how it all works out. I’ve really enjoyed every day here. I can truly say that.”
The city of Pilot Point is seeing the growth that for years has been projected to creep north to the city.

City Manager Britt Lusk also discussed his desire and goals of putting safeguards in place to create a more transparent and communicative framework in place to allow residents to see what their investments in their city are yielding.

“We’re setting ourselves up for the growth,” Lusk said. “It’s coming, and I think we’ve taken some big steps. ... We’ve done some position movement; we’re bringing some people in.”

Projects that were passed in the November 2018 bond election are being constructed, including the new police and fire stations.

Residential growth, which is visible along the city streets including Burks and Morrison, means more rooftops are popping up, which will be filled primarily to people new to Pilot Point.

Seven housing developments are in the process of being built, namely Yarbrough Farms, Lakeview Estates, Mustang Creek, Hat Creek Estates, The Hills at Pilot Point, Pilot Point 113 and Rodeo Crossing. Based on a report prepared by Development Services Director John Taylor earlier in the year, those developments are projected to bring around 2,800 more residents to Pilot Point.

As new residents come in and existing Pilot Point families stay, Lusk plans to work on ensuring there are added layers of accountability in place for the city to help build the trust of the residents in the city.

“We want the council to trust staff, we want the staff to trust council and we want the community to trust our staff and our council,” Lusk said.

Part of that includes having a finance director, who can focus their time on evaluating the way the city

Homes in the Lakeview Estates development are nearing completion. The houses there and in six other developments in the works around Pilot Point are set to bring around 2,800 new residents into the city.

A map hanging in the conference room at City Hall shows the area within Pilot Point's borders as well as the area included in its extraterritorial jurisdiction, into which the city could grow.

By Abigail Allen
Managing Editor

Pilot Point focuses on future

The city of Pilot Point is seeing the growth that for years has been projected to creep north to the city.

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A map hanging in the conference room at City Hall shows the area within Pilot Point's borders as well as the area included in its extraterritorial jurisdiction, into which the city could grow.

By Abigail Allen
Managing Editor
handles its money.

There will also be a person joining the city’s staff—half funded by the city for the Main Street director position vacated by Acting City Secretary Lenette Cox and half funded by the Pilot Point Economic Development Corporation for marketing.

“It’s going to be a huge benefit for the city,” Lusk said.

The council has also recently approved a finance committee to help the council have a more direct view of the way the city’s staff is spending.

“We’ve not had a money problem, we’ve had a spending problem,” Lusk said.

In addition, the city has reassigned some employees and consolidated some departments to help make sure that people who have interconnected responsibilities are working more closely together.

For example, Capital Projects Manager Matt Kaminski retained his role and title, but he was rolled into the development services department to allow him to train to work more efficiently with the city’s planning staff.

Lusk plans to look at the city’s staffing plan for the next five years to try to find creative ways to fund the growing need for more public safety personnel to match the projected residential growth while making them increasingly competitive compared to other local departments.

One area the city has been trying to improve is its guidelines for and relationships with developers. Lusk wants to balance being a developer-friendly city that encourages growth and works as a partner with the companies that come in to develop the land around the town and in the surrounding extraterritorial jurisdiction with being protective of the needs and rights of the city and its residents, business owners and property owners.

City staff and the council want to look at quality of life issues such as internet access, better parks and improved infrastructure to help people feel like they are getting a return for the money they are required to pour into the city.

“We’ve got the opportunity to be a gig city because of this Open Infra that we heard [from],” Lusk said. “That’s huge. That’s a big deal to be able to have fiber throughout our entire city.”

Another big goal for the staff is helping everyone feel as though they are still connected to each other as new faces move in.

“We want to retain a sense of community as we grow, so we want to have managed growth without losing our identity,” Lusk said.
OUR STUDENTS ... OUR FUTURE!

OUR MISSION
The school where every student wants to grow, the district where every educator wants to teach, and the community where every family wants to live.

Pilot Point Independent School District
The Chandler family has been designing and manufacturing custom cabinetry for more than 40 years, and our growth and success is not marked by an assembly line. Chandler Cabinets sets the standard and continues to lead the DFW Metroplex with the highest quality of custom cabinetry. Family owned and operated since 1976, we personally guarantee the superiority of our cabinetry.
The first house was built on baseline in 1972. LH worked at his day job as a framer in Denton during the day, and at night he would work on the infrastructure for Krugerville.

Krugerville was incorporated in 1973, and LH served as mayor and his wife also served as mayor.

LH Kruger Day is celebrated in the town every November 12, in his honor. He is still alive today.

From the beginning, Krugerville was a town built upon large treed lots, Mayor and City Administrator Jeff Parrent said, and the plan is to stay that way.

In the past 10 years, the town has gone from 1,662 residents to a projected 1,860.

“Growth is without a doubt coming,” said Parrent as he explained how he had once stood in a field with one of the founders of Huffines Properties as they had a groundbreaking ceremony in 2000 for what is now Providence Village.

“He said, ‘You get it? Right, Jeff? You see what I am trying to do?’ What he was trying to do was be in control of what the growth looks like as it comes north,” explained Parrent.

That’s what Parrent says the city of Krugerville is trying to do even now.

The town is relatively landlocked, and sprawling growth is limited to boundary agreements with Aubrey and Cross Roads.

It is known for its three major parts: Old Krugerville and newer home sites, including The Woodlands and Fairview Farms.

Currently, there are some residential projects underway. The Woodlands is a community on the east side of U.S. 377 and features half acre to one acre lots, which is the standard throughout Krugerville.

They are available from the lower $400s to the lower $500s. About 80 homes are under construction or scheduled with phase 3 ending and phase 4 soon to begin.

By adding these homes, they will be adding more children into the growing Aubrey ISD. Parrent pointed out that they will also be adding approximately $30 million of appraised value into the school’s ad valorem tax revenue.

There is also a parcel of around 70 acres to the north of The Woodlands, which is being discussed for future residential growth.

Commercial growth in recent years has been happening despite the limitations of Krugerville’s boundary agreements.

Currently, there are 38 businesses operating inside the city limits. There are a handful of smaller business/developers in talks with the town.

Parrent said hopes to bring at least three of these to completion.

Another commercial development planned will be a retail center just south of Lone Star Storage & U-Haul. It will begin construction in March of 2021 and is slated to bring six to eight new businesses into Krugerville.

Lone Star Storage & U-Haul is also planning a large expansion, as well.

The city owns some commercial zoned land itself.

When asked about it, Parrent answered, “If the right developer comes in, we’re developer friendly and we would want it to be a sales tax generator for our Economic Development Corporation (EDC) and our Community Development Corporation (CDC). However, it’s not a significant piece. The land is less than 5 acres.”

Another town initiative is to maintain the beauty of the community and to provide a place for its residents to use and enjoy.

Last year, the city opened Woodland Park. It is a 27-acre facility with a 13-acre pond on the east side of U.S. 377, just north of The Woodlands.

The city recently completed parking and a walking trail. Over the next 18 months, Woodland Park is planned to also feature a fishing pier and a pavilion for residents and visitors to enjoy.

Drainage, which has been an issue in parts of Krugerville for years, has also been an issue in recent months in the Fairview Farms subdivision.

The process has already begun to correct the situation, Parrent said.

“We did a Request for Proposal (RFP), all meetings have been done, the bids came back on Tuesday, October 13. They have been sealed and a Council meeting will be held on October 22 to discuss and make a decision. We anticipate work starting within 30-45 days."

The town received Request for Proposal bids by Oct. 13, discussed them at the Oct. 22 meeting and chose Iron T Construction out of Melissa for the first phase of the city’s drainage project.

Parrent was asked to forecast what he believes Krugerville will be like in the coming years.

“Krugerville will have a very full community on half acre to one acre lots with the type of homes that will add value to the AISD,” he said. “It will add eight to 10 new commercial businesses that will generate sales tax. The sales tax will add value to our city by supporting the EDC and CDC. These corporations support continued commercial growth and park maintenance as well as park improvements.”

He added that the expansion project planned by TxDOT for U.S. 377 “will improve the ability to control traffic and have a positive impact on commercial growth.”

“I want,” Parrent said, “when people are driving on U.S. 377 from Aubrey to Cross Roads for them to say, ‘Wow! This is Krugerville!’”
Parrent perspective

Krugerville mayor uses experience in all parts of city

By Amanda Mchenry
Contributing Writer

As a long-time resident who is in his third term as mayor, Jeff Parrent is in a unique position to understand all things Krugerville.

Parrent also served six years as a city council member and was mayor pro tem for a number of years.

Parrent is from Sherman, where he met his wife Lerae Starr who is from Aubrey. He has been a resident and taxpayer in the city of Krugerville for 25 years.

“I’ve lived in all three phases of Krugerville which makes it kind of unique as the mayor to understand the good and the bad.”

The three parts of Krugerville are The Woodlands, Fairview Farms and what is known affectionately as old Krugerville.

Krugerville Mayor Jeff Parrent, through his personal experiences living in all three areas of the city and his time in public service, loves seeing his community thrive.

Amanda Mchenry/Contributing Photographer

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One of the biggest issues that Parrent was able to see firsthand has been the drainage problems. Old Krugerville experiences the most severe issues, but Fairview Farms has its share.

Parrent credits engineering and holding developers accountable for zero drainage issues in The Woodlands.

The issue of drainage is one that has caused some to see an old versus new in Krugerville.

“We don’t look at it that way at all. None of us do,” Parrent said of the city’s leadership.

He added, “All citizens of Krugerville have the same services.”

“We have two amazing parks both the Fairview Park and the Woodland Park and an amazing staff that’s available to all citizens in old Krugerville and new Krugerville.”

Woodland Park was a public project completed last year with a grand opening last summer that Parrent is proud to see created and that “it’s an opportunity for all of Krugerville to enjoy.”

“The Woodland Park has been a welcomed addition to the city of Krugerville,” Parrent said.

The city has already held three major events there.

Fairview Park, which was dedicated years ago, features added lighting. The park has an irrigation system, new awning and ample parking.

“Both parks are something that I’m very, very pleased with and thankful that we can offer that to our citizens,” Parrent said.

The parks are funded by the sales tax.

“Since I’ve become mayor, the council and I have worked together to be developer friendly and to be good corporate neighbors, and we have increased our sales tax revenue five times what it was for the previous administration,” he said.

Bringing new businesses to town has driven the city’s ability to do that, he said, citing the growth in businesses last year and expected growth in the year to come.

“We are definitely working to ensure controlled growth,” Parrent said.

“We want to be able to control it, but at the same time we’re limited on what we have to offer.”

Another change coming to the city of Krugerville is a new code enforcement program and officer.

The program is slated to be implemented with this fiscal year.

“I’m really, really looking forward to the results and the potential clean up and some of the concerns that some of the citizens have in Krugerville,” said Parrent. He thinks the residents will be pleased with the new program.

Parrent was part of the driving force that created the Northeast Police Department in October 2013, of which he is the commission chairman now.

He was one of the founding members of the department, along with former Cross Roads mayor Steve Smith, former Krugerville mayor Dave Hill and Chief James Edland.

The Northeast Police Department has been a successful collaboration between Krugerville and the town of Cross Roads, Parrent said.

“The relationship that both Cross Roads and Krugerville has is an amazing relationship. The police department, the Northeast PD, is one that I’m very proud of that serves all citizens of both communities very effectively,” Parrent said.

Parrent says there is great unity among the Krugerville city staff, council and himself.

“I’m incredibly proud of our staff, Sandy [Frantz], Karen [Rutherford], Bud and Randy. The four employees that are currently there are just top-notch employees.”

Parrent credits Mayor Pro Tem Kristen Kromer as sharing in the success of Krugerville.

“She is a tremendous helpmate, she cares greatly about the town, the citizens,” he said.

He adds that he is also proud of the quality of people serving as volunteers on the council, Economic Development Corporation and Community Development Corporation. Parrent lauds those relationships and the resulting transparency and lack of conflict.

The city of Krugerville is in good shape financially with money in reserve, he said. Parrent credits the maintaining of the tax rate at $0.39 cents per 100 dollars.

“We didn’t raise taxes significantly at all,” Parrent said. “We’ve maintained the tax rate, and we’ve increased services to citizens and we’re fixing drainage and we added a park. Why? Because sales tax is up and ad valorem property tax is up because we’re bringing in new homes.”

Krugerville is a city of close to 2000 residents. Parrent describes Krugerville as a tight-knit community where people look out for their neighbors.
Couple sees years of growth, change

By Tatiana Ambrosio
Contributing Writer

Bobby and Loretta Turner are longtime residents of Cross Roads who have seen many changes to the area.

They watched Walmart come to town, and they sold Sonic the land where it stands today.

They married in New Hope Baptist Church before the church constructed the building where it sits today.

And Bobby’s father was the town’s first mayor.

Loretta put all the locks into Aubrey’s new high school building and worked closely with Dr. James A. Monaco in Aubrey ISD.

Bobby watched Lake Lewisville fill up after the spillway was built, rode his little dune buggy up and down U.S. 380 before it was U.S. 380, back when it was Highway 24 just for fun and saw the peanut drier in Aubrey actually dry peanuts.

Bobby’s family, the Turners, have traced their Cross Roads roots back to 1903 when his great-grandfather purchased 112 acres from the 662 Marsella Jones tract from the original Texas Land Survey. Much of his great-grandfather’s property is the Cross Roads we know today.

Dave and Mabel Turner
Bobby’s great-grandparents. Their land stretched from approximately north of where Walmart currently sits to the southern border that would be running through today’s communities of Oak Hill Ranch and Cross Oaks Ranch.

The western border was Naylor Road before it was expanded, and the eastern border was FM 720 before it was widened.

They mainly grew peanuts and ran some cattle while they raised their four boys and two girls. Most of the children left and moved to cities as they grew older.

In the 1920s, they witnessed their sleepy dirt road turn into Texas State Highway 24.

Alton and Verma Turner
Bobby’s grandparents.
Alton was the son that stayed on the land and worked the peanut farm.

He was the one that sold land for the expansion of Highway 24 into U.S. 380.

While maintaining the farm and running some cattle, he and his wife raised two children, a boy and a girl.

In the late ’60s, most of the farmers were aging out of farming. Bobby said it was at this time that the area started its growth trajectory.

A lot of farmers did not pass their land on to their children because their children were going off to cities and getting jobs.

At the same time, horse ranchers had discovered the sandy loam soil of our area and were purchasing land. A lot of farmers sold to the ranchers instead. Alton sold 50 acres from the south side of his property.

Bob and Dorothy Turner, Neva and Bill Ottinger
Bob and Dorothy are Bobby’s parents. Neva and Bill are Bobby’s aunt and uncle.

As Alton continued to work the farm, he received help from his son

Loretta and Bobby Turner stand outside their Cross Roads home, tucked away beside commercial properties that have already developed and more that are set to break ground soon. Bobby said he can’t imagine living anywhere else.

Tatiana Ambrosio/Contributing Photographer
Bob and son-in-law Bill.

However, both couples opened a store together at the northwest corner of Highway 24 and FM 424, which today is the location of Nails & Spa and Action Vape.

Bill and Neva’s house was roughly in the current back parking lot, while Panda Express is in Bob and Dorothy’s front yard.

They ran the Turner and Ottinger Service Station (T&O) from 1960 to 1975. It had a meat market and also a welding shop in the back that many of the local farmer’s relied upon to fix broken equipment.

“It was during the early 70’s that the landowners decided they wanted to incorporate into their own town to avoid being swallowed up by Denton and having things like wrecking yards and trailer parks take over the land like so many towns do on their outskirts,” Bobby said.

Bob Turner was at the helm during this time and was subsequently elected the first mayor of Cross Roads.

“The early days, town halls were a little wild. We made it into the paper a lot with people getting into fist fights. My dad would just turn out the lights and walk out when things would get out of hand,” Bobby said, laughing. “It was a bit of a cowboy town, then.”

Bobby and Loretta Turner

Bobby grew up working at the welding shop at T&O. He also helped his father and grandfather around the farm.

During his young days, he would cruise the strip—University Drive in Denton.

It was one such night that Loretta, a student at Texas Woman’s University, and her friend met up with him. However, it was the friend that was interested in Bobby and more of a lackluster meeting for Loretta and Bobby.

They would keep meeting up while cruising and eventually date for a number of years then have a sweet Thanksgiving wedding in 1980 here in Cross Roads at what is now Relate Church.

They went on to have a daughter, Emily. She is the fifth generation of Turners to live on the original land.

Bobby and Loretta worked for a number of years at the University of North Texas.

She then stayed home to raise their daughter, who was born with disabilities.

After her time at home, she later worked at Aubrey High School. Then, she started working for Aubrey ISD at the administration building.

Since retiring from his machinist job at UNT in 2011, where he built the equipment that professors and graduate students needed for their research, they have enjoyed a quieter life. They purchased his grandparent’s old house from the family in the ’80s.

They live there today, hiding in plain sight.

Amid all the commercial growth, they still have a calm patch of land that’s approximately one acre.

When asked how they feel about the growth surrounding them, they both said in unison, “It’s great to have the convenience of all the places coming to our door, especially getting older. We no longer have to go to Denton for everything.”

“If I don’t want to cook dinner, I can pick up food so easily, I barely have to drive on any road to get to it. It’s been nice. The city has been gracious to us, they have included us and have let us know things, and that’s not something you hear cities doing,” Loretta said.

These days, both are cancer survivors who enjoy their retirement by moving about the house with projects here and there.

They send weekly care packages to their daughter, who now lives in the San Angelo State Supported Living Center.

They have the usual doctor appointments that may take them to Denton some days, but their house is still in a quiet enclave tucked up against the commercial properties along U.S. 380 in Cross Roads.

While sitting at their kitchen table, one can feel the breeze coming through the curtains of an open window and hear a menagerie of melodies from the wind chimes Loretta has hung on their porch.

They spend their evenings feeding a herd of cattle that live on some of the land that abuts their own.

These cows and bull have become their pets, as they show up at the fence line every evening for their light snack of sliced bread and the occasional sweet roll saved for the bull, or “Bully” as Loretta deemed him.

Their family has lived on the land of Cross Roads for over 100 years.

They’ve seen roads come, bigger roads come, the death of the area’s peanut farms, the birth of the area’s famed horse ranches, the beginnings of urban sprawl and now the growth of commercial envelope them, and yet when asked would he ever consider leaving, Bobby responded, “Nowhere else would be home for me.”
Population nearly doubles in decade

Cross Roads sees large increase in residents

By Tatiana Ambrosio
Contributing Writer

Cross Roads has grown from 1,563 in 2010 to 2,460 in 2020, based on the population estimates released by the North Central Texas Council of Governments earlier this year.

Adding less than a thousand new residents in 10 years doesn’t often indicate a town as one that is “growing rapidly.”

However, looking at all of the numbers, not just one, shows Cross Roads is.

The town has grown in residents by about 53% in the last decade. Going back further to the 2000 census, there were only 663 residents living in the city limits.

But what sets it apart as a community amidst the U.S. 380 and U.S. 377 area is the commercial growth of the last few years.

Because of that commercial growth, Cross Roads remains one of only a few cities in North Texas without a property tax.

It has solely been relying on sales taxes and fees, according to the town’s website, “to fund the necessary expenditures such as road improvement and maintenance, administration, ambulance and fire protection.”

Town Administrator Becky Ross explained that for the past seven years sales taxes have been increasing year over year.

“Even amidst the COVID-19 shutdowns, we maintained an increase over last year,” Ross said. “Currently, we have a lot of quick service restaurants that were still able to do business via their drive-thru windows as well as Walmart.”

Cross Roads Market Square is the next major sales tax generator proposed and approved in Cross Roads.

It will be on a parcel of land south of U.S. 380 and east of Naylor Road that sits behind the current commercial properties lining the south side of U.S. 380.

Volunteer Enterprises, based out of Pilot Point, is the company that will be developing the roughly 33 acre site.

In the Cross Roads Market Square General Planned Development Standards exhibit given to the town council in August of 2019, it states that the purpose and intent of this development is “to provide a high quality, integrated development of retail, office, hospitality and residential uses which will positively impact the town of Cross Roads.

It also states that “topography and existing pond will create an activity center for the Town.” What that means is not only will Cross Roads Market Square provide retail, restaurants, housing and entertainment, they are also planning on incorporating an open space for use possibly for town events.

Once the infrastructure phase is done, Volunteer Enterprises will sell sites to different businesses, targeting sales tax generating businesses.

Those businesses will then be a part of a property owners association. The property owners association will maintain all shared spaces.

The planned retail space is about 64,000 square feet in total. Planned restaurant space is roughly 23,000

As part of its Comprehensive Plan process, the town of Cross Roads has been updating its maps, including the zoning map pictured above. Although most of the town is zoned for agricultural usage, portions along the major roadways in the town are set for commercial uses.

Courtesy of Town of Cross Roads
square feet, which will include full-service restaurants. A 60,000 square foot entertainment facility is also part of the development, intended to be a possible movie theater, bowling and arcade complex.

It also includes a mid-range hotel and multi-family residential community.

The multi-family residential development will include 286 units, a pond and a publicly accessible dog park.

The apartment component of the development drew opposition from many Cross Roads residents who felt that allowing high-density housing in a town that has few exceptions to its one-acre minimum lot size went against the character of Cross Roads.

The hotel will be 62,000 square feet, including conference rooms and a bar for guests. The hotel will also provide a new tax to add to Cross Roads’ coffers.

“The Hotel Occupancy Tax will provide the town with funds to possibly use towards personnel like a festival and events coordinator, or it may go to planning and building arenas or be used in other ways that generate more reasons for more people to book a hotel in Cross Roads,” Ross said.

There is no groundbreaking date set yet. The town is still waiting on building plans to be submitted.

“We anticipate to ideally have the hotel, apartments and some retail start next year, but 2020 has been a little bit unpredictable. Restrictions on occupancies have made a bit of a slowdown, but we are hopeful,” Ross said.

Other new commercial businesses in Cross Roads that opened their doors in 2020 are: Metro by T-Mobile, Smokin Glass, a State Farm Insurance office, Relate Church, The V-Spot Luxury Spa, Beauty By Us, The Line Up Barbershop, Attitudes Salon and Pooky’s Famous Yogurt.

Atwoods Ranch and Home is also set to join the retail landscape of Cross Roads soon, with construction on the building underway.

However, commercial construction isn’t all that is happening in Cross Roads.

The Cross Roads’ portion of Hillstone Pointe was recently completed, and residential growth is still continuing with the new community of Oak Hill Ranch.

It is a single-family housing development on half acre to one acre lots. It is being planned and is currently being built by Bloomfield Homes.

It starts in the mid-to-high $400s and goes up to the $600s on the east side of Naylor Road before Martop Road.

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Providence Village seeks to embody as growth within Providence Village.

By Tatiana Ambrosio
Contributing Writer

Providence Village is growing in both rooftops and businesses.

Since 2010 the area has seen a growth in population from 4,786 residents to 6,700 residents according to population estimates by the North Central Texas Council of Governments.

When asked about what types of businesses can be expected, Town Manager Brian Roberson responded, “We are looking for the type of commercial that generates sales tax. Out of our 8.25% sales taxes, 6.25% goes to the state. What is left is 2%. Out of the 2%, 0.5% goes towards property tax relief for our residents, 0.5% goes towards the PVEDC to be used in securing more commercial business growth and 1% goes to the general fund.”

The community recently appointed a Providence Village Economic Development Corporation, whose sole job is to procure and promote commercial growth within Providence Village.

They are members of the community that have been tasked with protecting the vision of what Providence Village seeks to embody as growth continues up the U.S. 380 corridor.

Based on a summary of available land that is either zoned or land use planned for commercial purposes, Providence Village has about 160 acres available, according to the PVEDC’s webpage.

As Providence Village prepares for the growth of the coming years, the town has been working with the Kimley-Horn Engineering firm on a Comprehensive Plan.

“This plan will help us figure out, what does the community want to see? What works? What doesn’t? What do we want the community to look like in the next few years?” Roberson said.

The engineering firm will guide the town through the process with help of the EDC, the town council and a Comprehensive Plan Advisory Committee.

That committee consists of stakeholders such as residents, representatives from both school boards, large property owners and business owners.

As part of the comprehensive plan, there was a survey that ran from May 26 to June 23 of this year.

Providence Village residents were encouraged to give their input on 17 questions about the future of the community.

The results are available at planpvtx.com.

“Based on community feedback so far, the residents would like to see a town center type of event-community space and hike and bike trails. We can take that feedback and build on it and hopefully turn it into a reality,” Roberson said.

Another popular topic about the future vision for Providence Village is the Cape Cod and Craftsman style of architecture that remains its most stand-out quality, Roberson said.

When asked about the town creating building codes that would maintain this architectural aesthetic in the community, Roberson explained that the state of Texas has taken that authority away from towns.

“It is more cost effective for developers to not have to comply with different regulations from town to town. We do know that the residents would like Providence Village to look a certain way, and we can always ask developers nicely, but we can’t currently require anything, really,” Roberson said.

What is happening in Providence Village today is a lot of residential construction.

There are two residential developments currently underway, The Landing at Providence and Liberty at Providence.

Both of those developments will also have second phases. A newer subdivision that has been approved is The Enclave at Pecan Creek, where developers are already starting dirt work for the multi-phase project.

It will be northeast of the center of town and directly east of Silverado on FM 2931.

South of The Enclave is another development that will be called Pecan Creek, and across from Fortunata Winery there will be another subdivision called The Lakes at Running Branch.

“With all five new subdivisions, Providence Village will be adding somewhere in the vicinity of 500 to 800 new households over the next two to five years,” Roberson said.

In regard to current commercial business activity, the 7-Eleven at the corner of FM 2931 and Fishtrap Road is set to open its doors for business in November.

Among the area of the Pecan Creek subdivisions, a Montessori school has been approved and is in the planning process, with the preliminary plat already having been done.

When asked what Providence Village would look like in the next few years in a perfect world, Roberson answered that “the town is hopeful to have more commercial businesses that people want to see.”

“They want a downtown area where we can congregate, have a meal and citywide events,” he added.

“Hopefully, we can see some progress towards that as we start to develop. Then, maybe try to tie everything together with a nice hike and bike trail. Hopefully, we can make some good strides with what we get from the comprehensive plan.”

Houses in the Liberty at Providence development going up now add a new feature to the Providence Village landscape: partial-brick homes.
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• Existing buildings for sale or lease along US 377 and downtown

DevelopPilotPoint.com
Fisher spends time volunteering in Providence Village

By Abigail Allen  
Managing Editor

When Don Fisher moved to Providence Village in 2007, it wasn’t a town, there was only one homeowners association and Providence had no grocery store.

He has seen hundreds of homes built as a neighborhood became a town.

“I’ve seen [half of Providence HOA] built,” he said.

Fisher supported now Town Manager Brian Roberson as Providence Village took the steps to become a town, he said.

“He’s the reason we are a town, is because of Brian,” he said.

When he and his wife Beverly moved from California, they both dove into being involved in their new community.

“I’ve met tons of nice people here since I’ve been here,” he said. “I’ve worked with a lot of great people on the board. It’s not just me.”

Originally from Baltimore and living in the Burbank area immediately before Providence, Fisher “had no intention ever to come and live in Texas,” he said.

Fisher became a member of the Providence HOA board, and when it became a homeowner-controlled board, he was chosen as the group’s president.

That’s a title he’s held through 12 different board officer elections, he said.

Creating options for families to have things to do, including young adults, has been an important component of his service, Fisher said.

A visible testament to that is the skate park, which was built behind the Providence HOA Community Center across Cape Cod Boulevard from Monaco Elementary.

“My kids skated in California on a skate park built by [the same company], and they happened to be here in McKinney building a skate park in McKinney, and we were able to get them, and I got them for $107,000,” Fisher said.

The original developer, Huffines, paid for $50,000 of it.

Converting two of the tennis courts to basketball courts is another example of the things Fisher and his fellow HOA board members have done over the year to provide things to do for young people in the neighborhood.

Within the last couple of years, however, Providence HOA ceased to be the only organization of its kind within the town, which has created some confusion and originally caused quite a bit of frustration for the people who moved into the homes in the section built off of the intersection of Myers Court and Stallings Road.

With [Heritage Landing HOA President Victoria Mitchell] and me getting along ... I think we’ve stopped that,” Fisher said.

Fisher’s involvement extends beyond his role as PHOA president. He also serves as vice president of the Providence Village Hope Foundation.

He wanted to be part of that nonprofit, founded by Eric and Karen Mattson, to help with the project that has become Hero Park as well as with supporting members of the Providence Village community as they face tragic circumstances including fire, cancer and death.

He’s also an alternate member of the Planning and Zoning Commission.

“I want to have a say on what goes into our HOA, what they’re going to build in it,” Fisher said, referring to lots ready to be developed around Main Street.

His dedication to the town has earned him a tribute that means many future Providence Village residents will see his name regularly: a street named Don Fisher Lane in a new housing development that will be going in across FM 2931 from the Silverado Development.

“I’m here forever,” Fisher said.
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