

2020 COMPREHENSIVE PLAN





Contents

	Community Snapshot	1
-	Legal Basis for Planning	2
0ne	How a Comprehensive Plan Is Used	2
)	Planning Context	4
	Demographics	8
	Economics and Workforce	12
0	Visioning	15
Two	Community Input and Visioning Process	16
	Goals	26
	Land Use Plan	27
Three	Physical Constraints	28
	Existing Land Use	31
	Future Land Use	34
Th	Growth Management	37
	Development Standards	40
	Identity and Walkability Elements	48
	Neighborhood Strategies	50
	Land Use Recommendations Summary	54
	Public Facilities and Services	57
Four	Transportation	58
	Drainage	
	Water and Wastewater	
	City and Public Service Facilities	
	Public Facilities and Services Recommendation Summary	94
	Economic Development	97
Five	Existing Analysis	98
ш	SWOT Analysis	98
	Strategies, Goals, and Objectives	99
	Implementation Plan	101
Six	Roles of the Comprehensive Plan	102
	Regulatory Mechanisms	103
	Implementation Matrix	104





The purpose of this Community Snapshot is to understand the City of Quinlan's physical, social, and economic context. Understanding the City's background and context helps to identify the community's values, needs, and desires, all of which affect future growth and development. Furthermore, information revealed within this section will lay a foundation for all subsequent planning decisions. This chapter includes a discussion and/or analysis of the following:

- Legal Basis for Planning
- How a Comprehensive Plan Is Used
- Planning Context
- Demographics
- Economics and Workforce

Legal Basis for Planning

A city's comprehensive plan can be defined as a long-range planning tool that is intended to be used by City staff, decision-makers, and citizens to guide the growth and physical development of a community for 10 years, 20 years, or an even longer period of time. The State of Texas has established laws with regard to the way in which incorporated communities can ensure the health, safety, and welfare of their citizens through a comprehensive plan. More specifically, the law states:

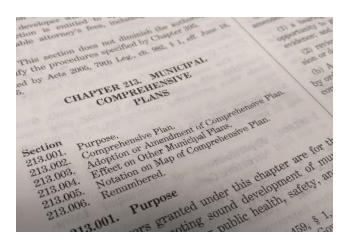
"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality... A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan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

Texas Local Government Code 213

In basic terms, the primary objectives of a comprehensive plan are to accomplish the following:

- · Efficient delivery of public services
- Coordination of public and private investment
- Minimization of potential conflicts between land uses
- · Management of growth in an orderly manner
- Cost-effective public investments
- A rational and reasonable basis for making decisions about the community.

There are two interrelated purposes of a comprehensive plan. It allows the citizens of a community to create a shared vision of what they want the community to become. Subsequently, it establishes ways in which a community can effectively realize this vision.



How a Comprehensive Plan Is Used

How is a comprehensive plan used day-to-day? This section describes the various mechanisms used by cities that transform a plan from a document to a tool. These mechanisms fall into the three basic categories, regulatory ordinances, financing mechanisms, and city procedures.

Regulatory Ordinances

Subdivision Ordinance

Subdivision regulations direct the division of land into individual lots or parcels prior to development and apply both within the city's limits and ETJ.

Zoning Ordinance

Zoning regulations are applicable within a city's limits and can affect land use integration (mixes of uses and lot sizes), building design, and required amenities for various types of development. Zoning regulations are not applicable within a city's ETJ.

Financial Mechanisms

Capital Improvements

Capital improvement funding supports Comprehensive Plan recommendations that will generally require a onetime or initial investment to be achieved. Typically, this funding is applied to large municipal projects such as infrastructure improvements and/or land acquisition.

Annual Budget

The annual budget supports Comprehensive Plan recommendations that will generally require a city to commit to annual investment to achieve. This funding typically supports city operations and programs.

Community Snapshot

City Procedures

City Leadership and Staff Actions

City leadership plays a vital role in achieving the vision of the Comprehensive Plan and implementing policy recommendations. City leaders - such as the Planning and Zoning Commission, Economic Development Corporation, and City Council – use the Plan as a guide when making development, operational, and/or policy decisions.

City staff is also very critical to the process of implementing Plan recommendations. Staff is often the first point of contact for citizens 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, as well as other Comprehensive Plan policy-related recommendations, that may be implemented through resolution or ordinance.

Development Review

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plats provide significant opportunities for implementing the Comprehensive Plan. Zoning, development and subdivision decisions should be evaluated and weighed against applicable recommendations contained within the Plan. If decisions are made that are inconsistent with Plan recommendations, the Plan should be amended accordingly in order to ensure consistency and fairness in future decision-making.

Engineering Studies

Some recommended policies may require more in-depth analysis. These are shown with the implementation mechanism. Generally, these recommended policies involve environmental studies or an analysis of public services (water, wastewater, drainage) that may be needed as a city continues to develop and grow in population.

Quinlan 2019 City Council

Source: City of Quinlan

Planning Context

Planning context considers the administrative, intergovernmental, and regional context of a city. For Quinlan, this includes the City's boundaries, relationship to Hunt County, and relationship to the DFW Metroplex. This is important because Quinlan does not exist in a vacuum – its decisions and actions, as well that those of surrounding cities, affect everyone.

Local Plans

2001 Comprehensive Plan

In 2001, the City of Quinlan adopted its first Comprehensive plan, covering topics such as housing inventory, ordinance enforcement, and future needs. Additionally, the Plan included information regarding population demographics, using U.S. Census data. This Plan builds significantly on the groundwork provided from the 2001 Comprehensive Plan, incorporating many of the same ideas and datasets into this document.

2014 Strategic Plan for Economic Development

The 2014 Strategic Plan for Economic Development is a long-range planning document intended to understand and prioritize the economic goals of the City and its residents. Through the Strategic Plan, the following goals were identified by participants:

- · Attract jobs and investment dollars
- Grow Quinlan
- Increase Quinlan's visibility and branding
- Develop future retail as a series of "gathering places" rather than a string of centers along a highway
- Beautify Quinlan
- · Build lake and tourism potential
- Maximize potential for Quinlan Economic Development Corporation (QEDC) success

Although located in a separate planning initiative, this Comprehensive Plan builds upon the goals within Quinlan's 2014 Strategic Plan for Economic Development.

Regional Plans

The City of Quinlan is included within the 16-county North Central Texas Council of Governments (NCTCOG); a voluntary and non-binding association established to "assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development." NCTCOG is the predominant regional planning body in the North Texas - conducting research, studies, and regional plans related to transportation, environmental sustainability, and growth management. Much of this focuses on the rapid growth expected for North Texas in the years to come.



Community Snapshot

Mobility 2045

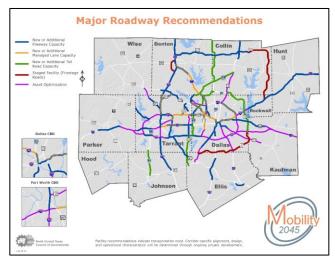
Mobility 2045, adopted in June of 2018, is NCTCOG's newest transportation plan. In addition to planning for a wide range of future transportation needs, Mobility 2045 provides projections for future population growth and distribution. Due to Quinlan's location in North Texas, several transportation topics are addressed in Mobility 2045 that potentially impact the City.

Major Roadways

Mobility 2045 recommends future roadway improvements and additions to various areas in North Texas. In Quinlan, additional freeway capacity has been identified on Interstate Highway 30 in Hunt County. The growth that could occur with improvements to the transportation network in the County is a factor that the City should continue to monitor to prepare for future growth and transportation needs.

Future Growth

Within the Mobility 2045 initiative, NCTCOG estimated the growth of each county within their jurisdiction. Similar to other counties in North Texas, Hunt County's population is expected to increase by more than 50 percent. Based on this information, Quinlan should continue to prepare for potential growth in the following decades through the implementation of more planning initiatives to ensure the type of growth and development its community wants to see in the future.

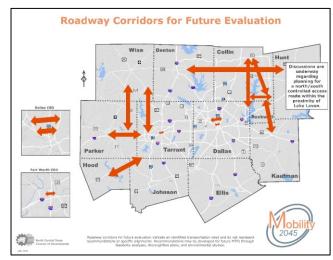


Source: NCTCOG

Table 1. NCTCOG 2045 Population Projections

MPA County	2017 Population	2045 Population	Growth	Percent Growth	
Collin	951,795	1,689,168	737,373	77%	
Dallas	2,600,408	2,600,408 3,445,204 844		32%	
Denton			541,920	67%	
Ellis			137,259	84%	
Hood	55,034	85,738	85,738 30,704		
Hunt	87,279	134,291	47,012	54%	
Johnson	158,683	262,865	104,182	66%	
Kaufman	114,741	224,203	109,462	95%	
Parker	123,181	206,813	83,632	68%	
Rockwall	93,430	181,560	88,103	94%	
Tarrant	2,020,278	3,263,622	1,243,344	62%	
Wise	62,588	105,797	43,209	69%	
Totals	7,235,508	11,246,508	4,011,023	55%	

Source: NCTCOG



Source: NCTCOG

Texas Department of Transportation

The Texas Department of Transportation (TxDOT) is the government agency responsible for the construction and maintenance of the state highway system, among other things. Given the fact that State Highway 276 and State Highway 34 run through the City, it is of extreme importance that Quinlan monitor the various state projects that could potentially affect its residents.

State Highway 276 Quinlan Bypass

A bypass has been identified on State Highway 276 that will redirect traffic around the City to its south. This bypass will connect to the existing southern intersection of State Highway 276 and State Highway 34. With its implementation, it is possible that the City of Quinlan could further enhance its Downtown, making it more pedestrian friendly. Furthermore, by enhancing the walkability and aesthetics of the area, the City and the Quinlan Economic Development Corporation (QEDC) could leverage their Downtown, bringing in more businesses and opportunities into the City.

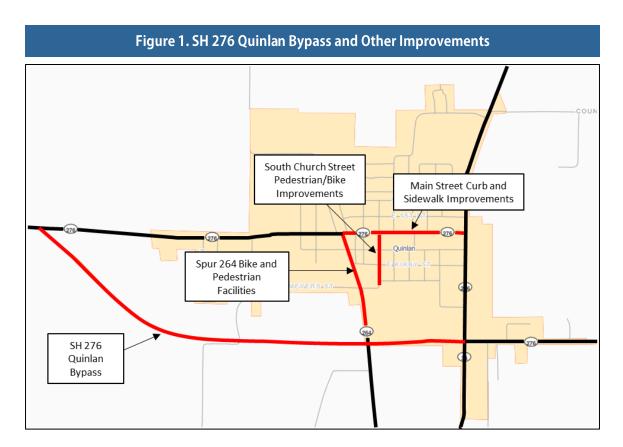
According to TxDOT's information provided to the City, the construction of the bypass will begin in 2020. Given how this project will affect Quinlan's residents, it is important that the City and the QEDC continue to monitor this closely,

as close monitorization could allow for Downtown improvements, policies, and initiatives to be implemented before or in congruence with the construction of the bypass.

South Church Street Improvements

TxDOT is planning for improvements to sidewalks and ramps along South Church Street, supported by additional funding from local bonds. Starting Downtown at the intersection of South Church Street and East Main Street, the improvements will follow the entirety of the road, ending at D.C. Cannon Elementary School and the Quinlan Community Park. Knowing this is valuable to the City as this allows for Quinlan to better understand their pedestrian and biking needs. Additionally, Quinlan can explore opportunities to expand the pedestrian and bike network from South Church Street.

According to TxDOT's website, the construction of pedestrian and bike improvements on South Church Street will begin in 2020. The City should continue to monitor this project to understand and explore further opportunities that could stem from it.



Community Snapshot

Hunt County Transportation Bond Program

The Hunt County Transportation Bond Program is a program used to prioritize and fund transportation projects throughout the County. Within this program, projects and corresponding funding have been identified in and around Quinlan that have the potential to impact the City and its residents.

Main Street Improvements

The QEDC fully-funded the first block of sidewalk construction; the second block of construction was funded by the Texas Department of Agriculture (TDA) and matched by the QEDC.

The Hunt County Transportation Bond Program has identified funding to improve pedestrian access on Main Street from the intersection of Spur 264 to the intersection of SH 34. The project would implement curbs and sidewalks as well as provide American Disabilities Act (ADA) accommodations in Downtown Quinlan. Key benefits to these improvements include the following:

- Improve pedestrian safety and access for patrons and downtown merchants, and
- Encourage additional investment in Downtown Quinlan and set up for future lighting, streetscape, and landscaping improvements.

Monitoring this project should be a priority to the City and QEDC, as leveraging these improvements to potential businesses could attract them to Downtown Quinlan.

Spur 264 Improvements

Funding has been identified by the Hunt County
Transportation Bond Program to improve pedestrian
access on Spur 264 from Main Street to the future SH 276
bypass. A five-foot sidewalk would be placed on the west
side of the roadway south of the future Bypass, and on the
east side of the roadway north of the future Bypass. A
small segment will be built in conjunction with the South
Church Street project mentioned above, utilizing bond
funding.

Key benefits to these improvements include the following:

- Improved pedestrian and bicycle safety
- Improvements promote alternative, non-motorized modes of transportation
- System continuity by tying improvements from adjacent projects

The City should continue to monitor this project in order to evaluate its future planning needs.



Demographics

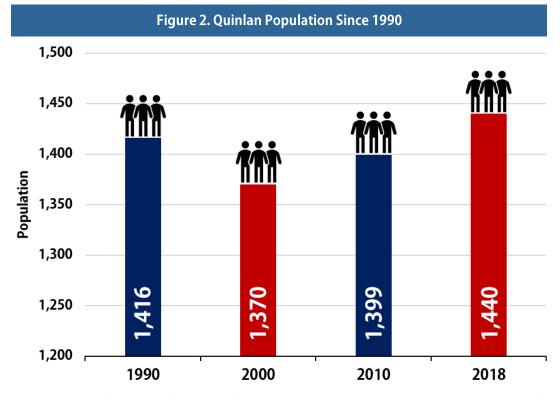
The purpose of evaluating a community's demographics is to understand its physical and social context, both historically and at the present time. Understanding the background and context of a community can help identify its values, needs, and desires that will affect its future growth and development. Demographics impact every element of a comprehensive plan, 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 City accommodate current and future needs with a higher degree of efficiency and accuracy.

Methodology

This Plan utilizes historical data from the U.S. Census Bureau. Every 10 years, the U.S. Census Bureau conducts a systematic count of the number of people living in the country. Additionally, the U.S. Census Bureau conducts an American Community Survey (ACS), which is an estimate based on a small sample of randomly selected participants over a period of several years. While the ACS data is not as statistically reliable as the decennial census, it provides a more recent estimate of the existing conditions.

Population Trends

Currently, the City of Quinlan has an estimated population of 1,735 people according to the American Community Survey (ACS). While the Plan utilizes population estimates provided by the ACS, it is worth noting that Esri conducts their own estimates on the population of a given area. In 2018, Esri estimated the population of Quinlan to be roughly 1,494 persons, meaning that there is a certain degree of variability in the actual population of the area. According to the ACS, over the past couple of decades, the population of Quinlan has fluctuated greatly. In 1990, the population of the City was 1,416 residents. In the 20 years following, the City decreased slightly in population by 17 persons. In recent years, the City has seen significant growth. Between 2000 and 2016, the City's population increased by 336 residents – an increase of 24 percent.



Source: U.S. Census Bureau, NCTCOG 2018 Population Estimates

Community Snapshot

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 United States 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. For more information about how race and ethnicity are defined, please visit the U.S. Census Bureau website.

Race

Racially, the largest group in Quinlan is people who consider themselves "White", making up 77.7 percent of the population. The second largest racial group is people who consider themselves "Some other race", making up 18.7 percent of the population. Finally, the third largest racial group is people who consider themselves "American Indian and Alaska Native", comprising 1.6 percent of the population.

The City currently has no individuals that consider themselves "Black or African American". Furthermore, given the confusion between race and ethnicity, many individuals who consider themselves "Hispanic or Latino" opt to choose "Some other race" as their racial group. This might be a reason for the high percentage of individuals who consider themselves part of this group.

Ethnicity

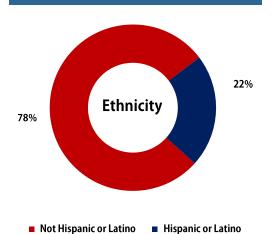
In regard to the ethnic makeup of the City, 78 percent of people identified as "Not Hispanic or Latino", while 22 percent responded as "Hispanic or Latino". The percentage of individuals who consider themselves "Hispanic or Latino" matches closely with individuals who consider themselves part of the racial group "Some other race".

Table 2. Racial Distribution

Race	Quinlan	Texas		
White	77.7%	74.8%		
Black or African American	0.0%	12.0%		
American Indian and Alaska Native	1.6%	0.5%		
Asian	1.0%	4.4%		
Native Hawaiian and Other Pacific Islander	0.0%	0.1%		
Some Other Race	18.7%	5.8%		
Two or More Races	1.0%	2.5%		

Source: U.S. Census Bureau, 2012-2016 ACS Estimates





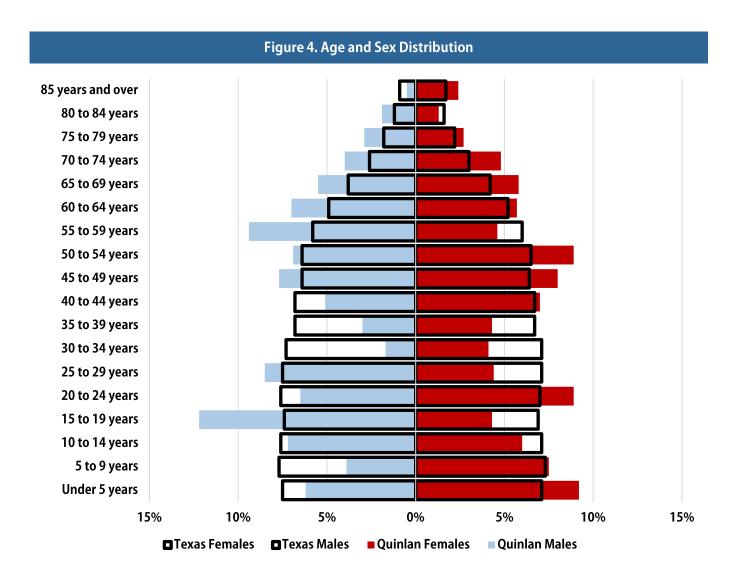
Source: U.S. Census Bureau, 2012-2016 ACS Estimates

Age and Sex

Age and sex trends within the population can indicate and project need for services such as hospitals, parks, schools, and community centers. Age and sex distribution can also help identify what kinds of land uses might be desirable within a community. For example, a community with a younger population and/or family might prefer starter and move-up housing as well as family-friendly amenities.

There are multiple identifiable characteristics regarding the age distribution in Quinlan. As shown in **Figure 4**, the City of Quinlan has a population that is best characterized as

somewhat bottom- and top-heavy. This is evident through the low proportion of individuals in the City aged roughly 30 to 39 years. In addition, males aged 30 to 34 years make up the smallest male age group with the exception of males aged 85 years and over. This may indicate that young families are choosing to locate in other communities, possibly due to a lack of employment, educational, or housing opportunities within Quinlan.



Source: U.S. Census Bureau, 2012-2016 ACS Estimates

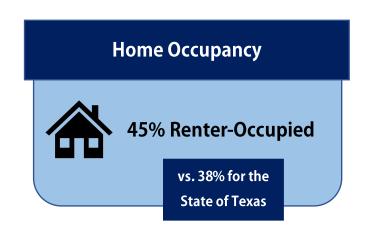
Community Snapshot

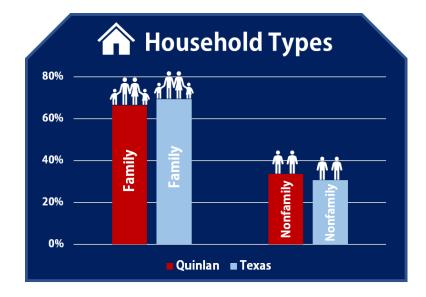
Household Types

Household types are grouped into two categories, "Family Households" and "Nonfamily Households". According to the U.S. Census Bureau, "Family Households" are households that consist of two or more individuals who are related by birth, marriage, or adoption, although they also may include other unrelated people. In addition, "Nonfamily Households" are defined by the U.S. Census Bureau as households that consist of people who live alone or who share their residence with unrelated individuals. Information on household types can help a community understand the services and types of development that should be prioritized within the community. For example, a community that is composed of primarily "Family" households might consider focusing on providing services to accommodate children and their parents.

In the City of Quinlan, nearly two-thirds of all households are considered "Family Households", leaving the remaining third to be considered "Nonfamily".

Over 45 percent of the housing within Quinlan is renteroccupied, compared to about 38 percent across the state. Home ownership is generally associated with improved neighborhood upkeep and home maintenance.





Economics and Workforce

Economic conditions are another important element as they can shed light on a community's buying power, tax base, preferences for land uses, and likelihood of needing social services. The City of Quinlan has an estimated 1,344 citizens of working age (over age 16). Of this subset:

- 54.2% are employed
- 4.8% are unemployed
- The remaining percentage of citizens are not in the labor force (e.g., retired or student)

The highest levels of unemployment within the labor force are in the 16 to 19 years age group, with nearly 62 percent unemployment in Quinlan, compared to nearly 22 percent statewide. Rates for all other age groups are lower than the state rate.

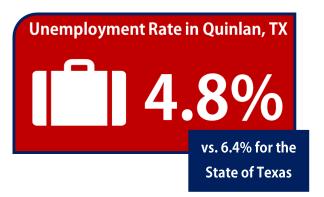
Median Household Income

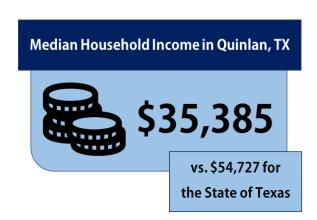
Median household income is described as the income level earned by a given household in which half of the homes in the community earn more and half earn less. Median household income tends to be a more accurate portrayal of a typical household's income in a given community as outliers do not affect the resulting income.

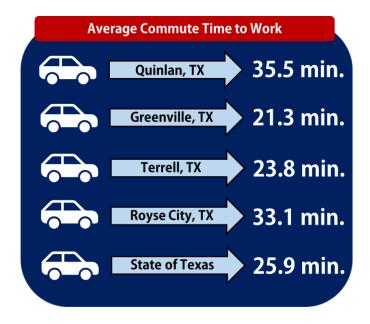
Understanding the median income of a household in a given community is important as it can identify services that individuals and their families can afford. In addition, median income can help identify goals that a City might desire to achieve. For example, if a community has a high median household income, it might be a goal to make their community more affordable through the incorporation of different housing types. In the City of Quinlan, median household income is \$35,385.

Commute Time

Average commute time is measured as the average amount of time it takes for a group of people to travel from their place of residence to where they work. Average commute time is important as it can shed a light onto the various employment characteristics of a community. For example, a shorter average commute time suggests that many of the residents of a community are employed within the City or in surrounding areas. Furthermore, if average commute time is relatively long, it might suggest that there are limited employment opportunities within and around a given community. In the City of Quinlan, the average commute time to work for residents is 35.5 minutes.







Community Snapshot

Occupation and Class

Worker occupation and worker class are two measures used to gauge the diversity, skill level, and types of jobs within a given market. Worker occupation is generally defined as the job a person has, whereas worker class is the sector in which a person is employed. Both factors are measures of the kind of work that employs a community's citizens. Note that this is an assessment of the employment of Quinlan's residents, rather than an assessment of employment located within Quinlan.

Worker Occupation

Every job that is available in the U.S. falls into one of five categories, as defined by both the U.S. Census Bureau and the Bureau of Labor Statistics. These categories are: Management, business, science, and arts; Service; Sales and office; Natural resources, construction, and maintenance; and Production, transportation, and material moving. Workers within the City are employed in a variety of different occupations. Residents who work in Production, transportation, and material moving occupations make up 19.9 percent of the population while residents who work in Natural resources, construction, and maintenance occupations make up 16.6 percent. In addition, 19.4 percent of Quinlan residents work in Service occupations while 16.5 percent work in Management, business, science, and arts occupations. Of the largest occupations of residents in Quinlan, 27.6 percent are employed in Sales and office.

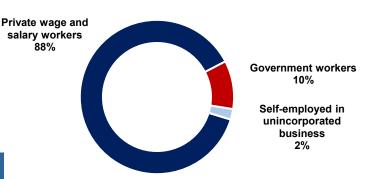
Production, transportation, and material moving occupations Natural resources, construction, and maintenance occupations Sales and office occupations Service occupations Management, business, science, and arts occupations 16%

Source: U.S. Census Bureau, 2012-2016 ACS

Worker Class

The class of a worker is defined as the economic sector in which a given person is employed. In the City of Quinlan, there are no individuals that are considered unpaid family workers, individuals who work without pay on a farm or business operated by a member of a household to whom they are related by birth or marriage. Furthermore, 2 percent of residents are self-employed in unincorporated businesses, businesses that do not possess a separate legal entity from their owner. Finally, comprising the largest groups is government workers and private wage and salary workers. A total of 10 percent of workers in Quinlan are employed by some type of public entity such as the City, Quinlan Independent School District (QISD), or the County. Furthermore, 88 percent of workers are employed as private wage and salary workers, individuals that work for a private, incorporated business.

Figure 6. Class of Workers

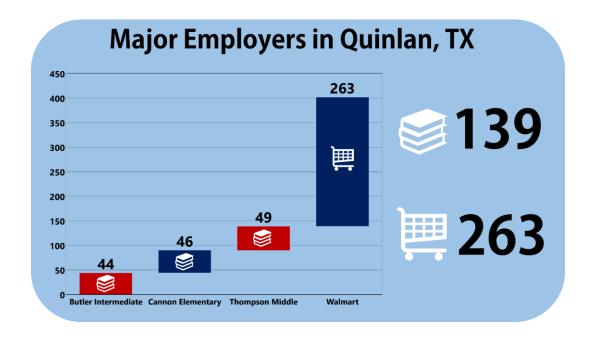


Source: U.S. Census Bureau, 2012-2016 ACS Estimates

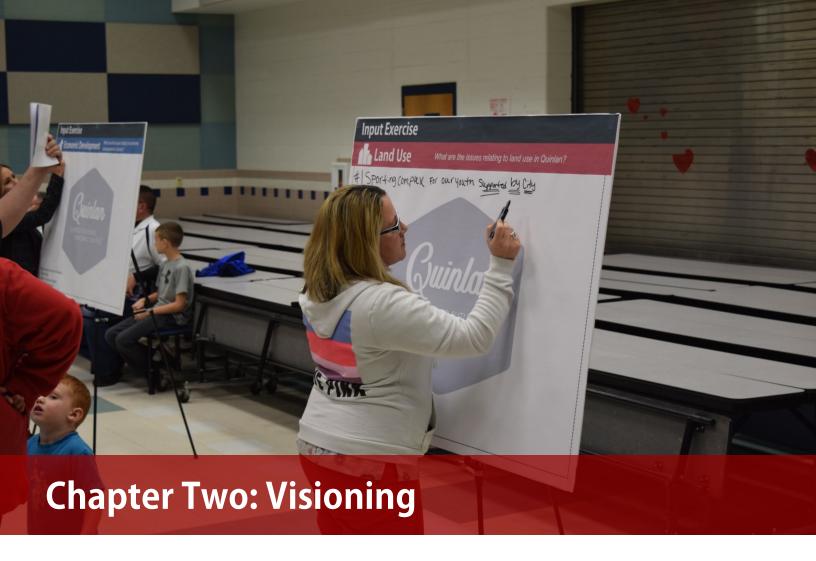
Major Employers

Major employers in Quinlan are defined as those public or private entities that employ individuals within City limits. Understanding the major employers within a community is important for a City as it can allow for the understanding and maintaining of a good relationship with entities that affect its residents.

In the City of Quinlan, there are four major employers, three of which are public entities and one of which is a private entity. Of the public entities, Butler Intermediate School, Cannon Elementary School, and Thompson Middle School employ a combined 139 individuals. Furthermore, Walmart, a private company, employs 263 individuals. Combined, major employers in Quinlan employ 403 people.







The planning process exists to serve the public interest. Utilizing this process, a comprehensive plan is a tool that helps guide City staff and City leadership in how the citizens want the community to look in the future. With this in mind, it is of primary importance that public input be the basis for any comprehensive plan.

Through an extensive public input process, this Plan sought to obtain information from anyone in Quinlan who wished to participate in the formulation of the visions and goals of this document. The following input opportunities were used as the basis for this Plan:

- 5 CPAC meetings
- 2 community open house meetings
- 1 online survey
- 1 joint workshop

This chapter seeks to provide a transparent record of each public input opportunity that occurred during the development process of this Plan. Additionally, the chapter provides vision statements and goals that should be utilized by City staff and City leadership to ensure that future decisions are in accordance with residents' vision for their community in the future.

Chapter Two

Community Input and Visioning Process

The community input and visioning process is the most important portion of this Comprehensive Plan. Through input provided by the Comprehensive Plan Advisory Committee (CPAC) and the community, issues relating to Quinlan's land use, economic development considerations, and public facilities and services were identified. Additionally, through input, a greater vision for the community was formulated to guide the rest of the Plan and its corresponding recommendations. This section outlines the process and summary of input received that was used as the basis for the Comprehensive Plan.

Meeting #1: CPAC Kick-Off and SWOT

Date: October 23, 2018

Location: Quinlan City Office

Purpose: To kick-off the project, explain the planning process, and obtain general input about the overall vision for Quinlan.

Summary: Through a presentation, the Comprehensive Plan Advisory Committee (CPAC) was familiarized with the project and the steps that would be used to formulate the Plan. Additionally, the initial results from the **Community Snapshot** were presented to CPAC members. Finally, CPAC members were asked to provide their input through a SWOT analysis. Some of the input provided by CPAC members included the following:

- Quinlan's geographical location is a strength.
- The schools within Quinlan are a strength.
- · Community events held in Quinlan are a strength.
- The lack of hotels in Quinlan is a weakness.
- The lack of available internet service in the City is a weakness.
- The availability of annexable land outside City limits is an opportunity.
- Improving the perception of Quinlan is an opportunity.
- Poor quality homes are a threat to the City.
- The existence of inadequate infrastructure is a threat to Quinlan.

Key Takeaways:

- Roadway improvements and maintenance are necessary.
- Quinlan's proximity to Lake Tawakoni and the DFW metroplex should be leveraged to promote economic development.
- Maintaining a great education system that coordinates with the City is important.
- Efforts should be made to improve the perception of Quinlan.



Opportunities What future opportunities can Qui advantage of?			
Location near highways aites, everything is 20 Availability of vacant lan Expand city limits Regional destination Issue Identification Exercise	Omin away Mointain infrastructure processely Inadequate infrastructure Perception of surrounding area		
Strengths What are Quinlan's existing strengths?	Weaknesses What weaknesses does Quinlan currently have?		
book:nation of City & school ESD: Beautification in downtown Location near highways, Metroplex, lake Natural beauty, trees Cabelas cathish townament School system Aradis, "community events, great tumout necressed police presence	Need to travel through w. T. to lake Challenges from larger area I population Roadways, long time bre Idelays, maintenancy too naveral, washed at Lack of hitels for visiturs or venue support Lack of family "sikdown" restaurants Lack of alert system, tornado siren Lack of marnet service, cell service Stray dogs Power outages sematimes		

Issue Identification Exercise - SWOT Analysis

Meeting #2: Community Open House

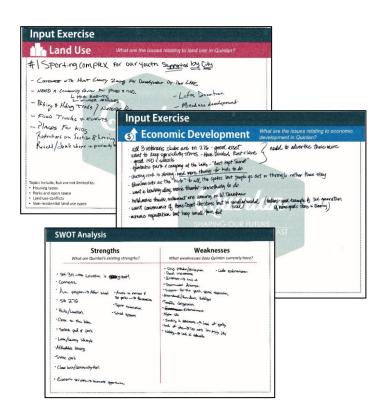
Date: November 20, 2018

Location: Butler Intermediate School

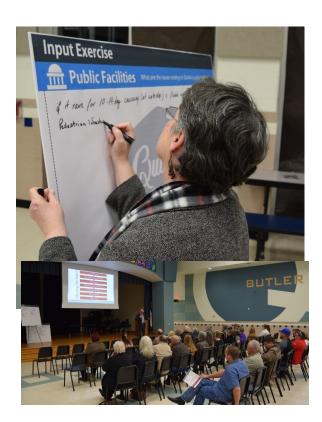
Purpose: To inform the public about the project and gather input on issues and needs relating to Quinlan. This information would be used to help formulate the vision of the City.

Summary: The beginning of the meeting began with a presentation outlining the purpose of planning and its importance to the future well-being of communities. The presentation also concluded an overview of the project, outlining specific dates and opportunities for further community involvement. Finally, the presentation gave a brief baseline assessment of Quinlan, providing current demographic, economic, and land use information.

After the presentation, a SWOT analysis similar to the one conducted at the previous meeting was utilized, encouraging attendees to provide input on strengths, weaknesses, opportunities, and threats relating to the City. Afterwards, breakout exercises were conducted in which participants were encouraged to write issues on boards relating to three key aspects of the City: land use, public facilities, and economic development.



- Adding quality jobs in Quinlan is crucial to allow for families and future generations to live here.
- More retail and entertainment amenities are needed within the City.
- Infrastructure should be improved and maintained to better manage traffic and flooding.
- Residents would like to improve the perception of Quinlan.



Chapter Two

Meeting #3: CPAC Land Use

Date: January 29, 2019

Location: Quinlan City Office

Purpose: To review the draft Snapshot, Vision, and Land Use chapters, confirm the vision statement, and discuss

the draft Future Land Use map.

Summary: A fundamental part of a comprehensive plan involves the creation of a community's vision. A community's vision is a road map that guides decisions and serves as the basis for plan recommendations. Furthermore, the vision guides City Staff and decision makers to determine whether decisions are in conformance with the long-term aspiration for the City of Quinlan as determined by its residents. Using input to identify the community's needs and desires, the CPAC developed the following vision statement to guide the plan and the City in its future decision-making:

Key Takeaways:

- Support for a Downtown District.
- Support for connecting floodplains and open spaces with trails.
- Plan for development behind the Walmart with commercial and multi-family uses.
- TxDOT improvements for new bypass will divert traffic from Downtown.

"A growing community with small town pride planning for the future of all citizens and businesses by providing a safe town with quality housing, schools, infrastructure, retail, and employment opportunities."

Meeting #4: CPAC Public Facilities and Services

Date: March 28, 2019

Location: Quinlan City Office

Purpose: To review the draft for the Public Facilities and Services chapter and finalize the Future Land Use map.

Summary: The beginning of the presentation addressed revisions to the Future Land Use map. Overall, it was determined that certain areas along State Highway 276 and State Highway 34 should be changed to the Highway Business designation and that areas in Downtown Quinlan that have existing apartments should be designated as High Density Residential. Following this, a review of the Public Facilities and Services draft was conducted. CPAC members and City Staff identified public facilities that should be identified in the plan. Additionally, CPAC members made minor changes to the proposed Recommended Thoroughfare Network map as well as addressed issues relating to animal control/shelter services.

- The Future Land Use map should incorporate more Highway Business designations.
- More north-south connectivity is needed for the vehicular network.
- Main Street's boulevard should be extended east of SH 34.
- Additional public facilities should be incorporated into the Public Facilities map.





Chapter Two

Meeting #5: CPAC and QEDC Economic Development

Date: June 25, 2019

Location: Quinlan City Office

Purpose: To review the draft for the Quinlan Economic Development Corporation's 2019 Strategic Plan.

Summary: Greg Last, CEO of EDP Best Practices, presented the draft 2019 Strategic Plan, which is a 5-year economic development strategic plan, to members of the CPAC and Quinlan Economic Development Corporation (QEDC). Highlights included a review of the QEDC financials (sales tax revenue, expenditures, and fund balances) and a summary of activities and projects that are currently in progress or that have been completed in recent years. After reviewing a SWOT analysis and environmental assessments, the meeting focused on the draft goals and objectives and the prioritization of those goals and objectives. CPAC and QEDC members offered several revisions to the prioritization of the goals and objectives.

- There are many economic development opportunities that the City can pursue.
- Following the Strategic Plan 5-year timetable would assist in having a coordinated plan for economic development.
- The Comprehensive Plan and Strategic Plan should be used jointly to increase results.
- The QEDC should adopt the 2019 Strategic Plan by resolution.



Meeting #6: Community Open House

Date: August 27, 2019

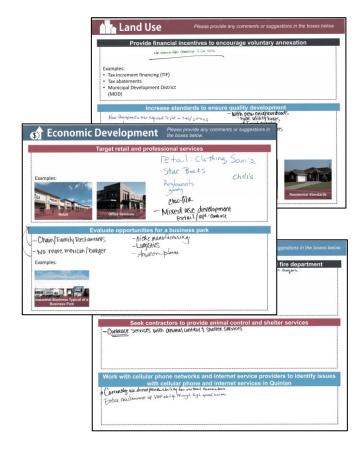
Location: Butler Intermediate School

Purpose: To review the draft of the Comprehensive Plan and receive input relating to its recommendations. This input was then used to fine-tune the document and ensure that it reflects the needs and desires of the community.

Summary: The beginning of the meeting began with a presentation outlining the purpose of planning, its importance to the future well-being of communities, and a brief overview of the project. Following this, a high-level review of the draft was conducted, outlining the recommendations from each chapter. Finally, a polling exercise was conducted, asking in-depth questions that helped to fine-tune the recommendations that had been presented.

After the presentation and polling exercise, a breakout exercise was conducted in which participants were encouraged to provide comments on boards relating to their opinions on each recommendation. In addition to this, City Staff and the consultant team answered any questions that individuals had as it pertains to the project.

- Generally, meeting attendees agreed with the existing recommendations in the Comprehensive Plan draft.
- Better infrastructure, code enforcement, and regulations are needed to improve Quinlan.
- Discrepancy exists regarding the allowance of smaller residential lots as the City grows.
- It is acceptable for the City to limit the extension of services to individuals outside its jurisdiction in order to encourage voluntary annexation and allow Quinlan to grow.
- The City and QEDC should provide tax incentives to promote investment in the community.





Chapter Two

Survey

An online survey was made available to the public on August 23, 2019 and closed on October 1, 2019. Consisting of 20 multiple choice and free response questions, the survey gauged public opinion relating to the goals and recommendations outlined in the draft of the Comprehensive Plan. This allowed for final revisions to be made relating to the Plan's recommendations, ensuring that alignment existed between the document and the needs and desires of the community.

In addition to being made available online, hardcopies of the survey were available at City Hall. For an in-depth look into the results of the survey, please refer to Appendix A: Community Survey located in the back of this Plan.



Figure 7. Online Survey Facts



71% of survey participants indicated traffic is an issue in Quinlan.

of survey participants indicated they support increase code enforcement and/or providing housing initiatives to its initiatives to improve existing neighborhoods.

of survey participants indicated they of survey participants indicated they support the establishment of an animal control department as the City grows control department as the City grows.





of survey participants indicated they support the establishment of a paid fire department as the City grows.



209 Online Survey Participants



36 Hardcopy Survey Participants



Online Survey

Key Takeaways:

- Need more activities/amenities for kids and families.
- Need more internet options in the City and that current services perform poorly.
- Need more restaurant options in the City.
- Most agreed that increasing code enforcement efforts and/or providing housing incentives will improve existing housing.
- Business appearance should be enhanced on major corridors, including those in Downtown Quinlan.
- Main Street should eventually be extended west of SH 34.
- An animal control department and paid fire department should be planned for as the City grows.
- Poor stormwater drainage was not considered a major problem but was identified in certain areas of the City.



Hardcopy Survey

- Most hardcopy respondents were older compared to the online survey. Most were in the 61-75 age group or were 75 and older.
- Most respondents live in Quinlan.
- Results generally aligned with results of the online survey.
 - More family-oriented activities
 - Better internet service
 - o Neighborhood appearance should be improved

Chapter Two

Meeting #7: CPAC Final Meeting

Date: October 29, 2019

Location: Quinlan City Office

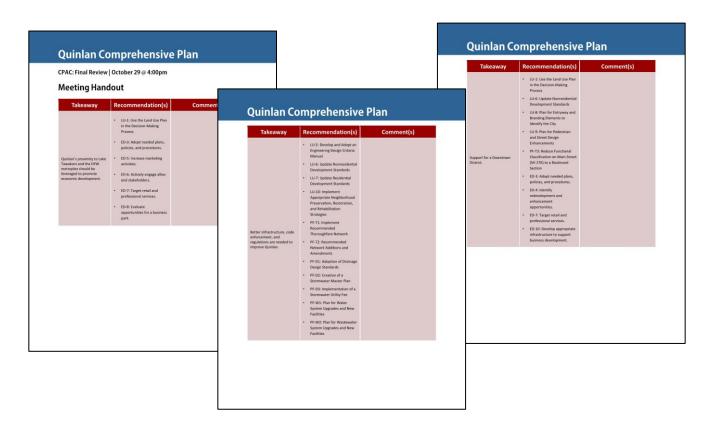
Purpose: To review the draft of the **Implementation Plan** and receive input relating to its recommendations. This input was then used to finalize the document for a joint

workshop with the QEDC.

Summary: The meeting began with a review of the **Implementation Plan** and its recommendations. Following this, CPAC members were shown the results from the Community Open House poll and online survey. Throughout this portion of the meeting, CPAC members were asked to consider if the input from these efforts reflects the recommendations outlined in the Plan.

After reviewing the recommendations and community input, an exercise was conducted. Takeaways from the Community Open House and online survey were compiled into a handout in which takeaways were attached to recommendations in the Plan. For each portion of the handout, CPAC members were asked (1) if the proposed takeaway reflects the community's input, (2) if the proposed takeaway reflects the recommendations in the Plan, and (3) if CPAC members had any additional comments/concerns.

- CPAC members generally agreed with recommendations in the Implementation Plan.
- CPAC members agreed with the takeaways formulated by the consultant relating to input from the Community Open House and online survey.
- CPAC members agreed that input from the Community Open House and online survey help support the content in the Plan and believe it reflects the community's vision.



Meeting #8: Joint Workshop

Date: August 25, 2020

Location: Quinlan ISD Administration Building

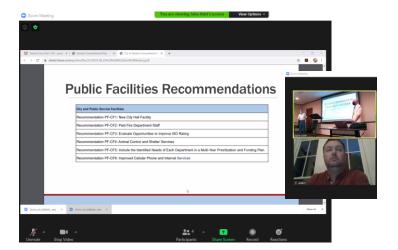
Purpose: To review the complete draft plan document with the CPAC, Quinlan Economic Development Corporation, Planning & Zoning Commission, and City Council.

Summary: This meeting began with a thorough presentation of the draft Comprehensive Plan and its Economic Development Strategic Plan, Water and Wastewater Master Plan, and Capital Improvement Plan.

The City's elected and appointed officials were encouraged to ask questions and discuss the draft plan recommendations with City staff and the consultant team.

Due to the ongoing COVID-19 pandemic, the City provided a virtual alternative to attending this meeting in person.

Following feedback during the meeting, minor adjustments were made to the draft, however no substantial revisions were required.



Chapter Two

Goals

While the vision statement identified in the previous section serves to represent the collective desire for the City's future, the goals located in this section serve to act as a guide for future development and policies. These goals should be referenced by City staff and City leadership to ensure that the vision of the plan is maintained.



Land Use Goal: Plan for an appropriate balance of land uses to ensure a desirable community.

It is important that the City plan for a balance of land uses to ensure a high quality of life for its residents, which will ultimately be reflected through Quinlan's appearance and community image. Through a balanced land use approach, the City can ensure that citizens have sufficient employment opportunities and a variety of entertainment and recreational amenities available to them. Additionally, the City can ensure that desirable housing opportunities exist as Quinlan continues to grow.



Economic Development Goal: Diversify and strengthen Quinlan's economy.

Given the City's location, many opportunities exist for Quinlan to build and strengthen its economy. Through close coordination with the Quinlan Economic Development Corporation (QEDC), vacant land within the City can provide opportunity for large regional development, major employers, and local business. As the City grows and new businesses arrive, an effort should be made to incorporate quality business industries to promote a more diversified economy and sustainable tax base.



Public Facilities Goal: Ensure quality roads, infrastructure, and City services to all residents.

Planning roadways and infrastructure in advance can help the City stay in front of future growth, ensuring that it is done in an orderly manner. Additionally, by guaranteeing that existing roadways and infrastructure are adequate, the City can provide efficient services to citizens as well as attract future development. Finally, it is crucial that Quinlan ensure that existing City services such as police and fire are at a level that provides safety to all residents. By planning for future growth in regard to these services, a high level of safety can be provided to citizens for years to come.



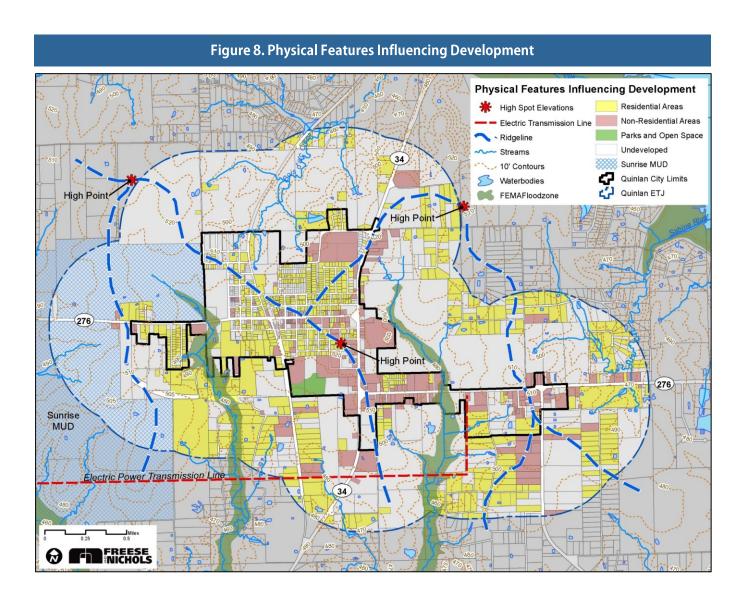
Many factors contribute to where and how land use is developed in a given area. For example, physical factors such as a lake restrict the amount of developable land within a community. Other factors might include a community's needs for housing, jobs, or amenities. Under the broad context of land use, this chapter discusses:

- Physical Constraints
- Existing Land Use
- Future Land Use
- Growth Management
- Development Standards
- Identity and Walkability Elements
- Neighborhood Strategies
- Land Use Recommendations Summary

Chapter Three

Physical Constraints

A number of factors, both natural and constructed, impact how Quinlan can grow and develop. For example, the City limits, water bodies, floodplains, natural resources, and major thoroughfares impact and influence future development. By understanding these facilitators and impediments, the City can better understand its potential to grow as well as where that growth might occur.



Land Use Plan

Natural Constraints

Streams and Floodplains

Given Quinlan's proximity to Lake Tawakoni, various tributaries flow through the City and its extraterritorial jurisdiction (ETJ). A major tributary exists in the western portion of the City, approaching from the south. This stream flows through vacant and residential property primarily within Quinlan's ETJ, ending just north of Main Street. Additionally, a major tributary exists in the eastern portion of the City. Similar to the previous tributary, it flows through the ETJ, winding through predominantly residential and vacant land uses. Finally, two tributaries exist in the northern and northeastern portions of Quinlan's ETJ – Bois d'Arc Creek in the north and portions of the Sabine River in the northeast.

Several areas of floodplain exist within the City and its ETJ. As a result of the western and eastern tributaries mentioned above, Quinlan has a relatively significant amount of floodplain. According to the Federal Emergency Management Agency (FEMA), about 151 acres are designated as floodplain within Quinlan's City limits and ETJ. Much of this land is located within Quinlan's ETJ, but some areas exist within City limits around State Highway 276. Overall, it is important that the City consider the floodplain when planning for the future, as these areas can impact the feasibility and availability of developable land.

Topography

Corresponding with the floodplain, Quinlan has a high point elevation of about 530' and a low point elevation of 460'. This means that there is an elevation difference of about 70' within the City and its ETJ. The location of any significant slopes or changes in elevation will be important when considering developable land and stormwater planning.



Chapter Three

Constructed Constraints

City Boundaries

It is important that Quinlan understand its existing City limits to better plan for the future. Currently, the City limits comprise of about 832 acres. Of this land, approximately 591 acres (71 percent) is developed, indicating that the City can accommodate growth within its current boundaries.

Major Thoroughfares

Major thoroughfares are roadways identified as regional routes, providing mobility over long distances. These roadways are different in nature compared to roads located in places like subdivisions as they are meant to provide mobility for high volumes of traffic at relatively high speeds. In Quinlan, two major thoroughfares pass through the City – State Highway 276 and State Highway 34. State Highway 276 provides east-west mobility, turning into Main Street briefly within City limits. Additionally, State Highway 34 provides north-south mobility, creating an east-west divide within the City.

Quinlan is somewhat unusual in terms of its population compared to the traffic volumes on the major thoroughfares crossing through the City. These roadways provide major benefits to the community, including access and connectivity within and through Quinlan, economic development potential due to the vast amount of frontage, and a wide range of opportunities to establish a positive image of Quinlan for thousands of people traveling in the City each day. It is crucial that the City understand the nature of these roadways as they provide land prime for development opportunities and establishing a positive image of Quinlan. In addition, it is important that City staff and City leadership understand future improvements that are expected to occur on these roadways. Although these roadways are managed and maintained by the Texas Department of Transportation (TxDOT), it is important that the City monitor improvements to State Highway 276 and State Highway 34 as it will impact how the City can grow.



Existing Land Use

To accurately assess Quinlan's future land use needs, it is important that existing land use is taken into consideration. The pattern of land use that currently exists has evolved to fit the needs of the community as it has grown. This section of the plan provides documentation of the way in which parcels within the City and its planning area are currently being used, allowing land use recommendations in the following sections to be tailored to the needs of Quinlan and its citizens.

Aerial photography supported by field verification was used to identify existing land uses in the preparation of this section. These strategies were used for all areas within City limits and extraterritorial jurisdiction (ETJ) and was color-coded according to various land use types. The information obtained from these strategies is herein used to create the Existing Land Use Map and to analyze/discuss Quinlan's current land use pattern.

Existing Land Use Patterns:

- City limits: 832.1 acres; ETJ: 3,079.0 acres
- About 39% of land is developed within Quinlan and its ETJ – indicating that the City has the ability to accommodate growth.
- Roughly 56% of developed land is made up of residential uses – comprised predominantly of single family and manufactured homes.
- About 68% of developed non-residential land is considered light industrial – dispersed throughout the City and its ETJ.
- Smaller lots of ½ acre and smaller dominate residential uses within City limits; Larger residential lots make up the majority of developed land in the ETJ.

Table 3. Existing Land Use

Existing Land Use Type	City Limits		ETJ		Planning Area (City Limits + ETJ)	
	Acreage	Percent	Acreage	Percent	Acreage	Percent
Single Family	192.9	23.2%	338.3	11.0%	531.2	13.6%
Two-Family (Duplex)	0.2	0.0%	0.0	0.0%	0.2	0.0%
Multi-Family	8.1	1.0%	0.0	0.0%	8.1	0.2%
Manufactured Home	19.2	2.3%	301.7	9.8%	320.9	8.2%
Parks and Open Space	14.0	1.7%	0.0	0.0%	14.0	0.4%
Institutional/Public	83.4	10.0%	24.5	0.8%	107.9	2.8%
Commercial	84.1	10.1%	6.6	0.2%	90.7	2.3%
Light Industrial	41.6	5.0%	148.4	4.8%	190.0	4.9%
Right-of-Way	147.8	17.8%	112.2	3.7%	260.0	6.6%
Vacant	240.7	28.9%	2,147.4	69.7%	2,388.1	61.1%
Total	832.1	100.0%	3,079.0	100.00%	3,911.1	100.0%

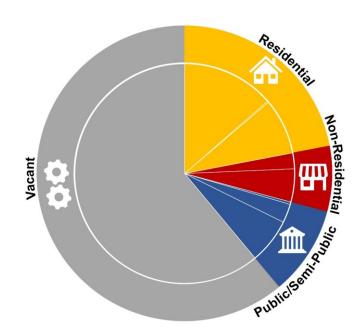
Chapter Three

Existing Land Use Types and Distribution

The graphic located on right is a depiction of the land use types that currently exist in Quinlan's City limits and extraterritorial jurisdiction (ETJ), as shown on the Existing Land Use Map in **Figure 9**. These categories correspond with the use descriptions on the next page.

Over half of the land within Quinlan and its ETJ is categorized as "Vacant". Additionally, making up about 14 percent, the largest developed land use is that of areas considered "Single Family".

With relatively small amounts of higher density housing and non-residential services, land use within Quinlan and its ETJ is low-density in nature. Aside from the City's downtown core, the area comprising Quinlan and its ETJ can be described as having a rural atmosphere.



INSTITUTIONAL/PUBLIC | 3%

Facilities that are accessible to the public, such as schools, churches, municipal buildings, cemeteries, and some medical facilities. Also includes support services, such as school bus storage lots.

PARKS AND OPEN SPACE | <1%

Public park land, open space, and/or recreational areas located outdoors, including facilities such as tennis courts, public swimming pools, public pavilions, and basketball courts.

RIGHT-OF-WAY | 7%

Land dedicated to public use for streets, alleys, and rail lines.

VACANT | 61%

Land that has no readily visible or apparent use or is used for lowintensity agricultural purposes.

COMMERCIAL | 4%

Land utilized for the sale of goods and services to the public. Examples include retail and office establishments.

LIGHT INDUSTRIAL | 5%

Land utilized for the manufacturing of goods and the sale of various services. Examples include tire shops, storage facilities, and manufacturing facilities.

SINGLE FAMILY | 14%

Single dwelling units that are detached from any other dwelling unit, is built on-site, and is designed to be occupied by only one family.

TWO-FAMILY (DUPLEX) | <1%

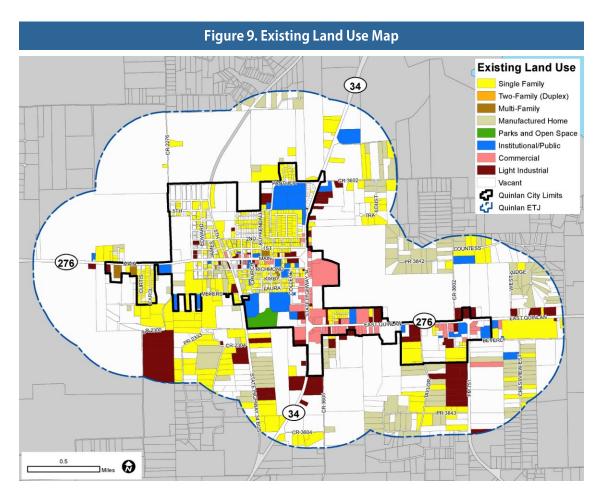
Single dwelling units divided by two living quarters, with separate entrances for both.

MULTI-FAMILY | <1%

Multiple separate housing units are contained within a building or several buildings. A common example is that of an apartment.

MANUFACTURED HOMES | 8%

Individual dwelling units that are manufactured in a factory rather than on-site.



Future Land Use

The Future Land Use Map, shown in **Figure 10** on the following page, is an illustration of the recommended land uses in the City of Quinlan. The Map is used to guide future decisions regarding zoning and development standards. The Future Land Use Map is not a zoning map and does not change zoning or how a property can be used; the City's existing regulations remain in place until they are amended.

As zoning changes occur over time, the new zoning classifications should generally be in alignment with the Future Land Use Map. Furthermore, the Future Land Use Map can and should be reviewed regularly and revised in the future based on changes in demographics, market trends, and community preferences.

Recommendation LU1: Use the Land Use Plan in the Decision-Making Process

The following Future Land Use Map should be used to guide future decisions regarding rezoning and other land use planning; population projections and ultimate capacity should be used to guide future infrastructure planning and to identify potential future facility needs as Quinlan's population continues to grow.

Future Land Use Types and Distribution

The graphic located on right is a depiction of the land use types proposed for Quinlan, as shown on the Future Land Use Map in **Figure 10**. These categories correspond with the descriptions located below.

The recommended land use composition seeks to retain the community's rural character while capitalizing on the economic development opportunities associated with its location and major thoroughfares. The largest land use will be estate residential, followed by low density residential. This Map also proposes to continue developing Downtown Quinlan through close coordination with the Quinlan Economic Development Corporation (QEDC).

ESTATE RESIDENTIAL |

1 acre or larger; the largest residential classification. A very low-density residential property, possibly serving agricultural purposes with an associated single-family dwelling

LOW DENSITY RESIDENTIAL | 30%

1 acre or smaller; Larger lot subdivisions or ranchettes.

HIGH DENSITY RESIDENTIAL | 2%

Includes duplexes, townhomes, and higher density multi-family units.

INSTITUTIONAL/PUBLIC |

Facilities that are accessible to the public, such as schools, churches, municipal buildings, cemeteries, and some medical facilities. Also includes support services, such as school bus storage lots.

PARKS AND OPEN SPACE | 1%

Public park land, open space, and/or recreational areas located outdoors, including facilities such as tennis courts, public swimming pools, public pavilions, and basketball courts.

DOWNTOWN | <1%

Small-scale, pedestrian-oriented retail and commercial businesses that reflect Downtown's existing character.

NEIGHBORHOOD BUSINESS | 3%

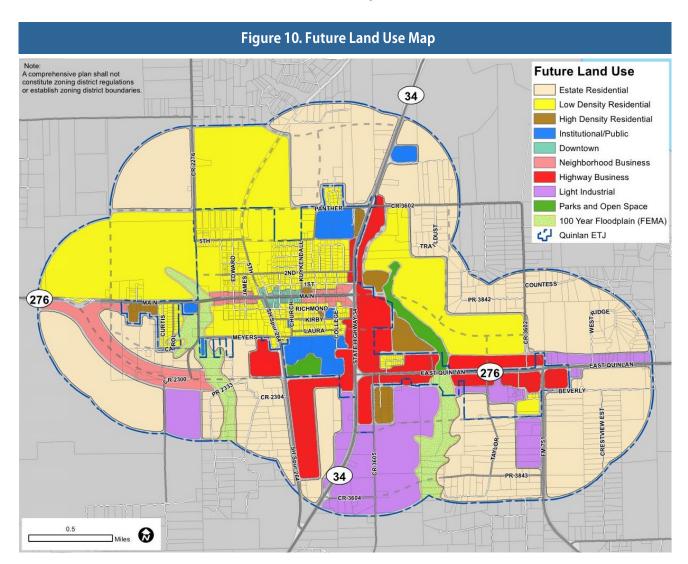
This land use is suitable for light retail, service uses and professional office activities that aim to meet the needs of residents in the immediate vicinity.

HIGHWAY BUSINESS | 8%

This land use is compatible on larger land parcels and is suitable for a broad range of retail, service uses and professional office activities that aim to meet the needs of residents within a three to five-mile radius or more.

LIGHT INDUSTRIAL | 9%

This land use designation is suitable for manufacturing, processing, assembling, packaging and fabricating previously prepared materials, as well as warehousing. This category is typically auto oriented with large parking lots and a wide range of commercial uses that serve the local and regional markets.



Population Capacity

Population capacity is defined as the population that the City would reach if all vacant acres were built-out in accordance with the Future Land Use Map. As shown in **Table 6**, the population capacity would approximately be 11,000 persons. Historically, Quinlan's population has fluctuated greatly; therefore, it is difficult to determine when the City may reach population capacity, but it is possible to estimate when this might occur. **Table 5** shows historic compound annual growth rates (CAGR) within Quinlan since 1990. Assuming a slightly higher growth rate of 4 percent, capacity is estimated to be reached by 2070. **Table 4** shows the City's population projections to 2030.

Table 5. Historic CAGR

Year	Population	CAGR
1990	1,416	-
2000	1,370	(0.3%)
2010	1,399	0.2%
2018	1,440	0.4%

Table 4. Population Projections

Voor	Compound Annual Growth Rate (CAGR)						
Year	2.0%	3.0%	4.0%(1)	5.0%			
2018	1,440	1,440	1,440	1,440			
2019	1,469	1,483	1,498	1,512			
2020	1,498	1,528	1,558	1,588			
2021	1,528	1,574	1,620	1,667			
2022	1,559	1,621	1,685	1,750			
2023	1,590	1,669	1,752	1,838			
2024	1,622	1,719	1,822	1,930			
2025	1,654	1,771	1,895	2,026			
2026	1,687	1,824	1,971	2,128			
2027	1,721	1,879	2,050	2,234			
2028	1,755	1,935	2,132	2,346			
2029	1,790	1,993	2,217	2,463			
2030	1,826	2,053	2,305	2,586			

(1) Recommended growth rate

Table 6. Population Capacity

Land Use	Vacant Acres/Units		5.114	Occu-		DOW	Projected			
	City Limits	ETJ	Planning Area	DUA (1)	pancy Rate ⁽²⁾	PPH ⁽³⁾	ROW (4)	Housing Units	House- holds	Population
Estate Residential	8.1	927.0	935.1	1	93.1%	2.68	10%	842	784	2,225
Low Density Residential	115.9	604.0	720.0	4	93.1%	2.68	30%	2,016	1,877	5,403
High Density Residential	6.2	33.1	39.3	24	93.1%	2.34	15%	802	746	1,876
Ultimate Capacity of Vacant Acres/Units 3,659 3,406							9,534			
Current Population (5)						1,440				
Ultimate Capacity of Planning Area (City Limits + ETJ)						10,974				

⁽¹⁾ Dwelling Units per Acre

⁽²⁾ Occupancy rate - 2016 ACS, U.S. Census

⁽³⁾ Persons per household – 2016 ACS, U.S. Census

⁽⁴⁾ Percentage subtracted for roadways

^{(5) 2018} NCTCOG population estimate

Growth Management

There are a number of tools and data available to cities in order to grow in a responsible manner. Through understanding annexation laws and ultimate carrying capacity (i.e., build-out population for a given area), cities have the ability to manage growth in a way that allows for adequate municipal services to be provided to all residents within their jurisdiction.

Annexation Overview

Growth management and annexation are important to consider in terms of land use and economic development. Considerations include collection of sales and ad valorem taxes, but also ensuring fiscal responsibility when planning for future infrastructure and ensuring desirable, safe development within and around Quinlan.

Annexation regulations vary by city type and by the population within the city and county. The following sections outline the different classifications of municipalities according to the Texas Local Government Code and the implications of these regulations on Quinlan's ability to expand its city limits.

Tier 1 and Tier 2 Municipalities

In 2017, the State Legislature amended the Texas Local Government Code to classify municipalities and counties as either "Tier 1" or "Tier 2". Generally:

- Tier 1 county: Population under 500,000
- Tier 1 municipality: A municipality located entirely within a Tier 1 county
- Tier 2 county: Population over 500,000
- Tier 2 municipality: A municipality wholly or partially in a Tier 2 county

Hunt County is a Tier 1 county; therefore, Quinlan is a Tier 1 municipality.

The legislation restricted annexation authority for Tier 2 municipalities, generally requiring a petition or vote within the areas considered for annexation. No change has been made at this time to Tier 1 municipality annexation authority, although there is speculation that the restrictions may be expanded to all municipalities in future legislative sessions.

In 2019, the State Legislature again amended the Texas Local Government Code to remove the distinction between Tier 1 and Tier 2 municipalities. All municipalities are now subject to the Tier 2 rules, meaning that involuntary annexation is extremely restricted in Texas.

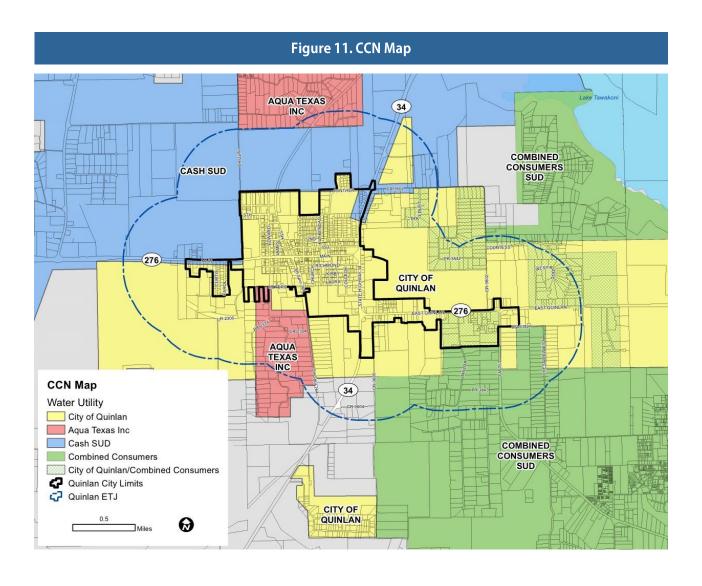
Home Rule and General Law Municipalities

The Texas Local Government Code also classifies municipalities as either "home rule" (population greater than 5,000 and has voted to amend the charter to become home rule) or "general law" (any city that is not home rule). General Law municipalities are further classified as Type A, B, or C, with the primary difference being the government structure under which the municipality operates. Quinlan is a Type A municipality, which means that Quinlan has a city council, mayor, and municipal officers such as a city secretary, city attorney, and city engineer. Generally, Type A general law municipalities are restricted to voluntary annexation under Section 43 of the Texas Local Government Code.



Certificate of Convenience and Necessity

A Certificate of Convenience and Necessity (CCN) refers to the area where a provider (such as a city) must provide water and/or sewer services. The CCN holder has the exclusive right to provide services within the area, although sometimes CCNs may overlap. The City of Quinlan water CCN covers most of the city limits and extends into several large areas of the ETJ and beyond. Additionally, the City's CCN overlaps in several places with the Combined Consumers SUD CCN, which means that either holder could provide services in those areas. No sewer CCNs exist in the area.



As a general law city, Quinlan faces major challenges in terms of expanding its city limits. Its power to involuntarily annex is extremely limited due to State law, its ability to voluntarily annex relies largely on providing significant financial incentives, and the recent legislative trends indicate that annexation is unlikely to become easier in the future. The following recommendations outline possible approaches for the City to expand its city limits.

Recommendation LU2: Provide Utility Services Only within the City and CCN to Encourage Voluntary Annexation

It is recommended that the City adopt a policy to extend water and/or sewer utilities only within its city limits and within its CCN. In addition to fiscal responsibility in terms of infrastructure spending, this will also encourage voluntary annexation in exchange for the provision of City utilities. Note that this strategy is only applicable in areas that are not within a CCN; the CCN holder would be responsible for providing services within the CCN.

Recommendation LU3: Consider Modifications to the Existing CCN

Since the City must provide services within its CCN, the extension of water utilities cannot be used as an incentive for voluntary annexation within the City's CCN. For this reason, the City may wish to limit the expansion of its CCN. Additionally, the City may wish to transfer some of its CCN to surrounding providers, such as Combined Consumers SUD to the east and Cash SUD to the west.

Recommendation LU4: Identify Financial Incentives to Encourage Voluntary Annexation

The City can provide economic incentives to encourage voluntary annexation into the City limits. Incentives may include tax increment financing (TIF), tax abatements, Chapter 380 agreements, or a Municipal Development District (MDD). These incentives are discussed in further detail in Appendix B: Quinlan Economic Development Corporation Five-Year Strategic Plan within this plan.

Development Standards

Development standards are requirements typically contained in a city's zoning and subdivision regulations to establish requirements related to the appearance of buildings, parking, landscaping, and other characteristics of a development. These standards are crucial to the fiscal success and overall identity of a community. Additionally, through development standards, the City can ensure a high quality of life for current and future residents, helping attract businesses that are desired. In coordination with other planning efforts, the City and the Quinlan Economic Development Corporation (QEDC) should ensure that adequate development standards are in place that allow for the community's goals to be achieved. This section provides general recommendations for the following types of development standards:

- Engineering Design Criteria Manual
- Nonresidential Design Standards Along Major Corridors
- Nonresidential Design Standards in Downtown
- Landscaping, Screening, and Buffering
- Signage Standards
- Cluster Development
- Connectivity Index
- Anti-Monotony Standards
- Provision of Garages

Recommendation LU5: Develop and Adopt an Engineering Design Criteria Manual

Engineering Design Criteria Manual

Engineering design criteria – sometimes called a technical manual – refers to a set of detailed standards for the construction of infrastructure projects, such as roadways, water, wastewater, and stormwater facilities. The purpose of the criteria manual is to provide a clear explanation of the requirements for infrastructure construction and to ensure predictability and consistency across all infrastructure within a city. These criteria are typically located in a manual separate from a city's code of ordinances but are frequently referenced in the subdivision regulations and other sections of the code relating to land development.

Many cities develop engineering design criteria manuals; others may adopt the manual of a regional organization or nearby large city, subject to any amendments necessary to customize the requirements to the city's unique needs. Quinlan has adopted the North Central Texas Council of Governments (NCTCOG) 2004 Public Works Construction Standards and Specifications. The City should consider developing its own engineering design criteria manual to address the detailed design aspects of roadways, water, wastewater, and stormwater facilities.



Recommendation LU6: Update Nonresidential Development Standards

Nonresidential Design Standards Along Major Corridors

Design standards for nonresidential development can enhance the overall look and feel of a city. The City has the ability to create standards as it relates to nonresidential façades. To ensure that a new development will not contain a flat façade, cities can enforce articulation standards, changes in the depth of the surface of a building face. This can help eliminate visual monotony and can create a distinct development quality associated with a community. The "C" District also requires building articulation; however, the requirement is unclear in the ordinance: "Requirements may be permitted on a case-by-case basis by the City Council upon submission and approval of elevation drawings of the subject structure and material samples".

This requirement can cause confusion and inconsistency in requirements. The City should amend its zoning ordinance to establish a clear and consistent requirement for building articulation.

Other examples of nonresidential design standards that could enhance the image of Quinlan along its corridors include architectural features, such as awnings, lighting, large windows, limited signage, defined pedestrian walkways, and tripartite facades (i.e., façade design includes a base, a middle, and a cornice). By implementing nonresidential design standards along major corridors, the City can ensure that nonresidential uses project a positive image of Quinlan to the thousands of people passing through the City each day.

Examples of Typical Corridor Commercial Development









Nonresidential Design Standards in Downtown

Downtown Quinlan is currently zoned for "C" Commercial District, which is the same designation as the City's major corridors. The City should consider amending the zoning ordinance to create a new zoning district for Downtown, which would include design standards focused on preserving and enhancing the historic appearance. These standards should be different from the major corridors, as historic downtowns have a unique appearance. Characteristics of downtown development that should be reflected in the downtown design standards include the following:

- Buildings immediately adjacent to the sidewalk
- Flat roofs
- Vertical articulation (roofline offsets)
- Limited horizontal articulation (façade offsets)
- · Large windows facing sidewalks

- Recessed alcoves
- Shade awnings
- Outdoor seating
- Pedestrian-oriented signs
- · Street trees and landscaping
- Enhanced crosswalks

The creation of a new zoning district and incorporation of associated design standards will help to ensure Downtown Quinlan retains a unique character within the City's core.

Examples of Historic Downtowns











Landscaping, Screening, and Buffering

Landscaping plays a major role in supporting a sustainable community. Landscaping is also considered an essential element of a property, whether the establishment be public or private. Quality landscaping can enhance the aesthetic quality of corridors and downtown areas as well as help improve Quinlan's overall image.

Screening and buffering are also important tools, used primarily to mitigate issues relating to land use compatibility, the shielding of street rights-of-way, or the concealment unattractive necessities. Through the use of decorative screening walls, cities can ensure that non-residential uses are being shielded from adjacent residential neighborhoods. Landscaping techniques such as greenbelt buffers can also be used to shield nonresidential businesses from adjacent street rights-of-way. The City should focus efforts in major corridors, implementing landscaping, screening, and buffering where appropriate.

Examples of Screening Walls





Examples of Parking Lot Landscaping







Signage Standards

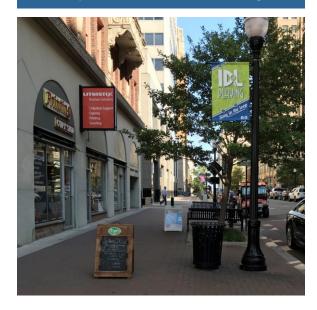
Regulating signage is one of the simplest and most effective ways cities can ensure a positive community image. Quinlan should consider allowing more surface area for shared signs to encourage multi-tenant signage. Additionally, the City should consider placing a maximum square footage surface area on window signs to prevent visual clutter.

Along major corridors, the City should encourage monument signs and shared tenant signage. Due to the nature of Quinlan's corridors, it is important to limit the use of pole or pylon signs as these roadways are not elevated and contain traffic traveling at lower speeds. It is also appropriate for the City to allow the use of pedestrian-oriented signs in Downtown Quinlan, such as projecting signs and wall signs.

Example of Pole Sign Clutter



Example of Pedestrian-Oriented Signs



Examples of Multi-Tenant Monument Signs





Recommendation LU7: Update Residential Development Standards

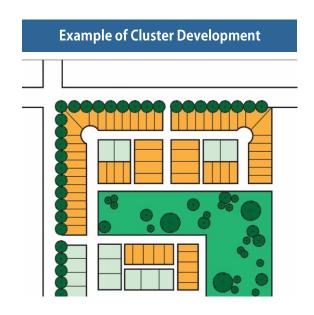
Cluster Development

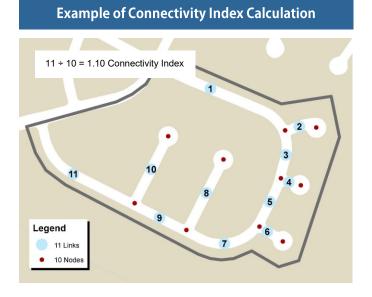
Well-designed subdivision layouts are crucial to sustainable, well-connected neighborhoods. These designs have the opportunity to conserve a substantial amount of natural land and can help foster a communal atmosphere. Clustered neighborhood layouts support in achieving these goals. Clustered neighborhood layouts are groupings of residential properties on a development site to preserve the extra land as open space, recreation, or agriculture.

The City should consider incorporating cluster layouts into the zoning and subdivision ordinances to encourage residential implementation of clustered layouts and well-connected neighborhoods. This will support in the preservation of the rural atmosphere that many residents currently enjoy.

Connectivity Index

Another aspect of neighborhood design that the City should consider is the connectivity index. The connectivity index of a development generally indicates the level of connectedness within a subdivision. Higher numbers result in more accessible and walkable neighborhoods while lower numbers result in fewer connections and more deadend streets or cul-de-sacs. The connectivity index is determined by dividing the number of links (non-arterial roadway segments connecting to nodes) by the number of nodes (terminuses or intersections of non-arterial streets). The City should consider amending its ordinances to require a connectivity index of at least 1.60 in future subdivision developments.





Anti-Monotony Standards

A subdivision that is designed in a cookie-cutter format (where homes are virtually identical) lacks diversity and visual interest. Uniqueness of a neighborhood is developed by all the homes not being the exact same, in regard to building materials, size, floor plans, front facades, etc. In an effort to help create ownership, neighborhood pride, and encourage long term commitment, homes should be individual, not just replicas of the adjacent homes.

The City should consider amending its zoning ordinance to incorporate the following recommendations to encourage livable and sustainable neighborhoods and require a developer of a subdivision to install at least five of the following seven elements:

- Minimum Roof Pitch: A minimum 5:12 roof pitch should be required for each primary structure.
- Front Facades or Elevations: Require no single front facade of a home be duplicated within a specific amount of lots or tracts (e.g., 4, 5, or 6 lots)
- 3. Wall Massing: Require there be no uninterrupted wall length for a specified distance (e.g., 5, 10, or 15 feet) on any façade of the dwelling unit.
- Architectural Relief: Where a primary structure exceeds one story, no single building elevation or design should provide for more than one side that contains fewer than four outside corners.
- Varying Front Yards: Variations of the front yard setback such that a percentage of the platted lots decrease or increase the setback a specific distance (e.g., five feet).

- 6. Covered Front Porch: No less than a specified percentage (e.g., 20%) of the single-family residential primary structures in any platted block should contain a front covered porch that is permanently attached to and an integral part of the primary structure constructed of like and similar materials to those of the primary structure. Each covered front porch should include a minimum square foot area and have a minimum depth from the primary structure.
- 7. <u>Architectural Focal Points</u>: One of the following architectural focal points should be incorporated into each housing unit.

<u>Chimney</u>: The exterior veneer of a chimney constructed as part of or an extension to the exterior wall of a residential structure must be constructed of like and similar brick or other masonry material to that of the primary structure. The exterior veneer of all other chimneys shall not be constructed of wood or lumber products.

<u>Brick Veneer Foundations</u>: Brick veneer foundations covering exposed foundations above grade.

<u>Window Enhancements</u>: The use of transoms, bay windows, stained glass, or other similar widow enhancements.

Provision of Garages

The placement of garages in a neighborhood can have a substantial impact on a neighborhood's appearance. If alleys are not used in the design of a neighborhood, then driveways must be attached to the street. As a result, little space is available for on-street parking in small lot subdivisions (i.e., 6,000 square-foot lots). Typically, when no alley is present, a common design layout is for the garage to be placed facing the street. This design layout generally establishes the garage as the most dominant visual feature from the view of the street. While this layout is cheaper to construct (less concrete is required for paving) it generally does not contribute to the visual appeal of a neighborhood. Also, there is less space available for off- and on-street parking.

In cases where residential driveways and garages are connected to the street it is recommended that one of the following designs be applied:

- The driveway be designed in a letter "J" formation and connected to a garage;
- The driveway is designed straight to a garage that is set back from 15 feet from the front building line; or
- The driveway is designed and connected to a detached garage and is located in the rear yard of the property.

These options will allow for the garage to be placed either in front, at the side, or in the rear of the home. The garage setback, if using a straight front entry design, will provide more space for parking. All options will enhance the view of the home from the street because the garage door will not be the dominant feature of the front building façade and thus will help maintain a high level of visual appeal. Notably, there is one possible exception to this recommendation. Due to the fact that large rural lots have homes on greater setback from the streets, these recommendations may not be suitable and possibly should not be required for large lot homes.

Example of a Dominant Garage Layout



Example of a J-Swing Garage Layout



Identity and Walkability Elements

Recommendation LU8: Plan for Entryway and Branding Elements to Identify the City

Generally, people form initial opinions about a community based on the view as they pass through. State Highway 34 and State Highway 276 are the main corridors passing through Quinlan, so it is important to have gateways to indicate to visitors that they have arrived in Quinlan. Through the use of monument signs or structures with the City's name, a positive perception of the community can be created for individuals passing through. In addition to gateways, branding elements can be implemented to aid in creating a positive perception of the community.

Two gateway features exist within the City. At both the northern and southern intersections of State Highway 34 and State Highway 276 exists monument signs that are surrounded by landscaping. No gateway features exist on State Highway 276 going east bound. Adding a gateway to the western extents of Quinlan's City limits has the opportunity to benefit the community greatly. By adding a gateway feature in this location, the City would be creating a positive perception of the community to travelers entering Downtown Quinlan.

Few branding elements exist within Quinlan. On State Highway 34 and State Highway 276, opportunities exist in which branding in the form of pole banners could be implemented to enhance the image of the City as well as relay information to residents and visitors about community events. Another branding element that could be implemented could be in the form of wayfinding signs. Adding a sign on State Highway 34 to direct visitors to Downtown Quinlan could be helpful in attracting them to the area.

Existing Branding Sign in Quinlan



Examples of Entryway and Branding Elements







Recommendation LU9: Plan for Pedestrian and Street Design Enhancements

Adding pedestrian and street design enhancements within a community can result in a number of benefits. Adding such enhancements can promote a high level of safety and convenience to pedestrians, encouraging them to reduce reliance on more traditional forms of transportation such as the car. Additionally, through the implementation of consistent design enhancements, an area can be transformed into a special destination. These enhancements can help transform an area's character dramatically, creating a positive perception of a community and helping spur economic development. Some examples of pedestrian and street design enhancements include the following:

- Ornamental lighting
- · Pedestrian islands
- Enhanced crosswalks
- Public art features
- Seating
- Bike lanes

A major challenge affecting walkability within Quinlan is the presence of open or "bar" ditches along the roads. Additionally, the existing roadway construction requirements typically result in very narrow roads. These two factors limit the feasibility of sidewalk installation along many of Quinlan's roads. To address this issue, the City should consider amending the roadway construction requirements to require curb-and-gutter facilities with sidewalks in new, denser developments, and identify a long-term plan to replace the existing open ditches with curb-and-gutter facilities to retrofit sidewalks in existing neighborhoods.

Recently, the City finished adding pedestrian enhancements to the downtown. The City should continue to maintain and add pedestrian and street enhancements as possible. Furthermore, the City should coordinate closely with the Quinlan Independent School District (QISD) in order to provide pedestrian and street enhancements around schools as these are areas in the community where a large amount of pedestrian traffic occurs.

Examples of Pedestrian Enhancements











Neighborhood Strategies

Recommendation LU10: Implement Appropriate Neighborhood Preservation, Restoration, and Rehabilitation Strategies

Neighborhood strategies vary based on the predominant type and condition of housing in the neighborhood. It is important to keep in mind that these strategies apply based on the character of the neighborhood as a whole; individual homes may be in better or worse condition than the overall neighborhood. **Table 7** outlines possible applications, goals, and strategies for ensuring healthy neighborhoods in the City.

The downtown and central core area support the City's historic character and unique charm. However, many of the structures in the area may be aged or otherwise deteriorated beyond repair. The City should carefully apply the strategies from Table 7 to retain the character and enhance the neighborhood's conditions. As redevelopment occurs in this area, it is important that future construction be compatible with the existing homes and charm. Creating a Downtown Development District could ensure that the historic, small- to medium-scale character is protected. Any adopted development regulations should also consider the provision of complementary nonresidential uses in this area - that is, professional offices located in residential-style buildings. Allowing these uses would maintain the historic character, support neighborhood upkeep, and encourage neighborhood activity.

While development will continue to occur in other parts of the City, stabilizing and reinvigorating the core will ensure that all of Quinlan grows and prospers. Infill development will be a crucial component of reinvigorating the core. It is only through community and financial support that revitalization of core areas can be achieved.

Infill and redevelopment utilize existing water, wastewater, and roadway infrastructure, decreases "sprawl" into the more rural areas, and promotes reinvestment in existing neighborhoods. Infill housing development incentives will generally be required if core revitalization is to be realized. There are a variety of different programs and incentives that can be used, which can reduce or mitigate some of the risk that a builder assumes when they pursue redevelopment projects. As with most other incentives, the primary goal of offering assistance is to stabilize and increase property values and invigorate neighborhoods. Strong, stable neighborhoods benefit the community as a whole through tax generation. The following are potential incentives that could be used to attract infill housing:

- · Waiving development fees for infill housing,
- Fast-track review and approval procedures,
- Acquired land is given to developer at a significantly reduced cost,
- Rebates or grants awarded per housing unit constructed in focus area,
- Infrastructure upgrades for infill projects over a certain value or number of units,
- Tax abatements such as taxation for a specified amount of time at the original value when a home is demolished and rebuilt, and
- City partnership with a specific residential developer(s) for construction of a certain type of housing on city-owned lots (public-private partnership).

Property Conditions Study

An important aspect of promoting beautification efforts involves the analysis of existing neighborhood conditions. As with any goal, metrics are a critical part of ensuring that something is achieved. It is recommended that the City conduct a visual survey of existing housing conditions to concentrate beautification and improvement efforts in areas that would benefit from it the most. The City could rate each property from one to five, identifying areas for initial focus. Every three to five years, the City could revisit the study, updating properties on the map as appropriate. Over time, the City could observe changes in the visual character of its neighborhoods through iterations in the map, providing a better indication of the trends relating to property values in the City.

Substandard Structures Board

The City should consider creating a separate board of individuals to assist with code enforcement and demolition decisions. Often known as a Substandard Structures Board, this appointed body is typically comprised of individuals knowledgeable in applicable trades (electrical, structural, etc.). Having a dedicated body of experts would help the City make more informed decisions relating to code enforcement and aesthetic improvements.

Rental Registry

In an effort to monitor tenant turnover and improve the quality of rental housing, it is recommended that the City establish a rental registry. By requiring apartment owners to register with the City, the City can ensure code enforcement inspections occur between changes in tenants. This will help to preserve and enhance the existing rental market by ensuring quality rental options and addressing issues in a more timely manner.

Table 7. Neighborhood Strategies

Preservation

Restoration



Rehabilitation



Application:

Neighborhoods that are in good health and appearance, generally the newest neighborhoods.

Goal:

Maintain the current condition to prevent decline, which can begin with minor code violations. Quality, well-designed neighborhoods maintain their value and attract reinvestment long after construction.

Strategies:

Access to parks and recreation
Neighborhood organizations and
homeowners' associations (HOAs)
Quality neighborhood design
Quality building materials
Compatible nonresidential development
(prohibiting incompatible uses)

Code enforcement and compliance

Application:

Neighborhoods that are beginning to show signs of wear and tear. The physical structures are in sound condition, but minor exterior improvements may be needed.

Goal:

Correct code violations and encourage homeowners to make minor repairs to prevent further decline.

Strategies:

Code enforcement and compliance Improvements to existing parks and recreational facilities Facilitating neighborhood organizations

Neighborhood branding

Housing maintenance programs (grants or events such as Rebuilding Together)

Housing maintenance incentives for minor repairs (rebates or matching funds)

Maintenance assistance (identification of elderly or at-need households)

Application:

Neighborhoods with homes that have exceeded the useful life and may be structurally compromised.

Goal:

Encourage homeowners to hire assistance for major repairs, allocate funding for demolitions when necessary, and target redevelopment/infill areas.

Strategies:

Code enforcement and compliance

Significant public Investment in parks and quality of life enhancements

Improving neighborhood and community centers and programming

Neighborhood branding

Facilitating neighborhood organizations

Proactive housing demolition

Property acquisition

Infill/redevelopment incentives

Recommendation LU11: Encourage Community-Led Efforts to Improve the Appearance of Neighborhoods

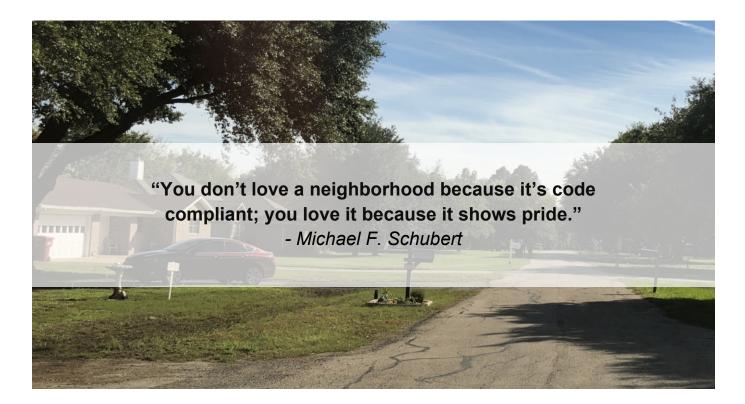
Community Clean-Up Calendar

Many residents have voiced concerns regarding the community's appearance; however, the City has limited resources and needs community involvement to help maintain an attractive appearance. In order to address some of these issues, the City should coordinate volunteer efforts within the community. These grassroots efforts would also build a sense of ownership and pride within the community. The City could identify an annual calendar outlining the clean-up needs and encourage local groups to sign up for a particular event. The City would need to designate a staff member or appoint a volunteer coordinator to ensure that a sponsor group has been identified for each month's event. The City or other sponsoring group could provide lunches for volunteers, tshirts, advertisement, or prizes for litter pick-up scavenger hunts to encourage participation.

Keep Texas Beautiful (KTB) Program

Another method to facilitate community participation is enrollment in the Keep Texas Beautiful (KTB) Program. KTB is an affiliate of the national Keep America Beautiful program; both strive for litter prevention, beatification, and waste reduction through community education and engagement. KTB has local affiliate programs throughout Texas. These local programs host community-wide events and participate in state-sponsored events.

Enrollment requires a yearly fee and hosting/participating in at least one event annually. Meanwhile, the benefit of this program is the community pride and ownership fostered through beautification as well improved sense of place and beautification. The appearance of Quinlan is important to citizens who participated in the input process, demonstrating a feasible opportunity for Quinlan and its residents to take on community improvement together.



Recommendation LU12: Update Existing Codes to Implement Higher Standards and Modernized Best Practices

It is recommended that the City review its codes relating to substandard structures and ensure they are in accordance with state law. In doing so, the City can ensure that any buildings not meeting the standards established in the City's building, plumbing, electrical, and mechanical codes can be targeted for improvements.

Additionally, it is recommended that the City update its building and property maintenance codes. In 2013, the City adopted the 2009 International Building Code and 2009 International Property Maintenance Code recommended by the International Code Council, Inc. To keep up with modernized best practices, it is recommended that the City adopt the 2018 International Building Code and 2018 International Property Maintenance Code. Following the adoption of these codes, it will be crucial that code enforcement regulations and procedures are carried out in a manner in which violations are addressed. This, along with the adoption of these codes, is an important step to ensuring that properties in the City comply with the latest standards and practices.

Land Use Recommendations Summary

The following table is a summary of the recommendations within this Land Use Plan chapter.

Recommendation

Future Land Use

Recommendation LU1: Use the Land Use Plan in the Decision-Making Process

Use the Future Land Use Map when considering possible rezonings.

Use the projected population and ultimate capacity projections for future infrastructure planning.

Growth Management

Recommendation LU2: Provide Utility Services Only within the City and CCN to Encourage Voluntary Annexation

Adopt a policy to only provide water and sewer services within the City limits and the City's CCN. This policy will allow the City to use the provision of utility services as an incentive to encourage voluntary annexation.

Recommendation LU3: Consider Modifications to the Existing CCN

Evaluate the existing CCN boundaries to determine whether it may be desirable to transfer existing area to another nearby CCN holder.

Recommendation LU4: Identify Financial Incentives to Encourage Voluntary Annexation

Identify which financial incentives the City and QEDC can offer to encourage voluntary annexation into the City limits, such as tax increment financing (TIF), tax abatements, Chapter 380 agreements, or a Municipal Development District (MDD). (Note: recommendation will also be evaluated with the ED chapter.)

Development Standards

Recommendation LU5: Develop and Adopt an Engineering Design Criteria Manual

The City should develop its own Engineering Design Criteria manual to ensure safe, sufficient, and consistent construction of infrastructure.

Recommendation LU6: Update Nonresidential Development Standards

Improve nonresidential building design along major corridors. Amend the "C" Commercial District to establish building articulation requirements. Consider incorporating additional design standards, such as awnings, lighting, large windows, limited signage, defined pedestrian walkways, and tripartite facades.

Enhance and develop Quinlan's downtown through increased development standards. Amend the zoning ordinance to create a new Downtown zoning district. Adopt standards to ensure future development reflects the existing character, such as requiring buildings to be adjacent to the sidewalk, flat roofs, large windows, recessed alcove entries, and shade awnings.

Improve the appearance and compatibility of development by amending the zoning ordinance to require landscaping, screening, and buffering. Landscaping should be required for all nonresidential developments (with the exception of the downtown core), including perimeter landscaping around the site and median/island landscaping within parking areas. Screening and buffering techniques (such as masonry screening walls, living screening walls, transitional uses, and setbacks) should be used to ensure compatibility between residential and nonresidential uses.

Pole/pylon signs are currently prohibited along Main Street; consider prohibiting or limiting pole/pylon signs citywide. Additionally, consider regulating signs only by size, type, and zoning district, rather than by certain uses. Update the existing Sign Code to comply with recent federal court rulings and consider reformatting sign requirements into a table or matrix format.

Recommendation

Recommendation LU7: Update Residential Development Standards

Amend the zoning and subdivision ordinances to allow cluster development.

Amend the subdivision ordinance to require a connectivity index of at least 1.60 in all new subdivisions to ensure adequate connections throughout future neighborhoods.

Amend the zoning ordinance to require variation in adjacent home design (i.e., anti-monotony standards).

Amend the zoning ordinance to require garages to be setback from a home's front building line or utilize a J-swing design to reduce emphasis on the garage for smaller lot development.

Identity and Walkability Elements

Recommendation LU8: Plan for Entryway and Branding Elements to Identify the City

Continue to identify locations and seek funding for future gateway signs.

Develop a branding campaign to promote a consistent image for the City of Quinlan. Reflect this image through signage throughout the community, focusing on Downtown and major corridors.

Recommendation LU9: Plan for Pedestrian and Street Design Enhancements

The City and QEDC should continue to work together to identify potential projects to improve walkability and the pedestrian experience, including sidewalks and pedestrian connections, but also pedestrian amenities such as ornamental lighting, enhanced crosswalks, public art, and shaded seating areas.

Amend the roadway construction requirements to require curb-and-gutter facilities in new, denser subdivisions

Amend the subdivision ordinance to require sidewalks in new, denser subdivisions

Identify a long-term plan to replace the existing open ditches in Quinlan's core with curb-and-gutter facilities and install sidewalks.

The City and QISD should maintain coordination on providing sidewalks in areas near schools and proactively seek grant funding for these projects.

Neighborhood Strategies

Recommendation LU10: Implement Appropriate Neighborhood Preservation, Restoration, and Rehabilitation Strategies

Identify areas of Quinlan appropriate for the Preservation, Restoration, and Rehabilitation strategies.

Emphasize proactive code enforcement to protect existing neighborhoods.

Allocate funding each year for acquisition of vacant or rundown properties and demolition of unsafe structures.

Maintain a list of maintenance program and incentive resources for homeowners (e.g., Rebuilding Together, matching funds, at-need households).

Conduct a Property Conditions Study every 3-5 years to prioritize neighborhood strategy efforts and track property value trends.

Establish a Substandard Structures Board to assist with code enforcement and demolition decisions.

Establish a rental registry to facilitate requirements relating to code enforcement and inspections between each tenant change

Recommendation LU11: Encourage Community-Led Efforts to Improve the Appearance of Neighborhoods

Develop a community clean-up calendar customized to Quinlan's specific needs and prepare a packet of information to provide to sponsor groups. Designate a staff member or appoint a community volunteer to coordinate the program and manage any associated budget.

Participate in the Keep Texas Beautiful or Keep America Beautiful program.

Recommendation

Recommendation LU12: Update Existing Codes to Implement Higher Standards and Modernized Best Practices

Review codes relating to substandard structures and ensure compliance with state law.

Adopt the 2018 International Building Code and 2018 International Property Maintenance Code.



Providing for public facilities and services is one of the most important responsibilities of a municipality. Residents rely on their local government to ensure that roads are adequate, stormwater drainage systems are effectively working, there is a safe water supply, and wastewater services are at a capacity for current residents. Just as important, residents expect their local government to plan and provide for quality fire, police, and administrative services to ensure a safe, beautiful community.

This chapter provides a broad overview of Quinlan's existing services and infrastructure and their capacity to reliably serve current and future residents. Additionally, it provides recommendations to help guide the City as they plan for future infrastructure and services. More specifically, this chapter discusses:

- Transportation
- Drainage
- Water and Wastewater
- City Facilities

Chapter Four

Transportation

Quinlan is growing and balancing local and regional needs. This includes fostering continued growth and economic development, enhancing safety for all users, and ensuring access to jobs and movement of goods throughout the region. The crucial thread that ties all these efforts together is the transportation system. The transportation network is one of the most visible and permanent public investments of the City, providing access to opportunity for residents and businesses. The movement of people and goods, enhanced by an efficient and effective transportation network, encourages social and economic exchange benefitting the people of Quinlan and Hunt County. Establishing a framework for long-term growth and development, this Public Facilities and Services chapter serves as a statement of public policy for this exchange. The key focus of this Transportation section includes establishing the general location, alignment, and right-ofway needs for roadway system implementation. This establishes the vision for a future network capable of mitigating development conflicts in the future and providing flexibility in the network implementation.

The basis of this Transportation section includes building upon established plans of the City, coordination with affected agencies and adjacent counties, leveraging existing state and regional corridors, and, to the extent possible, limiting impact to existing development or emerging development patterns prevalent within the City and its extraterritorial jurisdiction (ETJ). Several key principles were recognized in the preparation of the plan and should continue to serve in future transportation-related decisions:

 <u>Network Connectivity</u>: A connected network of regional facilities should be developed to foster continued growth/economic benefit as well as convenient internal circulation between neighborhoods, core community assets, and special districts.



- <u>Regional Traffic</u>: Long-haul and regional traffic should be focused towards facilities designed to accommodate non-local and long-distance travel.
- A Piece of the Puzzle: This plan is one element of a coordinated transportation system to address long-range transportation needs.
- A Living Document: Local and regional growth should be monitored, and this Transportation section amended from time-to-time to proactively address mobility issues impacted by updated local plans, changing land development patterns, funding, technology or attitudes in general towards mobility and safety.

As the alignment and right-of-way of major transportation facilities are established and adjacent property developed, it is difficult to facilitate system changes without significant financial impacts. However, by incorporating programmed land uses and densities of the Future Land Use Plan, strategies can be developed that maximize the land use/transportation relationship.

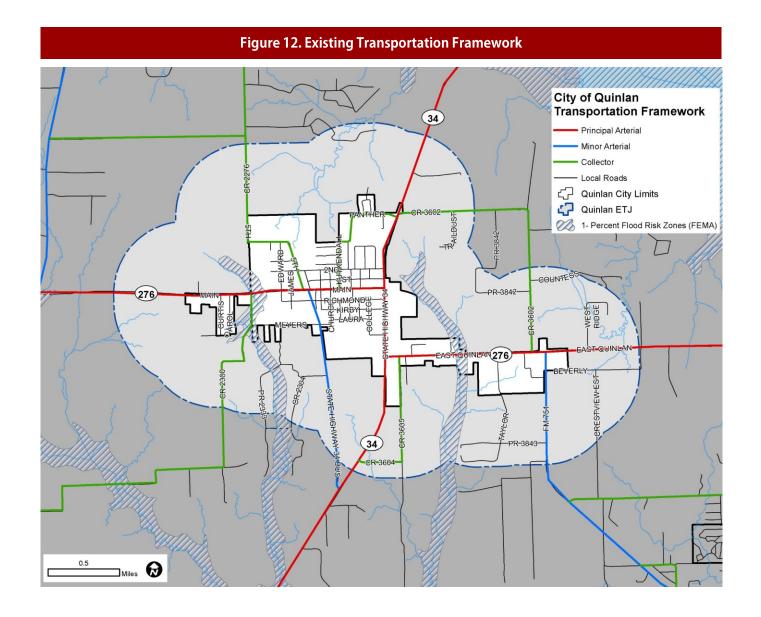
Public Facilities and Services

Existing Transportation Conditions

Existing Transportation Framework

State Highway 34 and State Highway 276 serves to provide an overall basis for circulation within the City, providing both north-to-south and east-to-west mobility through the City. In addition to forming the framework for Quinlan's thoroughfare network, State Highway 34 and State Highway 276 also provide valuable regional connections for commuters traveling to Lake Tawakoni and between Greenville and Terrell. These facilities, illustrated in **Figure**

12, are supplemented by a number of arterial, collector, and local roadways that provide adequate circulation between existing land uses within the City, but provide limited connectivity or development framework to the City's edge or emerging areas in the extraterritorial jurisdiction (ETJ). Additionally, limited right-of-way allocations constrain roadway development; local street rights-of-way are currently 50 feet, with approximately 20 feet of pavement and open ditches on either side, limiting the ability to widen the roadway or install sidewalks The network is further constrained by floodplain areas bisecting the eastern and western sectors of the City.

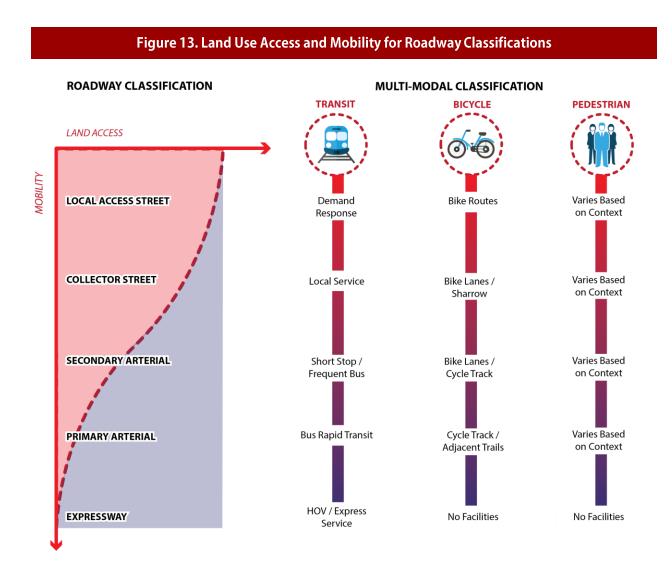


Chapter Four

Functional Classification

The functional classification of streets is used to identify the hierarchy, function, and dimensions of a roadway. Streets and highways are grouped into classes based on facility characteristics such as geometric design, speed, and traffic capacity. A roadway's functional classification also determines a traveler's ease of access to origins and destinations within the thoroughfare network. Typically, the higher the roadway's functional classification, the higher the anticipated level of mobility and lower the level of accessibility. For example, freeways typically provide no direct access to land uses, but allow continuous connectivity between regional destinations. The balance of land use access and mobility have a significant impact on the overall flow of traffic within a thoroughfare network. Figure 13 illustrates the relationship between functional class and land use access.

Functional class can be updated over time if surrounding land uses change significantly. This especially true in terms of land use density. At the macro level, a facility may move up in hierarchy as housing and employment increase in the surrounding area, and additional vehicles are attracted to the community. However, on the micro level, population and land use densification may also elicit a decrease in functional class as the area becomes more walkable.



60

Public Facilities and Services

Existing Functional Classification

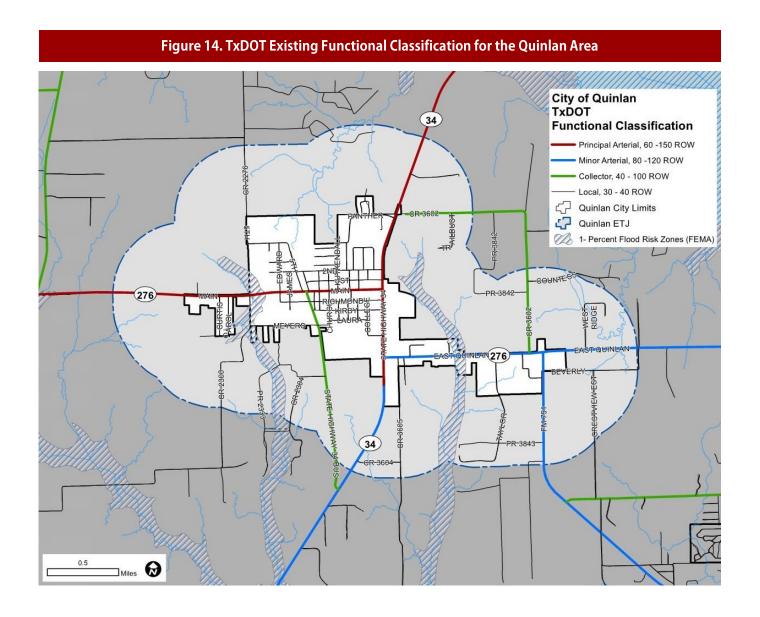
Due to data limitations, Quinlan's existing functional classification for this plan is based on TxDOT's functional classifications and right-of-way designations for the roadways within the City. TxDOT's network, summarized in **Table 8** and **Figure 14**, includes functional classification for all of the City's roadways – regardless of on-system status – and includes principal arterials, minor arterials, collectors, and local roads. Right-of-way designations, however, have a wide and inconsistent range, and may not reflect the City's desires for long-range land use and transportation vision. For instance, the segment of Main Street between Edward Street and State Highway 34 may require a functional classification amendment due to land use and right-of-way constraints.

To support long-range network viability, system expansion that supports, connectivity, land use context and transportation need should be considered.

Table 8. TxDOT Functional Classification for the City of Quinlan

Functional Classification	Lanes	ROW	Example
Local - Designed for the lowest level of mobility and a high level of land use – typically residential - access.	2	30 - 40	Church St. Taylor St.
Collector - Designed for short trips at low speeds and provide a high level of land use access.	2	40 - 100	• CR 3062 • SH Spur 264
Minor Arterial - Designed to accommodate moderate traffic volumes at relatively low speeds with a moderate level of land use access.	2	80 -120	• SH 276 (Main St.) • FM 751
Principal Arterial - Designed to allow large traffic volumes and at a high level of mobility and low level of land use access.	2	60 - 150	SH 34 SH 276 (Main St. and E. Quinlan Parkway)

Chapter Four



Public Facilities and Services

Transportation Issues and Needs

Transportation Issues

The following issues have been identified based on the community input and evaluation of the existing conditions within Quinlan.

Traffic Congestion

With 12,000-15,000 vehicles traveling through Quinlan each day (see **Figure 15**), congestion along the main roadways is a major issue that affects both local residents and commuters passing through the community.

State Highway 276 Bypass

While the intent of the future bypass is to redirect traffic away from State Highway 276 and State Highway 34, a potential concern regarding this change in traffic flow is the potential negative affect on Downtown. A reduction in traffic volumes could exacerbate the challenge of attracting quality retail into Downtown.

Street Condition

Many of the local streets are very narrow and in poor condition. Additionally, open ditch drainage (instead of curb-and-gutter infrastructure) limits the ability to install sidewalks to allow for safe pedestrian travel.

Connectivity

Much of the traffic within Quinlan travels along State Highway 276 and State Highway 34; alternative routes providing additional connectivity for local traffic are limited and, as a result, contribute to traffic congestion on State Highway 276 and State Highway 34. North-south connectivity is especially limited, and the routes that currently exist have offsets that disrupt traffic flow, such as the intersection of Main Street with SH Spur 264 and 5th Street.

Existing and Future Major Traffic Generators

Understanding the location of traffic generation within the community will enable network development with an eye towards future connectivity and needs. **Table 9** provides a listing of existing and planned major traffic generators in Quinlan.

Table 9. Existing	g and Planned Tra	ffic Generators

Name	Location	Uses	Status
Walmart Super Center	8801 SH 34 South	Retail/Commercial	Existing
Quinlan Community Library	401 Panther Path	Institutional/Education	Existing
Quinlan City Hall	104 E Main Street	Government	Existing
D.C. Cannon Elementary	315 S Business SH 34	Institutional/Education	Existing
Ford High School	10064 Business SH 34	Institutional/Education	Existing
Thompson Middle School	423 Panther Path	Institutional/Education	Existing
Butler Intermediate	410 Clady Drive	Institutional/Education	Existing
Quinlan Pointe Shopping Center	SH 34 and E. Quinlan Pkwy	Retail/Commercial	Existing
Downtown Corridor	Main St (SH 276)	Retail/Commercial	Planned
Southern Commercial Corridor	Business SH 34	Retail/Commercial	Planned
Eastern Industrial Corridor	SH 276	Industrial/Commercial	Planned
Northern Commercial Corridor	North SH 34	Retail/Commercial	Planned
Southern Industrial Corridor	South SH 34	Industrial/Commercial	Planned

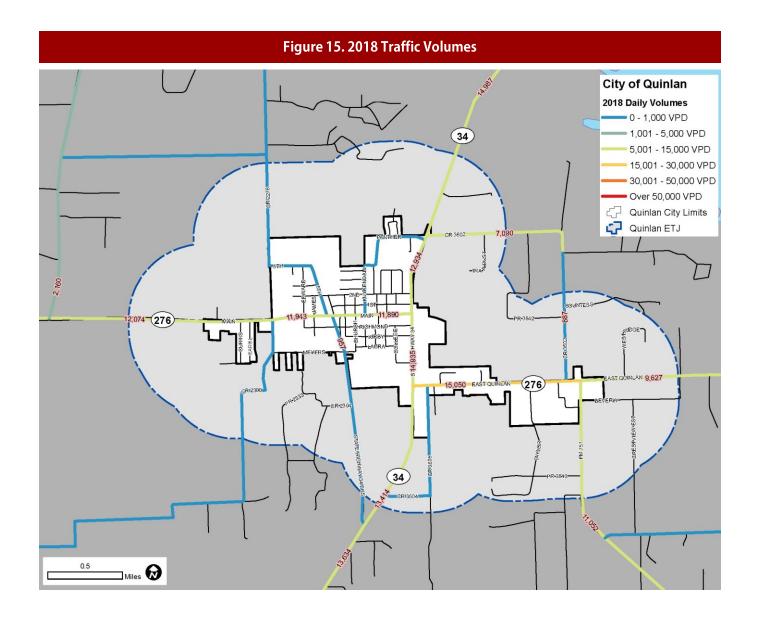
Chapter Four

Transportation Operations

The operational efficiency of a roadway is determined by the amount of traffic it can accommodate and the relative level of ease commuters have when traveling along it. A number of factors may be used to gauge the efficiency of a transportation network. NCTCOG's 2018 traffic volumes and level-of-service (LOS) were used to measure operational efficiency of Quinlan's existing roadway network. Forecasted 2045 volumes and associated LOS were used to gauge projected roadway conditions and needs.

Existing Roadway Volumes

Data from NCTCOG of existing traffic volume within Quinlan reveal traffic to range between 600 and 16,000 vehicles daily. The highest traffic volumes within the city, as illustrated in **Figure 15**, were located along on Quinlan Parkway between CR 3602 and FM 751 with 15,700 vehicles per day. Volumes were also relatively high on the segment of State Highway 34 between Main Street and Quinlan Parkway with 14,900 vehicles per day.



Public Facilities and Services

Existing Level-of-Service

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. Illustrated in **Table 10**, North Central Texas Council of Governments (NCTCOG) groups level-of-service into three general LOS categories for the area's regional travel demand model: ABC, DE, and F.

The following level-of-service analysis uses NCTCOG's 2018 Daily Hour LOS to assess traffic conditions on Quinlan's existing thoroughfare network. Note that NCTCOG's Daily Hour Level-of-Service provides the worst traffic conditions during a 24-hour analysis period, and considers a.m., p.m., and off-peak operational conditions.

The analysis indicates that under current conditions, there is sufficient daily capacity to accommodate most of the traffic on Quinlan's road network. In fact, the majority of the roadways within the City operate at LOS ABC. There are,

however, a few road segments operating at LOS DE that may need additional capacity as development increases within and around the City. The two-lane segment of State Highway 34 between Main Street and East Quinlan Parkway, for instance accommodates nearly 15,000 vehicles per day at LOS DE. A significant percentage of the traffic may be attributed to the Walmart Super Center, but given that the roadway operates at LOS DE during both a.m. and p.m. peak periods, school traffic may also be a significant contributor to the deteriorating traffic conditions.

Poor access management may also be a significant contributor; there are currently 47 access connection points, including three traffic signals and 37 driveways within this half-mile segment of State Highway 34.

The segment of FM 751 between State Highway 276 and CR 3613 may also be a cause for concern. The two-lane roadway currently accommodates over 11,000 vehicles per day at LOS DE. Congestion along this segment of FM 751 may be attributed to commuters traveling through the City between the Hawk Cove/Lake Tawakoni area and the greater DFW-Metro Area. **Table 11** summarizes 2018 volumes and LOS by segment within Quinlan and its ETJ. Quinlan's 2018 LOS is illustrated in **Figure 16**.

Table 10. NCTCOG Level-of-Service Description

LOS ABC: Traffic flow in this category moves at or above the posted speed limit. Travel time in this category is not hindered as a result of congestion because traffic volumes are much less than the actual capacity.



LOS DE: This category is slightly more congested than LOS ABC; however, traffic volumes are beginning to reach their capacity of the thoroughfare. Traffic moves along at a fairly efficient rate, and posted speeds may not be fully reached.

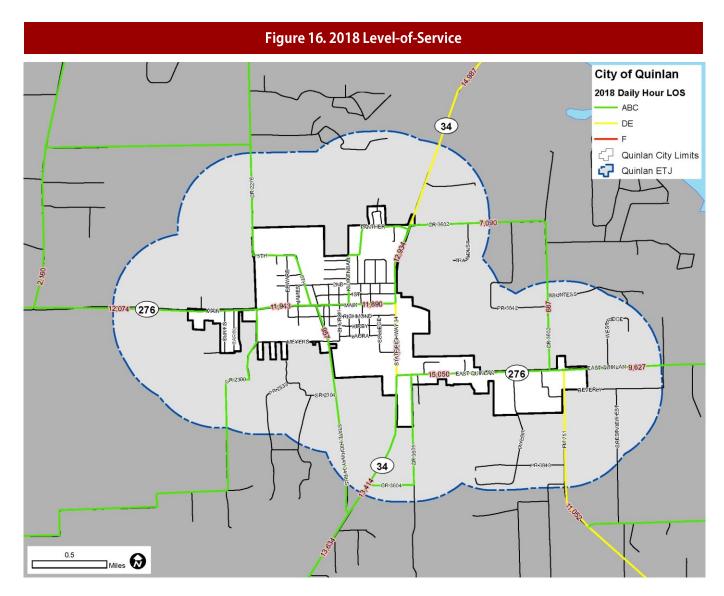


LOS F: Congestion is apparent in this level-of-service category. Traffic flow is irregular, and speed varies. The posted speed limit is rarely, if ever, achieved in this category. In more congested corridors, traffic can be at a mere standstill with limited progression during peak hours.



Chapter Four

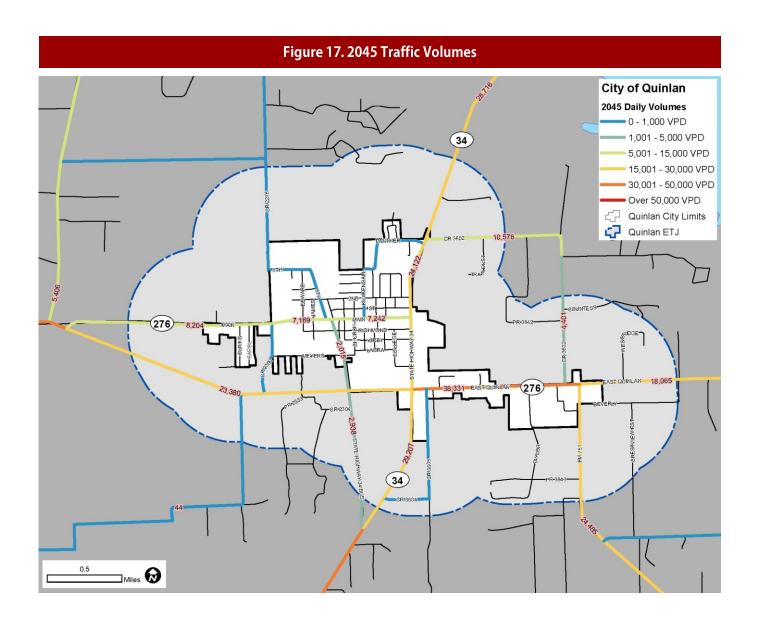
Roadway	Segment	2018 Volume	2018 LOS	Existing Lanes
SH 34	Main St. to Quinlan Pkwy.	14,935	DE	2
SH 276	FM 36 to CR 2300	12,074	ABC	2
Main Street (SH 276)	CR 2300 to Kuykendall St.	11,943	ABC	2
SH 34	CR 3062 to FM 2101	14,987	DE	2
FM 3602	SH 34 to Ervine Ln	7,090	ABC	2
Quinlan Parkway (SH 276)	SH 34 to FM 751	15,050	ABC	2
FM 751	Quinlan Pkwy to North Shore Rd	11,052	DE	2
Quinlan Parkway (SH 276)	FM 751 to CR 3602	15,737	ABC	2



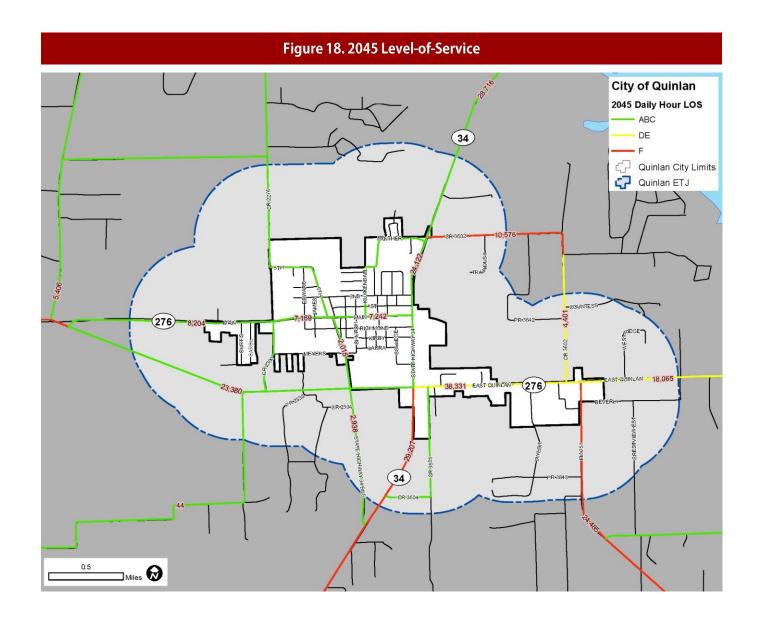
Public Facilities and Services

2045 Roadway Volumes and Level-of-Service

Projected 2045 volumes and level-of-service are provided by NCTCOG's 2045 travel forecast. The 2045 network is fiscally constrained and only includes existing facilities and roadways or network enhancements with identified funding sources. **Figure 17** illustrates how Quinlan's thoroughfare network will operate in 2045 if no additional improvements are made.



Chapter Four



Transportation Recommendations

A thoroughfare plan balances the existing supply of infrastructure with the projected needs of the future. These future needs help to determine capacity needs to accommodate long-term growth. The City of Quinlan's revised thoroughfare network fits within the overall context of the region's transportation system. The thoroughfare plan includes a revised functional classification system of roadways, design standards, cross-sections, and a thoroughfare plan map. Typical design parameters are included for each functional classification and stipulate the amount of right-of-way needed to accommodate one or more recommended lane configurations.

Roadways should be constructed and/or widened according to recommended standards as traffic demand increases or as development occurs. Existing roadways recommended for functional classification amendments should not be physically altered until warranted by development or traffic demand. The rights-of-way for existing and planned roadways, however, should be designated immediately to avoid conflicts with future development.

Table 12. Recommended Quinlan Thoroughfare Standards

Functional Classification	Area Type	Lanes*	Spacing (Miles)	ROW	Pavement Width (feet)**	Design Speed (mph)	Median	Lane Width
Freeway/Highway		4 to 8		400'-500'			Yes	12' Min
Principal Arterial	Rural	4	1	100'-120'	2@36	35-55	Yes	12' Min
	Urban	4	1	100'-120'	2@24	35-45	Yes	12' Min
Principal Arterial	Rural	2	1	100'-120'	40	35-55	No	12' Min
	Urban	2	1	100'-120'	40	35-45	No	12' Min
Minor Arterial B	Rural	2	1/2	80'-100'	40	30-35	No	12' Min
	Urban	2	1/2	80'-100'	24	30-35	No	12' Min
	Rural	3	1/2	80'-100'	56	30-35	No	12' Min
	Urban	3	1/2	80'-100'	40	30-35	No	12' Min
	Rural	4	1/2	80'-100'	2@36	30-35	Yes	12' Min
	Urban	4	1/2	80'-100'	2@24	30-35	Yes	12' Min
	Urban	4	1/2	80'-100'	48	30-35	No	12' Min
	Rural	4	1/2	80'-100'	64	30-35	No	12' Min
Boulevard	Urban	2 - 4	1/4	80'-100'	2@24	30-35	Yes	12' Min
	Rural	2	1/2	60' - 80'	32	25-35	No	12' Min
	Urban	2	1/4	60' - 80'	24	25-35	No	12' Min
Collector C	Rural	3	1/2	60' - 80'	48	25-35	No	12' Min
	Urban	3	1/4	60' - 80'	40	25-35	No	12' Min

^{*}The number of lanes on a roadway do not need to be increased to meet thoroughfare standards until warranted by traffic or development.

^{**} Pavement width for rural sections include shoulder width.

Recommended Thoroughfare Standards

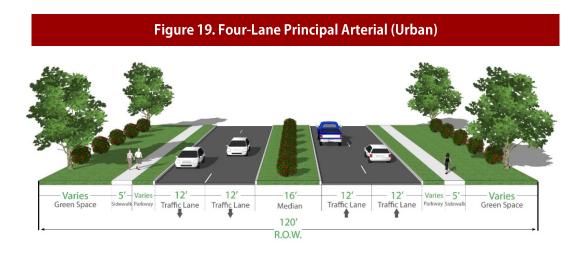
Functional classification not only dictates the function and relationship between roadways in a transportation network but also provides minimum design standards as well. The design elements in a roadway directly impact the right-ofway widths needed to accommodate them adequately. The right-of-way widths are then targets for corridor preservation through City, County, and/or State action. The following section outlines the targeted details of each functional classification developed for the City of Quinlan's thoroughfare system. Recommended design standards are summarized in **Table 12**.

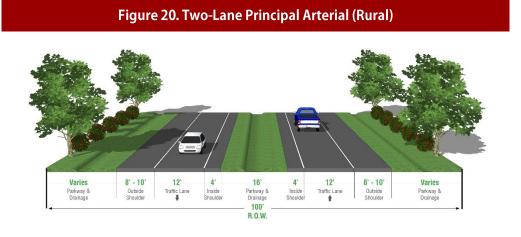
Principal Arterials

The recommended right-of-way for a principal arterial is 100 to 120 feet. Conceptual lane configurations, illustrated in **Figure 19**, include two to four 12-foot lanes, 13- to 16-foot medians (for four-lane sections), and five-foot minimum sidewalks on both sides of the roadway (for urban roadways).

In lieu of sidewalks, divided rural principal arterials, illustrated in **Figure 20**, should include four-foot inside shoulders and 8- to 10-foot outside shoulders. Undivided rural sections, if utilized, should include eight- to 10-foot outside shoulders.

The minimum recommended spacing between principal arterials is one mile, with one mile minimum spacing between signalized arterial to arterial intersections and one-half-mile minimum spacing between arterial to collector intersections. An additional 20 feet of right-of-way should be designated at arterial to arterial intersections to accommodate turning lanes.

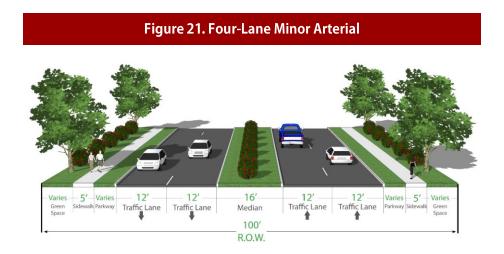




Minor Arterials

The recommended right-of-way for minor arterials is 80 to 100 feet. Conceptual cross-sections are shown in **Figure 21** and **Figure 22**. Sections include two- to four-lane sections with 12-foot lanes, 13- to 16 foot medians, and five-foot sidewalks (for urban roadways). If minor arterials are to be built as a rural section, they should include 8- to 10-foot shoulders on the outside to support the roadway edge. For divided facilities, an inside shoulder of 4' is recommended. Three-lane sections should also include a 16-foot center turn lane. Four-lane undivided sections are being phased out in many areas around the state, but may be appropriate where congestion demands at least four lanes with right-of-way that is too constrained within the corridor to accommodate the necessary pavement width.

An additional 20 feet of right-of-way should be designated at arterial to arterial intersections to accommodate turning lanes. The minimum recommended spacing between minor arterials is one-half-mile with one-half-mile minimum spacing between signalized arterial to arterial intersections and one-half-mile minimum spacing between arterial to collector intersections.



Varies 5' Varies 12' 16' 12' Varies 5' Varies Green Space Sidewalk Parkway Traffic Lane Center Turn Lane Traffic Lane Parkway Sidewalk Green Space 80' R.O.W.

Figure 22. Three-Lane Minor Arterial

Boulevard

The recommended right-of-way for a boulevard section is 80 to 100 feet. The cross section, illustrated in **Figure 24** and **Figure 23**, will include two to four 10-foot lanes, a 13-to 16-foot median, and five-foot sidewalks. An additional 20 feet of right-of-way should be designated at boulevard to arterial intersections to accommodate turning lanes. The minimum recommended spacing between boulevards is one-quarter-mile minimum, with one-half-mile minimum spacing between signalized boulevard to arterial intersections and one-half-mile minimum spacing between

boulevard to collector intersections. Boulevard sections may include on-street parking, landscaping, and pedestrian amenities, such as benches, pedestrian scale lighting, wide sidewalks, and street trees.

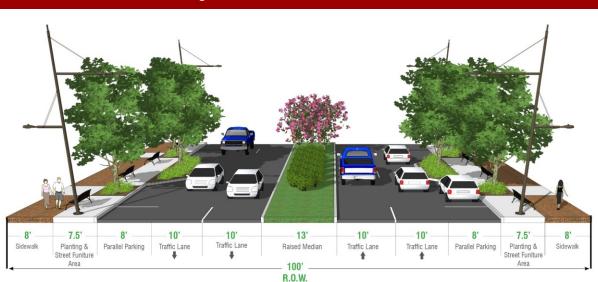
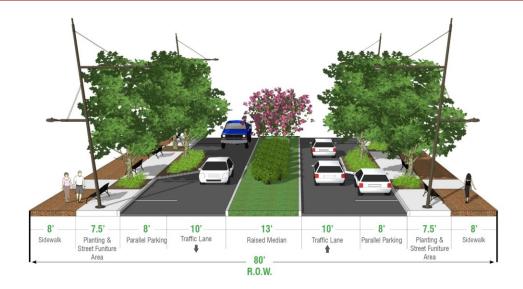


Figure 24. Four-Lane Urban Boulevard

Figure 23. Two-Lane Urban Boulevard



Collectors

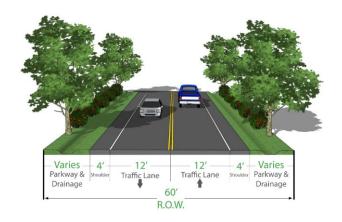
The recommended right-of-way for collector streets is 60 to 80 feet. Conceptual lane configurations for collectors are depicted in **Figure 25**, **Figure 26**, and **Figure 27**. Cross sections range from two to three lanes with 12-foot travel lanes, 13- to 16-foot center lanes, and five-foot sidewalks (for urban sections). Rural collectors should include four-foot shoulders. Collector facilities should be spaced a minimum of one-quarter mile apart with at least one-half-mile between signalized intersections.



Figure 26. Two-Lane Collector (Urban)



Figure 27. Two-Lane Collector (Rural)



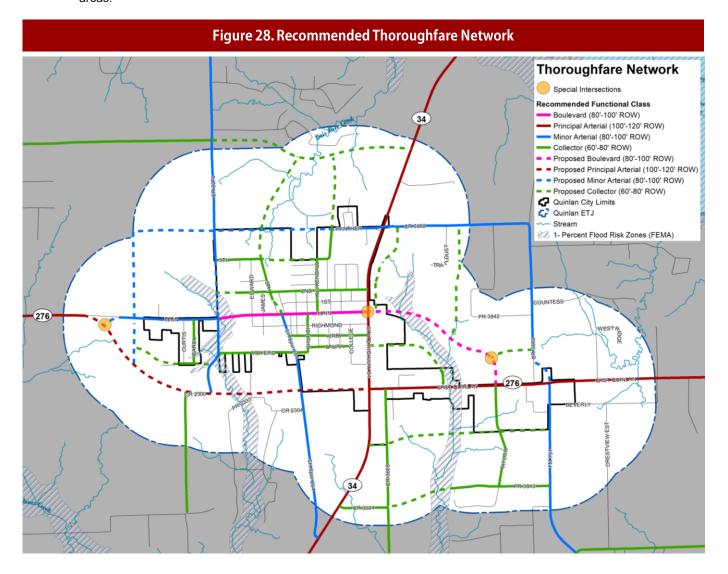
Recommendation PF-T1: Plan for Recommended Thoroughfare Network

The recommended thoroughfare network builds upon evaluation of the current system, long-term forecasted needs, existing and desired land patterns and input to roadway needs as identified through the input process. The plan builds upon the following:

- Building upon the existing functional street classification system,
- Establishment of a boulevard concept to enhance the viability of Downtown,
- Supporting connections to formulate a grid for local access and circulation,
- Incorporation of sidewalks to the local street network,
- Incorporation of the SH 276 bypass route,
- System connections to facilitate long-term growth areas.

Along with identifying future roadways and functional classifications, the recommended thoroughfare network identifies three special intersections within the City limits and the ETJ. These areas are identified as key roadway junctions that should be considered for special enhancements as the City grows. Enhancements to consider include:

- Roundabouts,
- · Increased landscaping,
- Additional signage, and
- Gateway features.



Recommendation PF-T2: Plan for Recommended Network Additions and Amendments

The following section summarizes network improvements recommended for Quinlan's thoroughfare network. Network improvements include new roadway alignments, functional classification amendments, and lane additions. **Table 13** provides a summary of recommended functional classification amendments. **Table 14** summarizes network additions and general timing of needs.

Table 13. Recommend	dad Eupetiana	Classification	lmandmante
- Lable 15. Recommen	aea Functiona	i Ciassilication <i>i</i>	amenaments

Roadway	Limits	Amendment
SH 34	South of City limits to CR 3606	Minor Arterial to Principal Arterial
SH 34	E Quinlan Pkwy to CR 3602	Widen to 4-lane Principal Arterial
Main Street (SH 276)	CR 2276 Extension to SH 34	Widen to 4-lane Boulevard
E Quinlan Parkway (SH 276)	SH 34 to PR 3841	Minor Arterial to 4-lane Principal Arterial
SH Spur 264	Main St to SH 34	Collector to 3-lane Minor Arterial
County Road 3602	SH 34 to E Quinlan Pkwy	Local to 2-lane Minor Arterial
E 2nd Street	N Edward St to SH 34	Local to 2-lane Collector
W Myers Street	S Mattie St to Church St	Local to 2-lane Collector
Laura Street	Church St to College St	Local to 2-lane Collector
Taylor Drive	SH 276 to Taylor Dr Extension	Local to 2-lane Collector
County Road 2300	SH 276 Bypass to CR 2314	Local to 2-lane Collector
Panther Path	SH 34 to CR 360 Extension	Local to 2-lane Minor Arterial
County Road 3605	SH 276 to CR 3604	Local to 2-lane Collector
FM 751	SH 276 to CR 3614	Local to 2-lane Minor Arterial
SH 276	SH 276 Bypass to S Mattie St	Principal Arterial to 2-lane Minor Arterial
Dixie Lane	Laura Ave Ext to SH 276	Local to 2-lane Collector
Kuykendall Street	Main St to Panther Path	Local to 2-lane Collector
Lake Street	Carol Dr to Lake St Ext	Local to 2-lane Collector
S Mattie Street	SH 276 to SH 276 Bypass	Local to 2-lane Minor Arterial

Recommendation PF-T3: Reduce Functional Classification on Main Street (SH 276) to a Boulevard Section

The segment of Main Street between Edward Street and State Highway 34 is currently classified a principal arterial. The existing and future land uses along the corridor, however, are not compatible with this classification. The future land use pattern along the corridor, which passes through the heart of Downtown Quinlan, is more compatible with a lower intensity roadway with a medium level of mobility and a higher level of access. Additionally, construction of the State Highway 276 bypass, scheduled to let in 2020, will divert much of the traffic currently utilizing Main Street around the city.

To bolster existing and planned development along the corridor, a Boulevard section was developed that emphasizes pedestrian level connectivity between land uses, lower levels of through traffic, on street parking, landscaping, and encourages context sensitive design parameters. The two- to four-lane section will provide an adequate level of access and mobility for commuters utilizing the roadway to reach downtown destinations and help enhance the branding of Downtown Quinlan as a place to visit rather than a street to drive through.

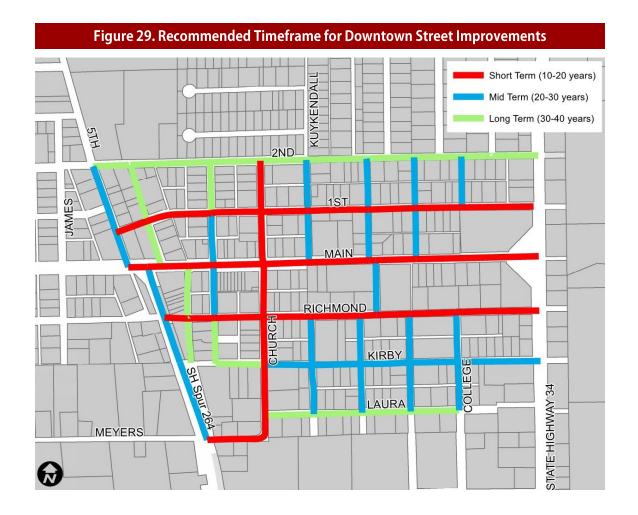
Table 14. Recommended Network Additions

Roadway	Limits	Description	Timing
SH 276 Bypass	SH 276 to CR 2300	Construct 4-lane Principal Arterial Bypass	0-10 Years
SH 276 Bypass Extension	CR 2300 to SH 34	Construct 4-lane Principal Arterial	0-10 Years
Main Street Extension	SH 34 to E Quinlan Pkwy	Construct 2-lane Boulevard	0-10 Years
CR 2276 Extension	5th St to SH 276	Construct 2-lane Minor Arterial	0-10 Years
CR 3602 Extension	Panther Path to CR 2276	Construct 2-lane Minor Arterial	10+ Years
CR 3602 Extension Phase 2	CR 2276 to N/S Minor 1	Construct 2-lane Minor Arterial	10+ Years
CR 3602 Realignment	CR 3602 to FM 751	Realign road to FM 751 and SH 276 Intersection	10+ Years
2nd Street Extension	SH 34 to CR 3602	Construct 2-lane Collector	10+ Years
CR 3604 Extension	CR 3603 to Taylor Rd	Construct 2-lane Collector	10+ Years
Laura Avenue Extension	College St to Dixie Ln	Construct 2-lane Collector	10+ Years
5th Street East Extension	5th St to Kuykendall St	Construct 2-lane Collector	10+ Years
FM 2278 Extension	CR 2276 to SH 34	Construct 2-lane Collector	10+ Years
E/W Collector 1	SH 34 to FM 751	Construct 2-lane Collector	10+ Years
N/S Collector 1	CR 3602 Ext to FM 2278	Construct 2-lane Collector	10+ Years
N/S Minor 1	CR 3602 Ext to SH 276 Bypass	Construct 2-lane Minor Arterial	10+ Years
Lake St Extension	Lake St to N/S Minor 1	Construct 2-lane Collector	10+ Years
Carol Extension	Lake St to SH 276 Bypass	Construct 2-lane Collector	10+ Years
5th Street N/S Extension	5th St to FM 2278 Ext	Construct 2-lane Collector	10+ Years
N/S Collector 2	Main St Ext to CR 3602	Construct 2-lane Collector	10+ Years

Recommendation PF-T4: Improve Downtown Street Facilities Over a 40-Year Timeframe

In conjunction with other downtown redevelopment efforts, it will be crucial for the City to conduct street facility enhancements in areas considered its downtown core. These enhancements might include drainage improvements, pedestrian infrastructure, and bike lanes. As shown in **Figure 29**, various street facilities have been identified for improvements in and around Downtown Quinlan. Over a 40-year timeframe, roadways have been grouped into 10-year segments, allowing for the prioritization of facility improvements so that projects can be planned and budgeted for. When these facilities are improved, they should adhere to the recommended classifications indicated in **Figure 28**.





Drainage

Drainage facilities are constructed to manage stormwater runoff from rain and snow. In natural landscapes, most of the rainfall soaks into the ground and the rest runs off to surface waters such as creeks and lakes. In urban environments, impervious surfaces such as buildings, streets, and parking lots prevent water from infiltrating into the soil, with three main effects:

- A larger volume of stormwater runoff, causing more flooding,
- A higher velocity of stormwater travelling over improved surfaces, causing faster and "flashier" floods and erosion in natural water ways, and
- 3) A lower water quality, as stormwater is polluted by urban toxins.

Adequate drainage and stormwater management facilities and policies promote public safety by ensuring that roads are navigable during storms and that homes and businesses are constructed outside of known areas of flood risk. As development occurs in Quinlan, it is essential that the community take preventative and corrective measures to reduce the risk of current and future flooding. In addition, development policies that are protective of water quality ensure that the water that eventually reaches Lake Tawakoni is free of pollutants and safe for public water supply and recreation.

The following section outlines the existing drainage conditions in the City of Quinlan and provides recommendations to promote stormwater management which is supportive of continued urban growth.



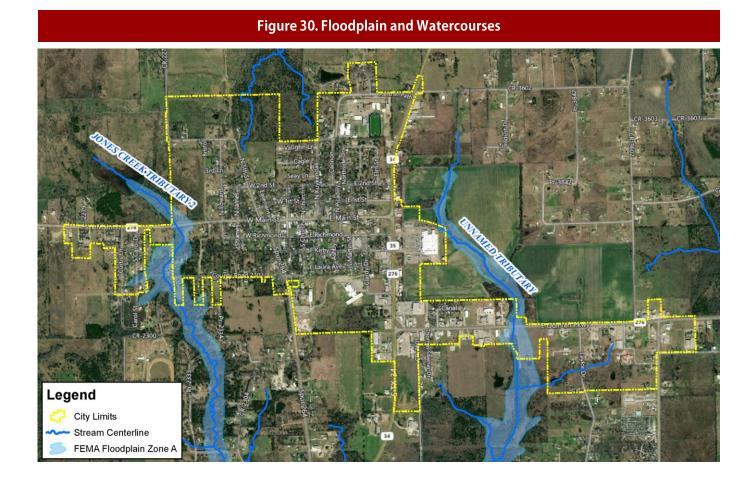
Existing Drainage Conditions

The City of Quinlan is situated in the uppermost portion of the Sabine River Basin. Two major watercourses run through the City: Jones Creek (Tributary 2) is located on the west side of the City and an unnamed stream is located on the east. The streams run north to south, discharging into Lake Tawakoni. Both streams are classified as FEMA Zone A, a portion of the regulatory Special Flood Hazard Area that is subject to flooding during the 1% annual chance (colloquially, "100-year") flood but does not have Base Flood Elevations (BFEs) established. Other streams in the City limits do not have 100-year regulatory floodplains currently mapped by FEMA. A floodplain map is included as Figure 30. Development within the floodplain is limited: however, it appears that some temporary structures such as sheds and storage facilities, a Savemart Pharmacy, and the City's water treatment facility are located within the floodplain boundary.

Review of aerial imagery indicates that storm drainage infrastructure is limited primarily to roadway drainage ditches connected by street and driveway cross culverts. Engineering analysis of the drainage system was not performed as part of this study. However, analysis of the drainage system conducted as part of the 2001 City Comprehensive Plan outlined the following general drainage concerns:

- 1. Poor condition of existing culverts
- Lack of adequate open drainage ditches between culverts
- Undersized culverts in areas of major stormwater flow

Input received during the October 2018 public meeting indicated that there are areas of localized flooding along streets, and storm drainage continues to be a concern among residents. It is likely that the system capacity issues identified as part of the 2001 Comprehensive Plan have not been entirely addressed and/or have been exacerbated by further development in the City and surrounding watershed.



79

Figure 31. Damaged Driveway Culvert

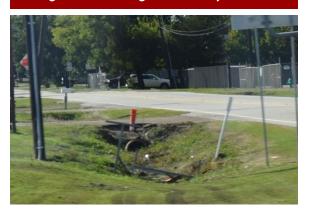


Figure 33. Roadside Ditch with Standing Water; Ditches May Not Have Sufficient Grade To Drain Properly



Figure 32. Roadside Ditches with Evidence of Erosion; Ditches May Be Undersized



Figure 34. Culvert Partially Clogged with Sediment



Current Drainage Policy

The City has a codified Flood Damage Prevention ordinance and is a participating community in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP). The City does not currently participate in the NFIP's Community Rating System (CRS), which offers discounts on flood insurance premiums for communities which enact extra flood protection measures beyond the minimum requirements outlined by the NFIP.

As part of the City's floodplain ordinance, development within the 1% annual chance (100-year) floodplain is subject to the floodplain development permit and approval by the City's floodplain administrator. In addition, all newly constructed residential and nonresidential structures must have the lowest floor elevated two feet above the 1% annual chance (100-year) flood elevation.

The City is not part of an urbanized area and is therefore not subject to Small Municipal Separate Storm Sewer (MS4) stormwater quality regulations. Additional water quality criteria have not been adopted.

The City's established drainage design criteria is otherwise limited. The City has adopted the NCTCOG Public Works Construction Standards and Specifications for construction but has no specified drainage design criteria. The City's Subdivision Ordinance requires the construction of storm drainage facilities when "the runoff of stormwater and prevention of erosion cannot be accomplished satisfactorily by surface drainage," but no specific standards are outlined. As with many small municipalities, final determination rests with the City Engineer.

Drainage Recommendations

Three main recommendations to enhance City drainage services are outlined below. These recommendations include adoption of strong development standards to mitigate the deleterious effects of development on the drainage system, evaluation of current system performance through a stormwater master plan, and enhanced funding through a stormwater utility fee.

Recommendation PF-D1: Adoption of Drainage Design Standards

It is strongly recommended that the City adopt a set of codified drainage design standards and criteria for development and redevelopment in the City. An established set of criteria ensures that development occurs in a way that minimizes impacts on stormwater quantity and quality. Some general stormwater design and best management practices are outlined below:

- Standardize return intervals for evaluation and design of constructed drainage facilities including closed pipe systems, ditch-culvert systems, and roadway/bridge crossings;
- Establish a "no adverse impacts" criteria, requiring a downstream assessment and evaluation of system capacity and mitigation of stormwater peak flow, volume, and velocity increases due to site development;
- 3. Require detention for commercial development and major subdivisions;
- Develop water quality requirements for commercial development such as multi-stage detention, pollutant load reduction through capturing and treating the "first flush" of stormwater runoff, and/or requirements to drain impervious areas to pervious surfaces;

- Establish threshold allowable channel velocities to reduce erosion potential and human health and safety concerns;
- Implement stronger drainage easement requirements, including minimum sizes for drainage easements and access requirements;
- Implement construction erosion and sediment control requirements to minimize water quality impacts during construction; and
- Require adequate provisions for maintenance of private/public drainage infrastructure.

Several references exist as a basis for establishing effective stormwater management criteria. The NCTCOG Integrated Stormwater Management (iSWM) program is an initiative that assists cities and counties in achieving goals of water quality protection, streambank preservation, and flood mitigation. The iSWM technical manual outlines a set of hydrologic and hydraulic design principals and specifications including Best Management Practices (BMPs). The City may consider adopting the iSWM technical criteria in part or whole to meet their stormwater needs and goals. The technical manuals are available for free on the iSWM website.

In addition, the City should consider adopting National Oceanic and Atmospheric Administration (NOAA) Atlas 14, point precipitation-frequency (PPF) data for Texas to establish design rainfall totals for the City. Atlas 14 rainfall estimates, published in 2018, use more observation locations with a longer period of record and use more sophisticated statistical methods to analyze the available data. While major changes to previous rainfall estimates are seen primarily in Central and Southeast Texas, the data is part of the most extensive hydrological study to date in the state and is widely considered to be a valuable tool for accurate planning and design of stormwater infrastructure to minimize the threat of flooding. The data is publicly available online free of charge.

Recommendation PF-D2: Creation of a Stormwater Master Plan

The 2001 Comprehensive Plan included a drainage element to evaluate Quinlan's stormwater issues and needs. Many of the recommendations from the 2001 Plan are still relevant, however it is recommended that the stormwater master plan require higher standards and modernized best practices. Additionally, the recommended capital improvements should be evaluated with consideration of recent rainfall data prior to inclusion in capital improvement programming.

To update the 2001 information, it is recommended that the City perform a flood study of the unmapped streams to quantify flood risk along these reaches and prevent future development within the 100-year floodplains. It is further recommended that the City perform a detailed flood study of the major creeks to establish BFEs along these reaches and provide better clarity about structures in the floodplain. The City could then submit a Letter of Map Revision (LOMR) to FEMA to update the regulatory Flood Insurance Rate Map (FIRM). Establishing BFEs and updating the regulatory maps will provide citizens, City staff, and first responders with actionable data that can be used to reduce flood risk and better define flood insurance needs.

In addition, a detailed study of the City's constructed drainage system taking into account existing and future development conditions as part of a stormwater master plan is recommended. The study is likely to validate observed areas of local flooding and identify system capacity issues. The plan should include recommendations for construction phasing of system improvements. Alternatively, drainage improvements may be evaluated and constructed in concert with roadway projects.

Recommendation PF-D3: Implementation of a Stormwater Utility Fee

Drainage services provided by municipalities are traditionally underfunded compared to other public utilities. Drainage system maintenance in the City is currently funded out of the City's general fund. It is recommended that the City consider the opportunity to enhance drainage services through the establishment of a stormwater utility fee.

The State of Texas provides municipalities the opportunity to establish a stormwater utility, which is a legal mechanism used to generate revenue to finance a City's cost to provide and manage stormwater services in the City. The Texas Municipal Drainage Utility Systems Act [Local Government Code 552 Subchapter C] authorizes cities in Texas to establish a municipal stormwater utility system to "protect the public health and safety in municipalities from loss of life and property caused by surface water overflows, surface water stagnation, and pollution arising from nonpoint source runoff within the boundaries of the established service area..." [LGC 552.042(3)]. To provide these services, municipalities are authorized to assess fees to users of the stormwater utility system.

The stormwater utility fee is required by State law to be enacted by ordinance through a majority vote of the City Council. The implementation ordinance declares the utility adoption and declares the stormwater system of the City to be a public utility. The resolution sets the schedule of stormwater charges.

The stormwater utility fee is a service fee, much like a water and sewer bill, and must be based on the projected cost of providing stormwater service within the City's jurisdiction. Some stormwater-related costs that are allowed by State law [LGC 552.044(2)] to be included in the development of the projected revenue needs for stormwater service include the following:

- Property acquisition
- Service fees (architectural, engineering, legal, surveys, etc.)
- Capital (equipment, machinery, furniture, facilities, etc.)
- Funding and finance costs for construction projects
- Debt service
- Administration

The administration of a stormwater utility fee provides the opportunity to address several of the drainage recommendations outlined in this section and to encourage stormwater best management practices during future development. Below are general functions of and benefits provided by implementation of a stormwater utility fee:

- Serve as the primary stable source of new stormwater-related funding, except for major capital projects, which may be partially funded through alternative means, such as general obligation bonds or grants.
- · Finance the following specific activities:
 - o Administration of the stormwater utility
 - Activities to address localized flooding issues
 - Upgrades to the storm system infrastructure
 - Proactive maintenance for existing infrastructure
 - Equipment for maintenance of the storm system
 - Stormwater system staff
 - Capital improvements projects related to the storm system
- Provide a monetary incentive to encourage development in the City that minimizes adverse stormwater impacts through better site design and proper management of the City's stormwater resources
- Allow for the issuance of certificate of obligation (CO) bonds to finance stormwater capital improvement projects

Water and Wastewater

A Water and Wastewater Master Plan was developed concurrently with this plan. The primary goal of the Water and Wastewater Master Plan was to build a water distribution system model which would enhance understanding of the existing water system's configuration and operations; permitting an evaluation of the capacity of the existing water system and the development of a phased Capital Improvements Plan (CIP) through buildout. A highlevel assessment of the wastewater collection system was performed to determine where additional wastewater improvements are needed. The recommended improvements will serve as a basis for the design, construction, and financing of facilities required to meet Quinlan's water and wastewater capacity needs. The major elements of the scope of this project included:

- Water Demand and Wastewater Flow Projections
- Water Model Development
- Hydraulic Analyses and System Evaluation
- Capital Improvements Plan

Key recommendations of the plan are included herein; the full plan document is included in **Appendix C: Water and Wastewater Master Plan**.

Water and Wastewater Recommendations

Recommendation PF-W1: Plan for Water System Upgrades and New Facilities

Table 15 and **Figure 35** depict the recommended improvements to the City's water system to support current and projected development.

Table 15. Water CIP Projects

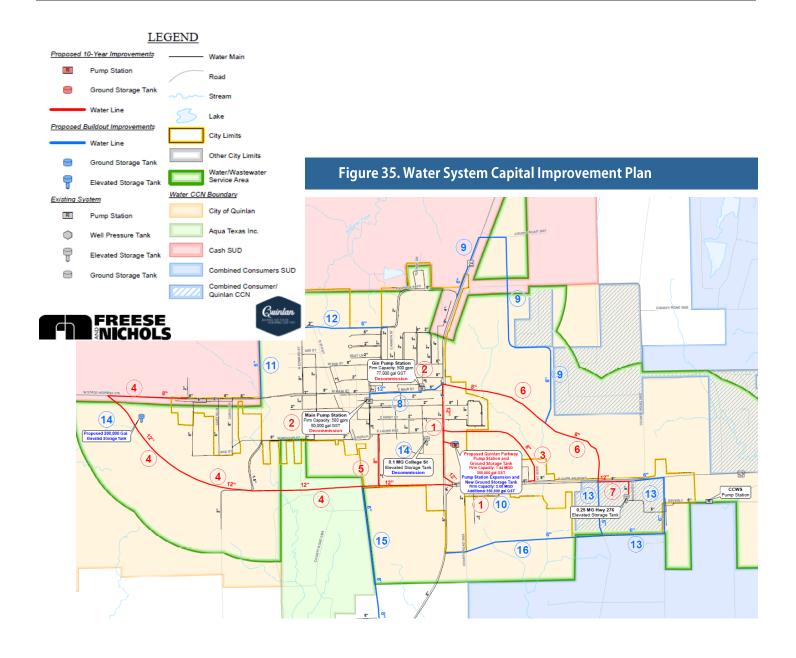
Priority	Term	Description
1	Short	New Quinlan Parkway 1.44 MGD Pump Station, 0.35 MG Ground Storage Tank Construction, and 12-inch Water Line Replacement
2	Short	Decommission Gin and Main Pump Stations
3	Short	New 8-inch Water Line along Laura Extension
4	Short	New 12-inch Water Line along State Highway 276 Bypass Extension
5	Short	8-inch Water Line to Replace Existing 2-inch Water Line from State Highway 276 Bypass Extension to East Laura Avenue
6	Short	New 8-inch Water Line from East Main Street to East Quinlan Parkway
7	Short	New 12-inch Water Line near Highway 276 Elevated Storage Tank
8	Long	12-inch Water Line to Replace Existing 8-inch Water Line from TX-34 to Church Street
9	Long	New 6-inch Water Line in Northeast Area of City
10	Long	Pump Station Expansion and New Ground Storage Tank
11	Long	New 6-inch Water Line in Northwest Area of City
12	Long	6-inch Water Line to Replace 2-inch Water Line along 5th Street East Expansion
13	Long	New 6-inch Water Line in Southeast Area of the City
14	Long	Decommission College Street Elevated Storage Tank and New 0.20 MG Elevated Storage Tank
15	Long	New 8-inch Water Line in South Area of the City
16	Long	New 6-inch Water Line in Southeast Area of the City

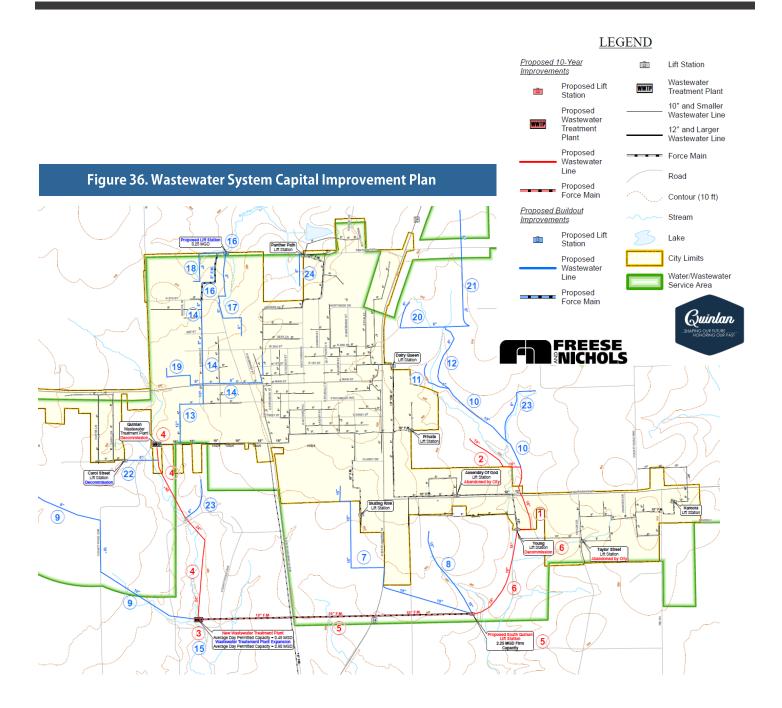
Recommendation PF-W2: Plan for Wastewater System Upgrades and New Facilities

Table 16 and Figure 36 depict the recommended improvements to the City's wastewater system to support current and projected development.

Table 16. Wastewater CIP Projects

Priority	Term	Description
1	Short	18-inch Wastewater Line
2	Short	10-inch Wastewater Line
3	Short	New Wastewater Treatment Plant
4	Short	Decommission Existing Quinlan Wastewater Treatment Plant and Construct New 24-inch Wastewater Line from Existing Treatment Plant to Proposed Treatment Plant
5	Short	2.25 MGD Lift Station and 10-inch Force Main
6	Short	18-inch Wastewater Line and Decommission Young Lift Station
7	Long	15-inch Wastewater Line
8	Long	15-inch Wastewater Line
9	Long	8-inch and 10-inch Wastewater Lines
10	Long	15-inch Wastewater Line
11	Long	6-inch Wastewater Line
12	Long	6-inch Wastewater Line
13	Long	10-inch and 12-inch Wastewater Line
14	Long	8-inch Wastewater Lines
15	Long	Wastewater Treatment Plant Expansion
16	Long	New 0.25 MGD Lift Station and 8-inch Force Main
17	Long	6-inch Wastewater Line
18	Long	6-inch Wastewater Line
19	Long	6-inch Wastewater Line
20	Long	6-inch Wastewater Line
21	Long	6-inch Wastewater Line
22	Long	Decommission Carol Street Lift Station and New 8-inch Wastewater Line
23	Long	Two 6-inch Wastewater Lines
24	Long	6-inch Wastewater Line





City and Public Service Facilities

City and public service facilities are vital to any community. Residents rely on municipalities to use the tax dollars to provide quality facilities and services that meet their everyday needs. As growth occurs in Quinlan, City and public service facilities will need to be added or expanded to keep up with expected service levels.

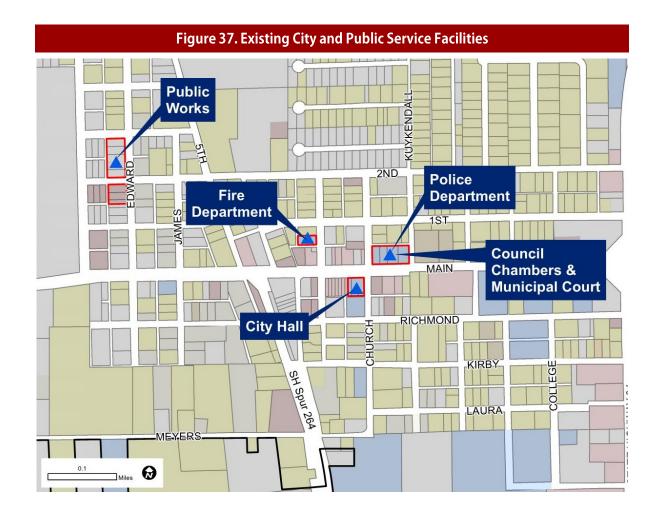
The provision of adequate City and public service facilities is also a primary quality of life indicator, and greatly influences the desirability of a community. Facilities that house the various governmental and service functions of a municipality are generally of two types:

- Those requiring a nearly central or a common location and that serve the entire municipal area, and
- Those serving segments of the community on a "service-area" basis.

This section is a general assessment of Quinlan's services and related building space needed to provide adequate services. This assessment includes City administration, the police department, and the volunteer fire department. Policies at the end of this chapter outline the way in which Quinlan's leaders should address City and public service facility needs in the years to come as the population continues to increase.

Existing Facilities

The following section outlines Quinlan's facilities, including the City Administration, Public Works Department, Code Enforcement, Council Chambers, and Municipal Court; the police department; and the volunteer Fire Department. As shown in **Figure 37**, these facilities are located throughout the City. Each department was asked to provide information regarding their current operations, facilities, and services, and to identify improvements that are needed to improve current operations and to continue to provide support as Quinlan's population grows.



City Hall

City Hall is located at 105 W. Main Street. The facility houses seven full-time employees in the departments of administration, code enforcement, and public works. The building is approximately 3,000 square feet in area and was converted to City Hall in 2011.

City Office

The City Office is located at 104 E. Main Street and is approximately 4,000 square feet in area. Along with housing the police department, the building houses the municipal court and council chamber.



What is needed to support City Hall and the City Office?

Municipal Court:

- Improve Courtroom to provide designated space for legal and financial transactions
- Improve Courtroom security, i.e. metal detector
- Continue Court Clerk training and certification
- Computer & technology improvements
- Consider transitioning to a "Court of Record"

Public Works:

- Increased staffing
- · Increased training
- · Dedicated space
- Improved lab and workspace at the wastewater treatment plant
- Covered storage for equipment, vehicles, supplies, maintenance
- Covered/heated areas for storage
- More functional area for bulk materials like gravel, dirt, asphalt
- Remote control of the Supervisory Control and Data Acquisition (SCADA) system
- Additional vehicles for employees

City Administration:

- Security and building entry improvements
- Paint, replace/repair windows
- Front counter and lobby improvements
- Consider new community development position to assist with community planning, economic development, community improvement projects, permits & development approvals

Code Enforcement:

- Consider new Building Official/Inspector position to lead permit/code approval processes and perform inspections
- Improve community involvement/education related to code enforcement, community improvement projects, etc.
- Consider short term and long term solutions related to animal control

Police Protection

Police service is an extremely important factor in assessing a community's quality of life. Safety is often a prime consideration for people when deciding where to establish a home. The City of Quinlan Police Department is located at 104 East Main Street. The facility is approximately 1,500 square feet in floor area and houses six full-time police officers and two reserve officers.

The FBI's Uniform Crime Reporting (UCR) Program records the average number of officers per inhabitants in cities across the country. In cities with populations of 10,000 or fewer people, the average number of officers per 1,000 inhabitants is 3.5. Based on Quinlan's 2016 population of 1,735 and six full-time police officers, Quinlan has 3.5 police officers per 1,000 residents – exactly the nationwide average for smaller cities.

In regard to crime, according to estimates provided by Esri, Quinlan has an annual crime rate of roughly 0.61 percent – well below the national average of 4.3 percent. As the City continues to grow, it will be important for Quinlan to continue to manage it's police department in order to ensure that crime rates remain low.



What is needed to support the Police Department?

- Additional officer to help with on-going investigations
- More officers to maintain two officers per shift with population increase
- Trained and paid fire department, or "triple certified" police officer that covers fire and medical call (similar to the cities of Fate and Heath)
- Front lobby in the police station
- · Receptionist at station entrance
- More storage space
- Computer upgrades and desk phones
- · Paint and door/window replacements
- · Secured and shaded parking for police vehicles
- Vehicle mechanic
- · Animal control services

Fire Protection

The City of Quinlan has an interlocal agreement with the Quinlan Volunteer Fire Department to provide fire and emergency first-response services. Quinlan VFD includes 35 firefighters, captains, lieutenants, chief,

EMTs/paramedics, and administration support members. The fire station is located at 108 North Epperson Street. The department is funded primarily through donations.

The Insurance Services Office (ISO) is an organization that advises insurance agencies on potential fire risk to assist the insurance agency in establishing premiums. The ISO classifies risk using the Public Protection Classification (PPC) system. The area served by Quinlan VFD includes four PPC classifications with ratings of 5, 5x, 9, and 10.

In addition to fire safety concerns, a higher rating can have a significant impact on the cost of homeowners' insurance. Ratings can be improved through placement of fire hydrants within 1,000 feet of homes, additional on-duty firefighters, additional firetrucks, additional training, and improved communication facilities. Quinlan's last evaluation was in 2015. If improvements are made, the City or Fire Chief should request a re-evaluation.

How does the PPC system grade local fire protection?

ISO classifies communities from 1 (the best) to 10 (the worst) based on how well they score on the ISO Fire Suppression Rating Schedule, which grades such features as water distribution, fire department equipment and manpower and fire alarm facilities.

https://www.tdi.texas.gov/fire/fmppcfaq.html

What is needed to support the Volunteer Fire Department?

- · Increased staffing
- Additional training
- · Equipment upgrades
- Emergency response tools
- Sleeping and meeting quarters
- · Stipend for volunteers

City Facilities Recommendations

Recommendation PF-CF1: New City Hall Facility

The existing City Hall does not meet the needs of City Staff and portrays a dated image of the City as the building is nearly 100 years old. As the City continues to grow, a new facility should be planned that can continue to accommodate all of the City departments in one building. A future facility should be located at the existing site or a nearby location in the Downtown core of Quinlan to reinforce Main Street as the heart of the community and increase activity in the area.

Alternatively, the City may wish to pursue potential partnerships for a shared justice center. For example, a partnership between Hunt County, Quinlan, and West Tawakoni may be cost efficient for all entities to share a facility for police, courts, and jails.

Recommendation PF-CF2: Paid Fire Department Staff

It is common for smaller cities to utilize volunteer fire departments, as long as reliable and trained volunteers are available. As Quinlan's population and development grows, it may eventually become necessary to transition to a paid fire department staff. When transitioning from volunteer to paid departments, many cities begin by hiring a paid fire chief to oversee operations.

Recommendation PF-CF3: Evaluate Opportunities to Improve ISO Rating

The City's last ISO inspection occurred in 2015. The City should request the full report and review details to identify opportunities for improvement. In addition to improved fire safety, a lower ISO rating can reduce premiums for homeowners' insurance. The City should consider applying for FEMA's Assistance to Firefighters Grants (AFG) program, which provides funding to assist with staffing, training, and fire prevention programs.

Recommendation PF-CF4: Animal Control and Shelter Services

Currently, no official animal control services exist within the City. Services are typically provided by Code Enforcement or the Police Department, but neither entity is properly equipped to adequately provide this service. Regarding animal shelters, the City is in partnership with Hunt County to allow for residents to bring animals to their facilities.

During the public input process, many participants noted the issue of stray animals as a significant concern. As the City's population and staffing grows over time, the City should prioritize establishment of an animal control department and shelter. In the meantime, the City should provide equipment and training to the departments currently providing services or contract such services. Additionally, the City should continue to evaluate opportunities for partnerships to share facilities and staff with nearby cities or Hunt County.

Recommendation PF-CF5: Include the Identified Needs of Each Department in a Multi-Year Prioritization and Funding Plan

Although the City cannot afford to provide all of the items on each department's "wish list", progress can be made by recording the identified needs and developing a long-range action plan. Additionally, grant funding may be available for many of the requested items, particularly safety-related items such as metal detectors, security improvements, and emergency services tools like the Jaws of Life.

Recommendation PF-CF6: Improved Cellular Phone and Internet Services

Cellular phone and internet services are currently extremely limited in Quinlan, which is a major barrier to attracting industry, entrepreneurs, young professionals, and residents in general. Major cellular phone network providers (AT&T, Verizon, and Sprint) show full coverage in the area; however, many residents complain of limited service. Additionally, few internet service providers (ISPs) offer high-speed internet to addresses located in the Quinlan area, which is a significant quality of life issue and affects economic development opportunities within the region. According to Esri, roughly 62% of households in Quinlan own a computer, with that number expected to increase in the following years.

The City should work with major cellular phone networks to identify any issues regarding network coverage in the area, and coordinate with ISPs within the region for opportunities to increase internet speed and options. One potential option may be the Rural eConnectivity (ReConnect) Pilot Program, which is a grant program offered through the U.S. Department of Agriculture to assist in providing high-speed broadband internet to rural communities. More information is available on evaluation criteria and restrictions at www.usda.gov/reconnect.

Public Facilities and Services Recommendation Summary

The following table is a summary of the recommendations within this Public Facilities and Services chapter.

Recommendation

Transportation

Recommendation PF-T1: Plan for Recommended Thoroughfare Network

Adopt the recommended roadway design standards.

Recommendation PF-T2: Plan for Recommended Network Additions and Amendments

Plan for roadway additions and amendments as shown in Figure 28. Recommended Thoroughfare Network and Table 14. Recommended Network Additions.

Recommendation PF-T3: Reduce Functional Classification on Main Street (SH 276) to a Boulevard Section

Reduce the functional classification on Main Street (SH 276) to a Boulevard Section and other adjustments as shown in Table 13. Recommended Functional Classification Amendments.

Drainage

Recommendation PF-D1: Adoption of Drainage Design Standards

Adopt drainage design standards to ensure that development occurs in a way that minimizes impacts on stormwater quantity and quality

Recommendation PF-D2: Creation of a Stormwater Master Plan

Create a Stormwater Master Plan to ensure coordinated development and minimize future flood risk.

Recommendation PF-D3: Implementation of a Stormwater Utility Fee

Implement a Stormwater Utility Fee to fund stormwater improvements and related costs, and to incentive development that causes no adverse impact downstream.

Water and Wastewater

Recommendation PF-W1: Plan for Water System Upgrades and New Facilities

Plan for future water system upgrades and new facilities as outlined in the Water and Wastewater Master Plan.

Recommendation PF-W2: Plan for Wastewater System Upgrades and New Facilities

Plan for future wastewater system upgrades and new facilities as outlined in the Water and Wastewater Master Plan.

Recommendation

City and Public Service Facilities

Recommendation PF-CF1: New City Hall Facility

Begin long-term planning for a new city hall facility in the Downtown area.

Recommendation PF-CF2: Paid Fire Department Staff

As population growth and development continue to increase, plan to transition to a paid fire department staff to ensure adequate public safety.

Recommendation PF-CF3: Evaluate Opportunities to Improve ISO Rating

Review the latest inspection report to identify opportunities for improvement.

Recommendation PF-CF4: Animal Control and Shelter Services

Seek contractors to provide animal control and shelter services.

Recommendation PF-CF5: Include the Identified Needs of Each Department in a Multi-Year Prioritization and Funding Plan

Track and prioritize department needs and seek opportunities for alternative funding sources.

Recommendation PF-CF6: Improved Cellular Phone and Internet Services

Work with cellular phone networks and internet service providers to identify issues related to cellular phone and internet services in Quinlan. Pursue grant funding available for communication services.

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Chapter Five: Economic Development

The economic development of a community is crucial to its overall success. Although the public and private sectors play very different roles in creating this development, they rely heavily on each other. When the relationships between the public and private sectors are balanced, the results can mean an enhanced quality-of-life for residents and commercial success for businesses. This symbiotic relationship can mean the broadening of employment opportunities, improved public services, and additional commercial and retail amenities.

In congruence with the Comprehensive Plan, the Quinlan Economic Development Corporation (QEDC) created a five-year strategic plan. This chapter is meant to provide a summary of the Appendix B: Quinlan Economic Development Corporation Five-Year Strategic Plan. To review this document in its entirety, please refer to Appendix B: Quinlan Economic Development Corporation Five-Year Strategic Plan.

Chapter Five

The City of Quinlan established the Quinlan Economic Development Corporation (QEDC) to oversee economic development initiatives within the City. In coordination with this Comprehensive Plan, the QEDC initiated the development of a Five-Year Strategic Plan. The Strategic Plan identifies strategies, goals, and objectives that the QEDC can follow to support the economic development that is desired within the City.

The purpose of this chapter is to summarize key information related to the Strategic Plan, which includes the following:

- Existing Analysis
- SWOT Analysis
- Strategies, Goals, and Objectives

Existing Analysis

The Strategic Plan provides financial information regarding the QEDC. Such information includes the entity's revenue, expenditures, and fund balance since the 2008-2009 fiscal year. Overall, the QEDC has implemented a conservative approach to budgeting, with the balance growing by over \$1,000,000 over the past decade (see **Figure 38**).

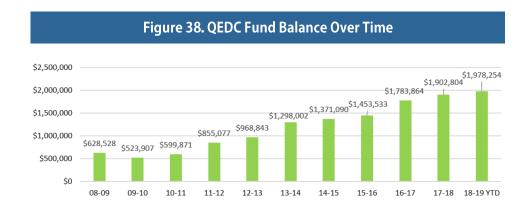
The Strategic Plan also outlines projects in which the QEDC has had an opportunity to participate. Since the year 2000, the QEDC has helped fund 31 projects; notable projects include water improvements initiated in 2011 and downtown sidewalk improvements initiated in 2017.

Finally, a contextual analysis was conducted, reviewing the economic state of various regional and local entities that the City is in or surrounded by. This analysis yielded the understanding that the City should continue to evaluate programs and resources used by competing and established programs. Additionally, it was determined that the City should continue to identify unique advantages that can be leveraged to further economic development.

SWOT Analysis

A SWOT Analysis was conducted in order to gather input that could be used to guide the goals and objectives set forth in the Strategic Plan. Using a two-pronged approach, the SWOT analysis was conducted for both the City of Quinlan and the QEDC. The following includes notable input provided during these exercises:

- Location to DFW Metroplex Strength
- Regional demand for goods and services Strength
- Drainage infrastructure Weakness
- Economic development website is inadequate Weakness
- Use reserves to promote business growth Opportunity
- Lack of strategic focus on economic development
 Threats



Economic Development

Strategies, Goals, and Objectives

After information from the existing analysis and input was considered, 10 strategies or recommendations were formulated to assist the QEDC in proactively advancing its goals. The 10 recommendations are listed below; additional detail may be found in **Appendix B: Quinlan Economic Development Corporation Five-Year Strategic Plan**.

Recommendation ED-1: Develop Necessary Resources

The QEDC, with exception of the City's GIS mapping capabilities, has very little in the way of resources necessary to pursue its duties. Preparing necessary resources is vital for any E.D. program.

Recommendation ED-2: Take Training to Raise Productivity Levels

The QEDC has several experienced Board Members but any training taken has been some time ago. Getting current training will increase the skills and productivity of the Board and Staff collectively.

Recommendation ED-3: Adopt Needed Plans, Policies, and Procedures

The QEDC does not have any administrative policies and only one incentive policy (Façade Program). Evaluating the need for additional policies and procedures will make the QEDC more professional and productive.

Recommendation ED-4: Identify Redevelopment and Enhancement Opportunities

There are many properties in the City that have significantly passed their prime. A significant amount of effort may be needed to identify redevelopment opportunities and implement programs to resolve these issues.

Recommendation ED-5: Increase Marketing Activities

The QEDC has not had any marketing programs historically. Development of adequate resources and enhancing capacities for development will allow for enhanced marketing initiatives to be more effective.

Recommendation ED-6: Actively Engage Allies and Stakeholders

The City and the QEDC have developed relationships with many partners, allies, and stakeholders but these efforts could be enhanced to benefit the QEDC's marketing efforts.

Recommendation ED-7: Target Retail and Professional Services

The City of Quinlan does not have the infrastructure typically required for attraction and support of true industry. The QEDC should target retail and professional services providers to serve their immediate region.

Recommendation ED-8: Evaluate Opportunities for a Business Park

The QEDC currently does not own any real estate in the City. As the QEDC becomes more aware of the available real estate in the area, they may benefit from a position of control on strategic properties. Future targets would include the bigger footprint office users as well as light or clean manufacturing and assembly.

Recommendation ED-9: Communicate the Activities and Successes of the Quinlan Economic Development Corporation

Although the QEDC has performed many activities and completed many projects, as evidenced by the Activities Summary herein, they have not made significant efforts to make sure the residents and leadership of the City are fully aware of their contributions. The QEDC should emphasize and make public the activities and successes they have on an ongoing basis.

Recommendation ED-10: Develop Appropriate infrastructure to Support Business Development

The QEDC has a strong history of supporting public infrastructure projects in the City. This should continue with an emphasis on those projects that support business or provide unique enhancements to the City.

These strategies were then used as a baseline to help formulate the Strategic Plan's goals and objectives. A total of 52 goals and objectives were created and can be found within the Strategic Plan. Additionally, a schedule can be found that recommends the timeline for the completion of each goal over the next five years. For the complete list of

Chapter Five

strategies, goals, and objectives, please refer to the adopted Strategic Plan, which can be found in **Appendix B: Quinlan Economic Development Corporation Five-Year Strategic Plan**.



A successful community is one that establishes a clear vision for their future and identifies the steps necessary to achieve that vision. This chapter provides implementation techniques and priorities that address the vision, recommendations, and related policies established herein. Furthermore, this chapter has been structured into a coordinated action program so that Quinlan's leaders, staff, and other decision-makers can easily identify the steps that are necessary to achieve the vision for the City described within this Plan.

It is crucial to understand that most cities cannot afford to complete all desired tasks at once; therefore, it is important to identify the top priorities that are most critical for achieving the City's vision. Many of these recommendations will take several years to complete, but this plan will help Quinlan to identify attainable, short-term goals and allocate funding in future budgets for costlier projects.

Chapter Six

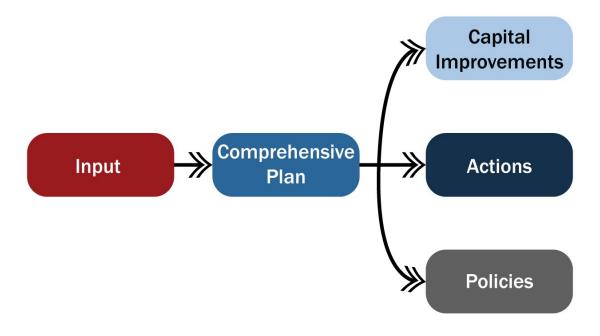
Roles of the Comprehensive Plan

Guide for Daily Decision-Making

Through the years, a diverse group of individuals have impacted the physical layout of Quinlan through their efforts. In the future, each new development that takes place, whether a subdivision that is platted, a home that is built, or a new school, church or shopping center that is constructed, represents an addition to the City's physical form. The results of such efforts and facilities creates the City as it is seen and experienced by Quinlan's residents and visitors. If planning is to be effective, it must guide every individual development decision. The City, in its daily decisions, will always refer to the basic proposals outlined within the Comprehensive Plan. In turn, it is encouraged that the private sector recognizes the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the City. The Future Land Use Map is particularly important for the City as it provides guidance and basis for the City's decisions, protecting against undesirable or unfair practices, such as spot zoning.

Flexible and Alterable Guide

The Comprehensive Plan is intended to be a dynamic planning document, flexible to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments. The Quinlan City Council and other City officials should consider each proposed amendment carefully to determine whether it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of the City of Quinlan.



Periodic Review

Annual Review of the Plan

At one-year intervals, a periodic review of the Plan with respect to current conditions and trends should be performed. Such on-going, scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities, and will reveal changes and additions that should be made to the Plan to keep it current and applicable long-term. Items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain functional, and will continue to give City leaders effective guidance in decision-making. Overall, annual reviews of the Plan should consider the following:

- The City's progress in implementing the Plan
- Changes in conditions that form the basis of the Plan
- Community support for the Plan's goals, objectives, and recommendations
- Changes in State laws

Comprehensive Review with Public Participation

In addition to periodic annual reviews, the Comprehensive Plan should undergo a more thorough review and update every five to ten years. The review and updating process should begin with a citizen committee, thereby encouraging citizen input from the beginning of the process. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, City leaders and major stakeholders, developers, merchants, and other citizens and individuals who express an interest in the long-term growth and development of the City. An informed, involved citizenry is a vital element of a democratic society, and the needs and desires of the public are important considerations in Quinlan's decision-making process. Overall, a broad range of perspectives and ideas helps City leaders and the City Council to make more informed decisions for the betterment of the City. Quinlan should continue to encourage as many forms of community involvement as possible as the City implements its Comprehensive Plan.

Regulatory Mechanisms

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Plan. Each development decision will be evaluated and weighed against applicable proposals contained within the Plan. The Plan allows Quinlan to review proposals and requests while considering an officially prepared document adopted through a sound, thorough planning process. If decisions are made that are inconsistent with Plan recommendations, then they should include actions to modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making.

Zoning Regulations

Zoning is perhaps the single most powerful tool for implementing Comprehensive Plan recommendations. State law gives power to cities to regulate the use of land, but regulations must be based on a plan. Therefore, the City's zoning map should be as consistent as possible with the Comprehensive Plan, specifically the Future Land Use Map. It is encouraged that Quinlan prioritize areas where a change in current zoning is needed in the short-term and that efforts be concentrated on making such changes. In the long-term, consistent zoning policy in conformance with the Future Land Use Map will achieve the City's preferred land use pattern over time. Furthermore, implementation of all recommendations will likely require a significant update to the zoning ordinance text, particularly including a realignment of existing zoning districts to reflect the new Future Land Use Plan.

Subdivision Regulations

The act of subdividing land to create building sites has a major effect on the overall design and image of Quinlan. Currently, large areas exist in the City limits and the ETJ that could accommodate such development. Therefore, it is crucial that the City continue to consider the Comprehensive Plan when reviewing subdivision layouts and their associated infrastructure. Requirements for adequate public facilities are essential to ensure the City's orderly and efficient growth.

Chapter Six

Implementation Matrix

The following matrix is a summary of the recommendations within this Comprehensive Plan. The columns *What, When, Who,* and *How* are intended to provide the City with specific tasks to work toward implementing the vision of this plan.

"What"

The table is a summary of the Recommendations that are provided within each section. Each Recommendation includes a hyperlink to the original recommendation and associated description.

"When"

Short term recommendations should be targeted for implementation within the first five years of plan adoption; long term recommendations should be targeted within five

to ten years; ongoing recommendations cannot be completed with a single action and should be continually addressed.

"Who"

Although the responsibility for accomplishing a task may include additional parties, the purpose of this column is to identify the main player(s) in completing the recommendation.

"How"

This column identifies generally how each recommendation can be accomplished, such as a project that City Staff can lead, further study that is required, or necessary funding to be allocated.

		When?			
Recommendation	Short- Term	Long- Term	On- Going	Who?	How?
LAND USE					
Future Land	Use				
Recommendation LU1: Use the Land Use Plan in the Decision-Making Process The Land Use Map should be used to guide future decisions regarding rezoning and other land use planning efforts. Population projections should be used to guide planning for future infrastructure and facility needs.				City Staff	Zoning Ordinance
Growth Manage	ement				
Recommendation LU2: Provide Utility Services Only within the City and CCN to Encourage Voluntary Annexation • Extend water and/or sewer utilities only within Quinlan's City limits and CCN.				City Staff and City Council	City Policy
Recommendation LU3: Consider Modifications to the Existing CCN Limit expansion of the existing CCN. Work to transfer CCN rights to surrounding providers.				City Staff and City Council	City Policy
Recommendation LU4: Identify Financial Incentives to Encourage Voluntary Annexation • Consider implementing tax increment financing (TIF), tax abatements, Chapter 380 agreements, and/or a Municipal Development District (MDD).				City Staff, City Council, and QEDC	Study and Evaluation
Development Sta	ndards				
Recommendation LU5: Develop and Adopt an Engineering Design Criteria Manual • Develop an engineering design criteria manual to address the detailed design aspects of roadways, water, wastewater, and stormwater facilities.				City Staff, P&Z, and City Council	City Policy
Create clear and consistent articulation standards for the design of non-residential facades. Consider creating more robust design standards which may include elements such as awnings, lighting, large windows, limited signage, defined pedestrian walkways, and tripartite facades.				City Staff, P&Z, and City Council	Zoning Ordinance

		When?			
Recommendation	Short- Term	Long- Term	On- Going	Who?	How?
Incorporate cluster layouts into the zoning and subdivision ordinances. Amend ordinance to require a connectivity index of at least 1.6 for future subdivision developments. Amend the zoning ordinance to encourage livable and sustainable neighborhoods and require a developer of a subdivision to install at least five of the elements outlined in this recommendation's section. Incorporate outlined garage layout requirements into the residential development standards.				City Staff, P&Z, and City Council	Zoning Ordinance
Identity and Walkabilit	y Elemer	nts			
Recommendation LU8: Plan for Entryway and Branding Elements to Identify the City Consider more locations for monument signs or structures with the City's name in order create a positive perception of the community. Consider adding more branding elements to key areas in the City. Recommendation LU9: Plan for Pedestrian and Street Design Enhancements Amend roadway construction requirements to require curb-and-gutter facilities with sidewalks in new, denser developments. Identify a long-term plan to replace existing open bar ditches with curb-and-gutter facilities to retrofit sidewalks in existing neighborhoods. Coordinate with the Quinlan Independent School District (QISD) to provide pedestrian and street enhancements around school facilities.				City Staff and City Council	Capital Improvement Plan Capital Improvement Plan
Neighborhood Str	ategies				
 Recommendation LU10: Implement Appropriate Neighborhood Preservation, Restoration, and Rehabilitation Strategies Consider implementing neighborhood strategies outlined in Table 7 of this Plan. Create a Downtown Development District to ensure that the historic, small- to medium-scale character of Downtown Quinlan is protected. Attract infill and redevelopment through targeted incentives. Investigate the viability of a façade improvement program to allow for the rehabilitation of existing housing stock. Conduct a Property Conditions Study every 3-5 years to prioritize neighborhood strategy efforts and track property value trends. Establish a Substandard Structures Board to assist with code enforcement and demolition decisions. Establish a rental registry to facilitate requirements relating to code enforcement and inspections between each tenant change. 				City Staff, P&Z, and City Council	City Policy

		When?			
Recommendation	Short- Term	Long- Term	On- Going	Who?	How?
Recommendation LU11: Encourage Community-Led Efforts to Improve the Appearance of Neighborhoods Develop a community clean-up calendar customized to Quinlan's specific needs and prepare a packet of information to provide to sponsor groups. Designate a staff member or appoint a community volunteer to coordinate the program and manage any associated budget. Participate in the Keep Texas Beautiful or Keep America Beautiful program.				City Staff and City Council	Appoint Leader or Liaison
Recommendation LU12: Update Existing Codes to Implement Higher Standards and Modernized Best Practices Review codes relating to substandard structures to ensure compliance with state law. Adopt the 2018 International Building Code and 2018 International Property Maintenance Code.				City Council	Code Adoption

		When?		Who?	
Recommendation	Short- Term	Long- Term	On- Going		How?
PUBLIC FACILITIES					
Transportation Recor	nmendat	ions			
Recommendation PF-T1: Plan for Recommended Thoroughfare Network					
 Build upon the existing functional street classification system. Establish a boulevard concept to enhance the viability of Downtown. Support connections to formulate a grid for local access and circulation. Incorporate sidewalks into the local street network to increase pedestrian connectivity. Add system connections to facilitate long-term growth areas. Add special enhancements to identified intersections. 				City Staff	Capital Improvement Plan and Plat Review
Recommendation PF-T2: Plan for Recommended Network Additions and Amendments Implement Table 13 for recommended functional classification amendments. Implement recommended network additions located in Table 14 .				City Staff	Capital Improvement Plan and Plat Review
Recommendation PF-T3: Reduce Functional Classification on Main Street (SH 276) to a Boulevard Section Reduce the functional classification of Main Street from a				City Staff	City Policy and Capital Improvement Plan
principal arterial to a boulevard. Recommendation PF-T4: Improve Downtown Street Facilities Over a 40-Year Timeframe • Use Figure 29 to prioritize funding for street improvements in Downtown Quinlan				City Staff	Capital Improvement Plan
Drainage Recomm	endation	s			
Recommendation PF-D1: Adoption of Drainage Design Standards Adopt the iSWM technical criteria in part or whole to meet stormwater needs and goals. Consider adopting National Oceanic and Atmospheric Administration (NOAA) Atlas 14, point precipitation-frequency (PPF) data for Texas to establish design rainfall totals for the City.				City Staff and City Council	Adoption of Standards
Recommendation PF-D2: Creation of a Stormwater Master Plan Perform a flood study of the unmapped streams to quantify flood risk along these reaches and prevent future development within the 100-year floodplains.				City Staff or Consultant	Plan Development

		When?			
Recommendation	Short- Term	Long- Term	On- Going	Who?	How?
 Perform a detailed flood study of the major creeks to establish BFEs along these reaches and provide better clarity about structures in the floodplain. Use information gathered from new studies to update the Flood Insurance Rate Map (FIRM). 					
Recommendation PF-D3: Implementation of a Stormwater Utility Fee Enact a stormwater utility fee through an ordinance in which there is a majority vote from City Council.				City Council	Adoption of Fee
Water and Wastewater Re	ecommer	ndations			
Recommendation PF-W1: Plan for Water System Upgrades and New Facilities • Reference Table 14 to improve the City's water system to support current and projected development				City Staff and City Council	Capital Improvement Plan
Recommendation PF-W2: Plan for Wastewater System Upgrades and New Facilities Reference Figure 36 to make improvements to the City's wastewater system to support current and projected development.				City Staff and City Council	Capital Improvement Plan
City and Public Service Faciliti	ies Reco	mmenda	tions		
Plan for a new City Hall facility located at the existing site or at a nearby location in the Downtown core of Quinlan to reinforce Main Street as the heart of the community and increase activity in the area.				City Council	Capital Improvement Plan or Bond Election
Recommendation PF-CF2: Paid Fire Department Staff • Begin by hiring a paid fire chief to oversee operations.				City Council	General Fund
Recommendation PF-CF3: Evaluate Opportunities to Improve ISO Rating Request the full ISO report from 2015 and review details to identify opportunities for improvement. Apply for FEMA's Assistance to Firefighters Grants (AFG) program, which provides funding to assist with staffing, training, and fire prevention programs				City Staff and P&Z	City Policy
Prioritize establishment of an animal control department and shelter as the City grows. Evaluate opportunities for partnerships to share facilities and staff with nearby cities or Hunt County.				City Council	General Fund

		When?			
Recommendation	Short- Term	Long- Term	On- Going	Who?	How?
Recommendation PF-CF5: Include the Identified Needs of Each Department in a Multi-Year Prioritization and Funding Plan Identify grant funding available for requested items, particularly safety-related items such as metal detectors, security improvements, and emergency services tools like the Jaws of Life.				City Staff	City Policy
Work with major cellular phone networks to identify any issues regarding network coverage in the area. Coordinate with ISPs in the region for opportunities to increase internet speed and options. Investigate the Rural eConnectivity (ReConnect) Pilot Program, which is a grant program offered through the U.S. Department of Agriculture to assist in providing high-speed broadband internet to rural communities.				City Staff	City Policy

Recommendation	Implementation Objectives
ECONOMIC DEVELOPMENT	
Recommendation ED-1: Develop Necessary Resources	 Develop comprehensive QEDC website Develop a marketing pamphlet including a location map Traffic Count Report Sites & Buildings Summary Evaluate hiring a shared Staff member
Recommendation ED-2: Take Training to Raise Productivity Levels	- Business Retention & Expansion training - Local Incentives training - Incentive Policies and Agreements training
Recommendation ED-3: Adopt Needed Plans, Policies, and Procedures	 Adopt Action Plan and implement objectives Implement a comprehensive BRE program Adopt a comprehensive Incentive Policy Adopt a more robust Property Enhancement Incentive Policy Support development of a CIP Support completion of an updated Comprehensive Plan Support development of an Annexation Plan

Recommendation	Implementation Objectives
Recommendation ED-4: Identify Redevelopment and Enhancement Opportunities	 Evaluate need for additional Entry Portals Adopt enhanced Property Enhancement Policy Evaluate feasibility of a Community Center Assist in funding Phase 3 of the Park Support development of a Vision Plan to redevelop downtown
Recommendation ED-5: Increase Marketing Activities	 Attend NTCAR broker event in Dallas Develop comprehensive QEDC website Evaluate need for additional Entry Portals Invite the NE Texas Governor's Office representative to a QEDC meeting
Recommendation ED-6: Actively Engage Allies and Stakeholders	- Continue engaging the area TxDOT Engineer - Develop a program to engage local landowners - Enhance Staff / CC / EDC communications - Hold an annual joint meeting with City Council
Recommendation ED-7: Target Retail and Professional Services	- Develop comprehensive QEDC website - Traffic Count Report - Sites & Buildings Summary - Attend NTCAR broker event in Dallas
Recommendation ED-8: Evaluate Opportunities for a Business Park	Sites & Buildings Summary Analyze opportunities to acquire QEDC property
Recommendation ED-9: Communicate the Activities and Successes of the Quinlan Economic Development Corporation	- Better communicate EDC programs/successes - Develop comprehensive QEDC website - Enhance Staff / CC / EDC communications
Recommendation ED-10: Develop Appropriate infrastructure to Support Business Development	- Gravity sewer to eliminate lift stations - Pursue enhanced Internet / Cellular services - Fund CIP components that support business