



IMPLEMENTATION

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The Downtown Anna Concept Plan depicts a three-phased implementation process. In its complete form, it offers a glimpse of how Downtown Anna may look perhaps 25 – 50 years in the future. Its purpose is to establish the basis for a regulatory framework that allows Downtown Anna to develop according to the objectives and vision outlined in this plan. Even Phase 1 of the Concept Plan is likely 10 years down the road. It is important to iterate that 25-50 years is not the distant future in city planning – many planning decisions such as where ROWs will go, building set-backs, and preferred growth areas have consequences (good and bad) that last a century or more. For example, the standard 80’ ROWs for the local streets depicted in this plan were dedicated in the 1800s as 80’ was the minimum distance it took to turn around a horse-drawn wagon. It is important to “get it right” when planning for the future.

Nevertheless, planning for the future of Downtown Anna does not only consist of long-term implementation strategies and the not-too-distant future. There are near-term strategies that can be implemented over the next five years that can have a potentially very positive impact on Downtown.

Preliminary Implementation Strategies (Near-Term)

The following are preliminary implementation strategies to improve the downtown that do not require a great deal of investment or drastic changes to the existing ROWs and built environment. They offer incremental improvements that though small, are not insignificant and will establish a foundation for future, larger-scale, Downtown improvement efforts.

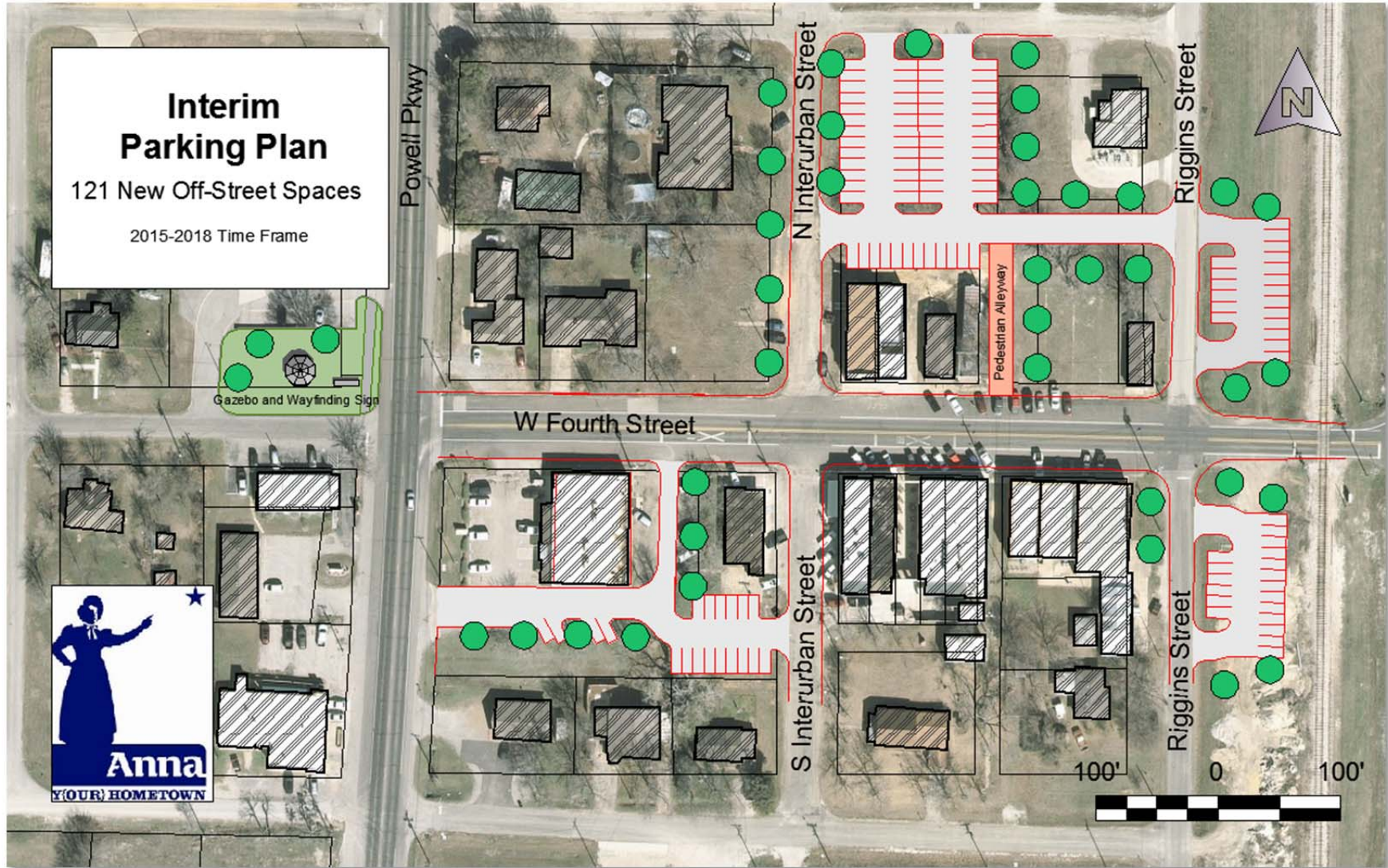
Interim parking plan*	Gazebo at 101 S. Powell
Bike racks	Renovate old water tower
Better street lighting (gas-type lamps)	Historic plaques/markers
Seasonal banners	Street furniture
Wayfinding markers	Public art (statues)

Finally, the City should refrain from allowing any new developments that have names similar to a Downtown Area (Town Center, On the Square, Old Towne, etc.) that are outside of the Downtown area, to establish this as the City’s central business district (CBD). Otherwise, the City will likely see the heart of commercial, retail, and entertainment activity spread out along the major corridors.

Interim Parking Plan | An interim parking plan was generated as a near-term improvement to “legalize” parking, increase the capacity of Downtown parking, and allow shared-flex parking spaces for special events. It also depicts a location for a potential wayfinding sign, gazebo, and public art at the location of the former Planning Department building at 101 N. Powell Pkwy. Map 10 is the interim parking plan.

Phased On-Street Parking | Important to consider as Downtown develops, is creating and maintaining an adequate supply of parking spaces.

Map 10: Interim Parking Plan



Phased Implementation Strategies (Longer-Term)

The plan calls for a phased implementation strategy to keep the scope focused and limit nonconformance over the next decade. It is intended for the regulatory framework for Phase 1 will be implemented prior to 2017. This will consist of overlay zoning standards that minimally will ease minimum setbacks while introducing maximum setbacks, introduce context-appropriate appearance (form) standards, require pedestrian orientation for buildings, and eliminate barriers to vertical mixed-use through focusing more on the impact of a site – as opposed to separating land uses. Phase 2 will be implemented by 2020, and Phase 3 by 2025. This schedule is however, flexible, and can be hastened or delayed based upon development demands and market conditions. Maps 11-14 depict the entire phased implementation of the entire Downtown area and include future right-of-way alignments and building concepts.