EXISTING CONDITIONS

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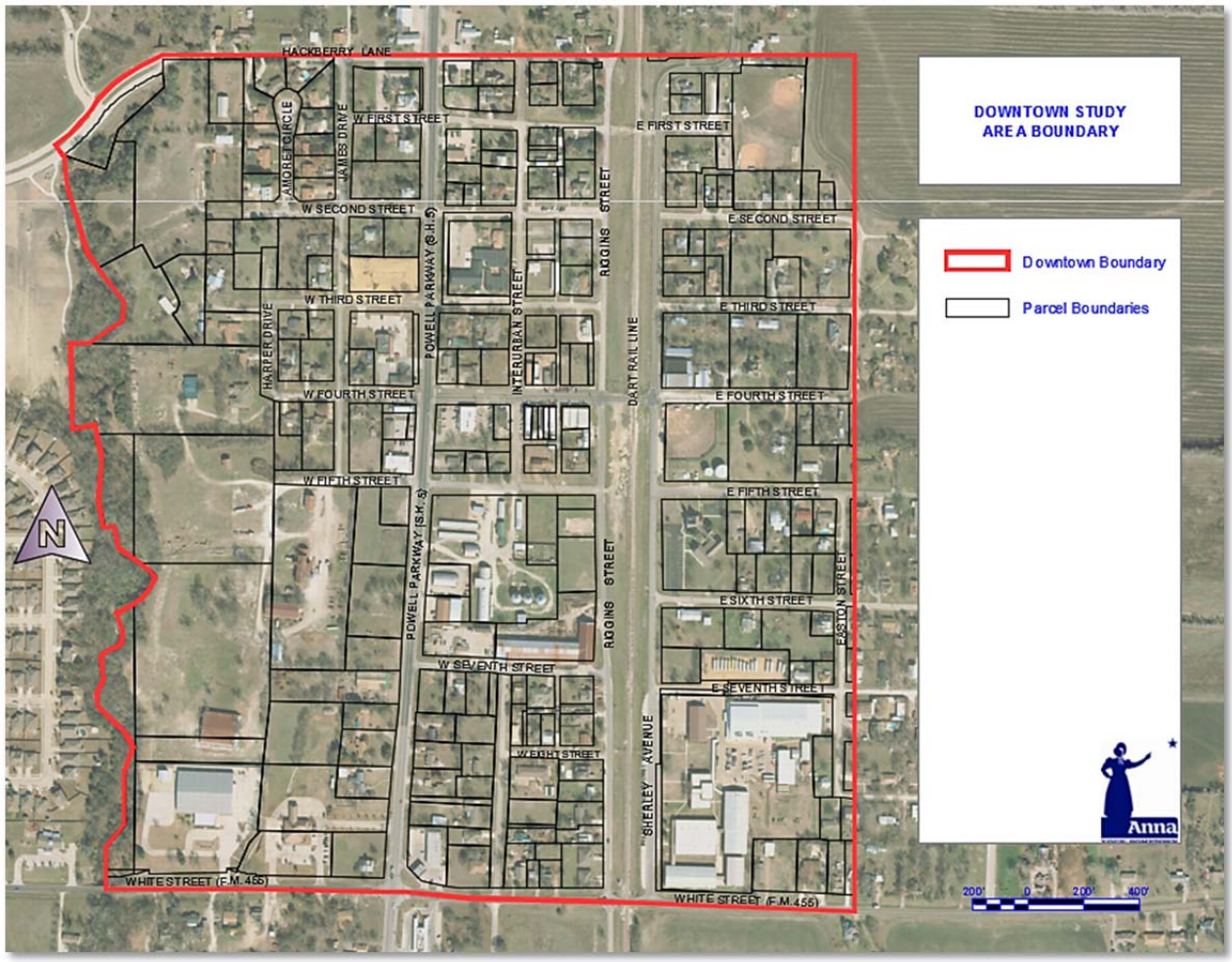
"Downtown" Anna today generally consists of several city blocks along and east of North Powell Parkway (SH 5) bounded on the south by West White Street (FM 455) and Hackberry Drive on the North. It is bounded on the East by the Dallas Area Rapid Transit rail line right-of-way that runs north-south, parallel to Powell Parkway. SH 5 runs along the old route of U.S. Highway 75 at Howe into the city of Allen. SH 5 parallels US 75 along its length and runs alongside the former Frisco rail lines. SH 5 was created in 1959 when the new route of US 75 was established to the west (TxDOT, 1987). Most of the portion of Downtown that exhibits a traditional historic character consists of older and newer buildings built to look historic lining 4th Street. The built environment of the blocks south of 5th Street has an agro-industrial character dominated by old metal buildings, grain elevators, and Quonset sheds. North and east of 4th Street, the uses become more residential in character.

Study Area "Downtown" Boundary

The Downtown Advisory Group envisioned the future downtown Anna as consisting of an approximately 190.4 acre district, or a just over ½ square mile area, roughly centered on Anna's current strip of historic buildings along East Fourth Street and bounded on the north by Hackberry Lane, the east by Easton Street, the south by White Street (FM 455), and the west by Slayter Creek (Map 2). The new downtown includes Powell Street (SH 5), a major regional north-south thoroughfare, and the wide north-south Southern Pacific railroad right-of-way owned by Dallas Area Rapid Transit (DART).

Map 2: Study Area "Downtown" Boundary



Barriers

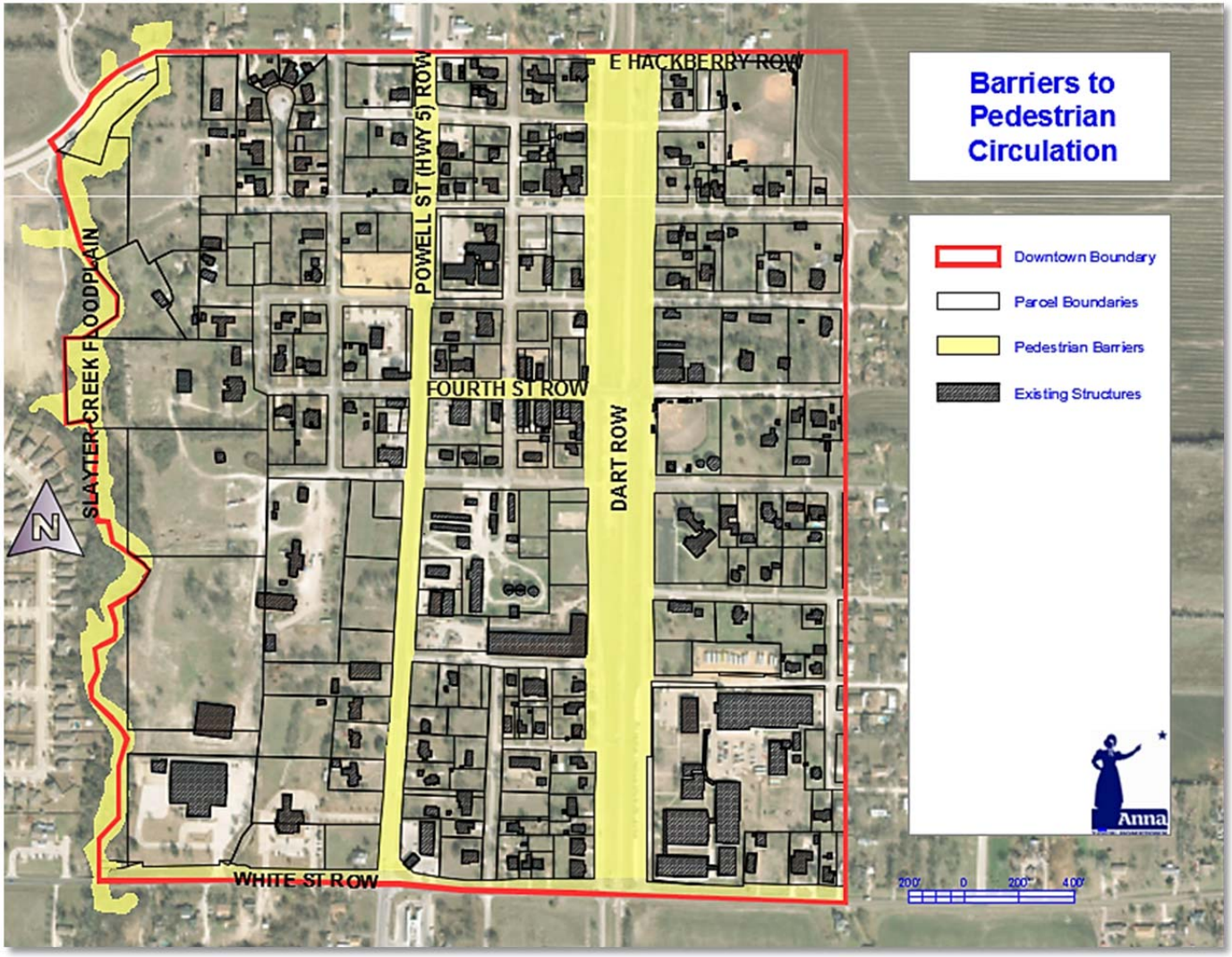
Barriers can be both functional and/or perceptual. Within the study area, the wide north-south Dallas Area Rapid Transit (DART) right-of-way (ROW) and Powell Parkway (SH 5) ROW divide the Downtown area roughly into thirds. They are impediments running north-south to the free and safe flow of pedestrians, bicycles, and vehicles east-west. The railroad is only crossed once in the study area at East Fourth Street. Furthermore, Powell Parkway (SH 5) has no pedestrian crosswalks. These issues provide impediments to pedestrian, bicycle, and vehicular circulation in the Downtown area. These barriers to circulation were also evident in the original town plat.

Within the context of the greater city as a whole, the Slayter Creek floodplain to the west provides a functional barrier as it is only traversed at the far northern and southern boundaries of the study area by

Hackberry Lane and White Street (FM 455) respectively. It divides the Downtown area from the large residential subdivisions and their populations to the west. Furthermore impeding pedestrian and bicycle circulation, there are no sidewalks or bicycle lanes along White Street (FM 455) or Hackberry Lane where they cross Slayter Creek (Map 3).

Breaking Down Barriers | Any future planning efforts for Downtown Anna should examine ways to break down barriers – both between and within subdivisions and districts - to the safe flow of pedestrians, bicycles, and vehicles. Currently Anna has problems with streets that are interrupted, sidewalks that go nowhere, long stretches of uninterrupted barriers (creeks, ROWs, etc.) and roadway shoulders too narrow to be safely traversed by bicycles and pedestrians. Increasing accessibility, especially to and within and Downtown, will make a larger and more defined economically sustainable and thriving central district possible.

Map 3: Barriers to Pedestrian Circulation



Parking Survey

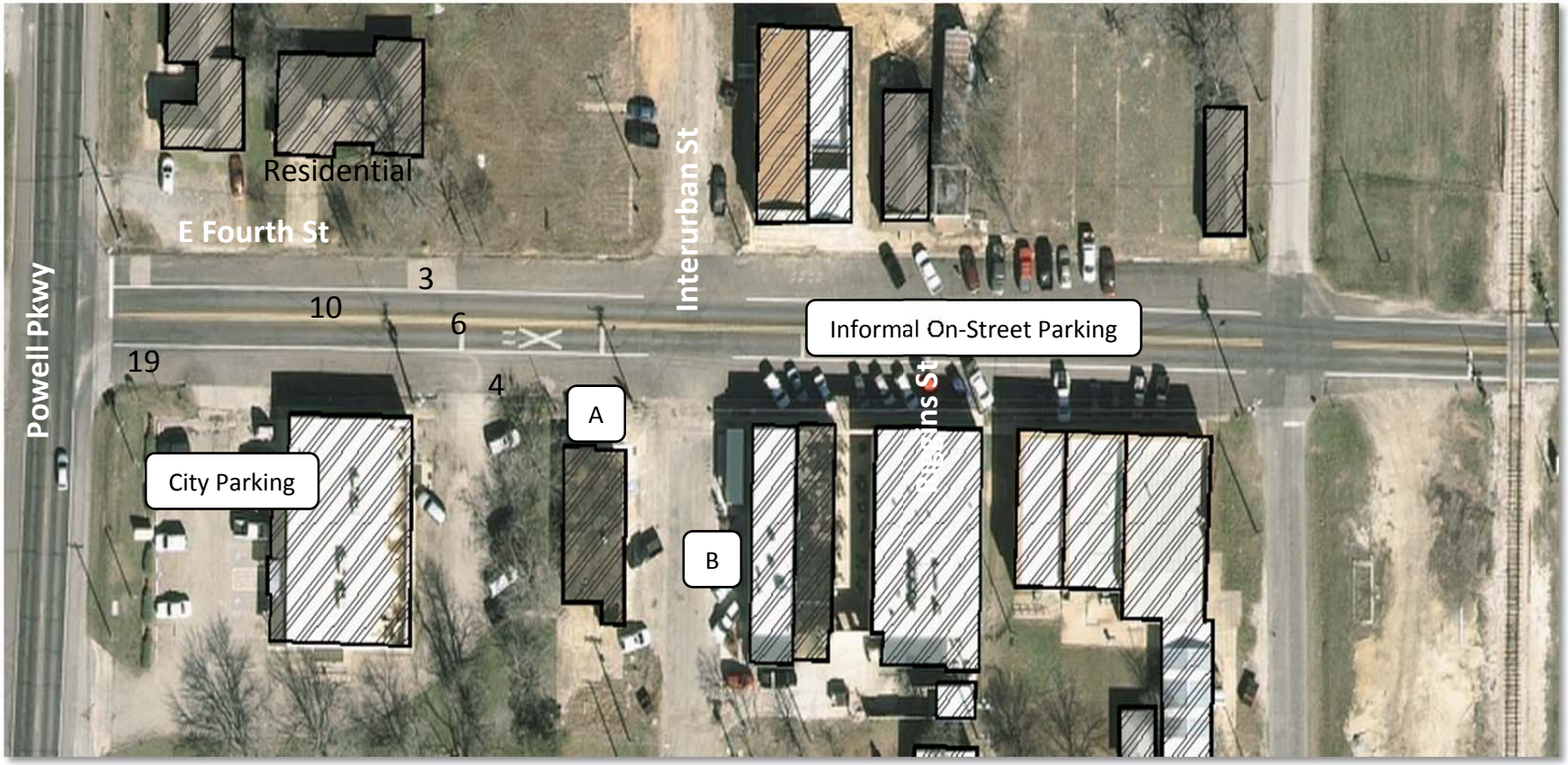
Inadequate parking was one of the most significant problems facing the current Downtown. The existing downtown area consists of the small strip of buildings along East Fourth Street. Since East Fourth Street is the local name for FM 2862, an on-system, State owned right-of-way, any on-street parking along it is technically illegal. Despite this, informal angled and straight on-street parking is a daily occurrence and the illegality of it unenforced.

Off-Street Parking | The only formal parking is the eight spaces at Pizzeria with faded and incomplete striping along Fourth and Interurban at Mama Mia's (A on map) and the approximately four unstriped angled paces along Interurban adjacent to Daddy Rex's Twisted BBQ (B on map). Excluding the City Parking, the total off-street parking downtown is approximately 12 spaces. There is informal parking behind buildings, but this is unmarked. There are 29 marked spaces (19 in front along Powell St., 10 in rear) at the Utility Billing/Police Station (City parking on the map). Some of this could be flexed into off-street parking on weekends; however, the parking in the rear is also used for police vehicles. The formal parking spaces are numbered on the map with the number of spaces technically available.

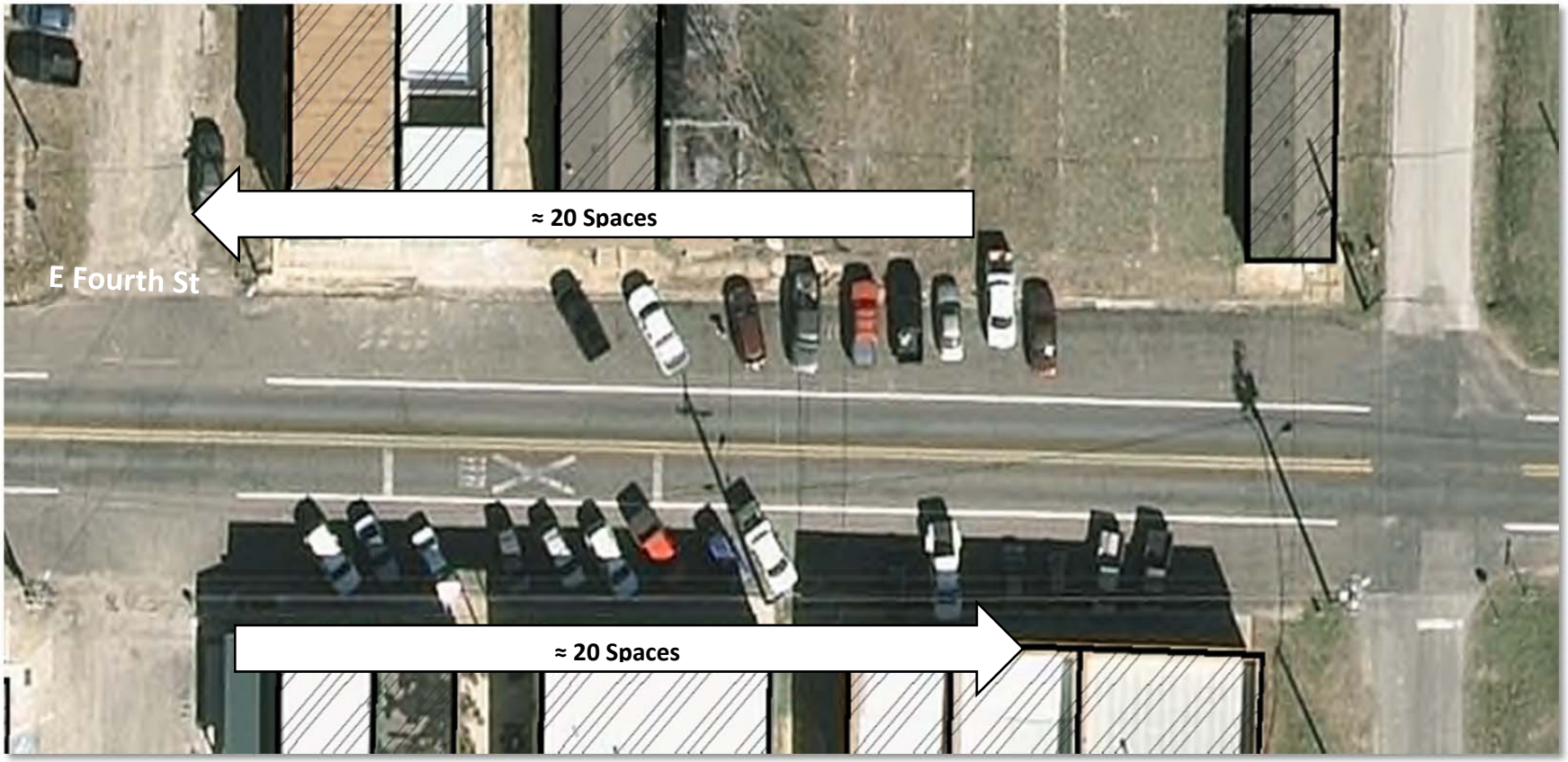
On-Street Parking | Motorists informally parking along East Fourth Street park at angles between 45 and 90 degrees (straight in). That being said, the number of parking spaces varies based upon how people park – one car can establish the trend for the day. Roughly 20 vehicles can fit per side of East Fourth Street. Furthermore, people park both parallel and at 90 degrees along the undefined strip along Interurban Street. It is important to reiterate that the parking on East Fourth Street is unlawful.

Informal Parking | Much of the parking in downtown Anna is informal, that is as the streets are only partially curbed, people park on the undefined areas along the street shoulders. The capacity is highly variable as it is based on the angle people choose to park (Map 4 and 5).

Map 4: Parking in the Downtown Area Today



Map 5: On-Street Parking Along East Fourth Street



Land Use Inventory

A simple land use inventory was conducted of the future downtown area in July of 2014. Map 6 depicts existing land uses by category and major existing structures in the Downtown study area. Parcels were classified according to the following categories:

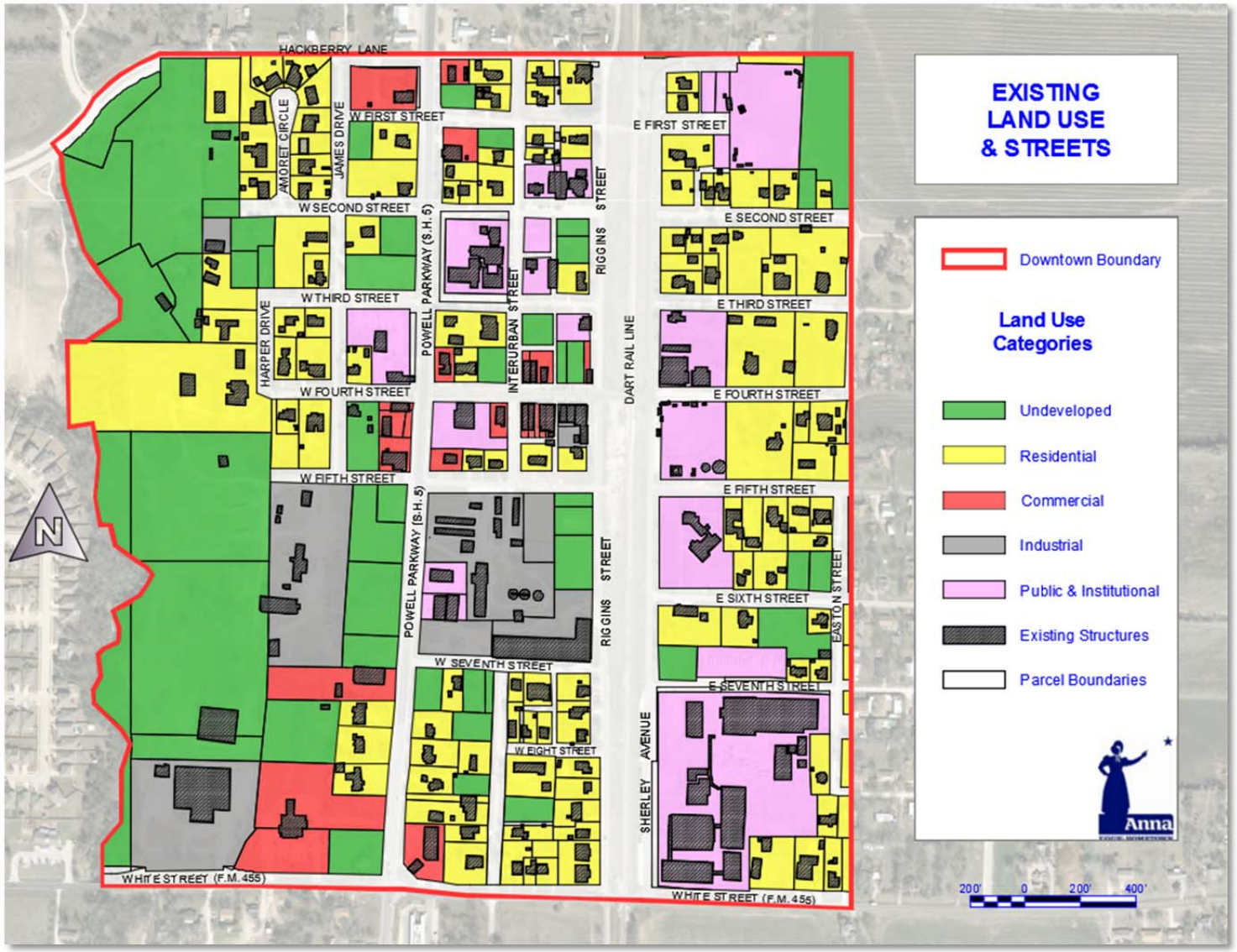
Table 6: Existing Land Use Inventory (2014)

Land Use Category	Explanation	Improvements Area SF	Land Area Ac	% Total Parcels
Undeveloped	Vacant, Undeveloped, & Ag		44.09	28.27%
Residential	Single family & multifamily	152,865	49.74	31.89%
Industrial	Manufacturing & Ag Processing	159,540	30.87	19.79%
Public & Institutional	Education, Religious, Gov, Parks, Utility	196,478	22.69	14.55%
Commercial	Restaurants, retail, office, and services	56,561	8.56	5.49%
Totals		565,444	155.95	100%
Total Rights-of-Way	State, County, and City ROW		34.45	
Total Downtown	Includes ROW		190.40	

Source: Collin County, 2014

West Fourth Street Looking East

Map 6: Existing Land Use Map Downtown Anna



Building Conditions

In order to form a basis for planning activities that provide a vision for the future of downtown Anna, it was necessary to determine the condition of the existing structures in the planning area. To compile this information, an exterior survey of the condition of existing structures was conducted in July of 2014. Structures were classified according to the following four categories (Table 7):

Table 7: Building Condition Categories

1. Standard Condition	3. Major Deterioration
2. Minor Deterioration	4. Dilapidated Condition

The survey was qualitative and holistic in that sites with multiple buildings were rated on the overall condition of structures. Furthermore, minor accessory structures were not rated. Further explanation of the structural condition categories is given below for clarity of definition.

1. Standard Condition: A standard structure is defined as one that basically has no defects.

2. Minor Deterioration Condition: A structure requiring minor or no apparent structural repair, but within the planning period, will require such maintenance to retain its value and usefulness. Examples of minor defects are:

    - Light damage to steps or porches, or manufactured housing skirting and siding;
    - Slight wearing away of mortar between bricks or other masonry;
    - Small hairline cracks in the walls, plaster or chimney or mobile home siding separations;
    - Torn screens or cracked window panes;
    - Slight wear of door sills and frames, window sills or window frames;
    - Broken gutters or downspouts.

3. Major Deterioration: Those units exhibiting a need for additional repair that would normally not be provided during a regular course of maintenance. Such units have one or more deficiencies that are of an intermediate nature, and that must be corrected if the unit is to continue providing safe and adequate shelter for the occupants. Examples of intermediate defects are:

- Holes, open cracks, rotted, loose or missing materials over a small area of the foundation, roof, or wall (or siding of manufactured housing);
- Shaky or unsafe steps, rails, and porches;
- Broken or missing window frames;
- Rotted or loose window frames that are no longer rain or wind-proof;
- Loose, broken or rotted stair treads, risers, balusters, or rails;
- Deep wear on door sills, frames, steps, or porches;
- Missing bricks or cracks in the chimney, trim on Manufactured Housing;
- Makeshift chimneys, such as stovepipes or other un-insulated pipe leading directly from stoves to the outside through a hole in the window, wall, or roof.

4. Dilapidated: Units that, in their present condition, do not provide safe or adequate shelter, and endanger the health, safety, and well-being of the occupants. Such units have one or more critical defects, or have a combination of intermediate deficiencies in sufficient number or extent to require considerable repair, or are of inadequate construction. The defects are either so critical or widespread that the structure will have to be extensively repaired, reconstructed, or demolished. Examples of critical defects are:

- Holes, open cracks, loose, rotted, or missing materials over a large area of the foundation, walls, or roof, including the framework of Manufactured Housing;
- Sagging roof ridges, eaves, or out of plumb walls, including manufactured housing walls;
- Extensive damage caused by fire, storms, flooding, termites, etc.

Table 8: Existing Building Conditions

Condition	Residential	Commercial	Industrial	Public & Institutional
Standard Condition	43	13	1	6
Minor Deterioration	44	4	3	6
Major Deterioration	22	2	1	3
Dilapidated	6	0	1	0

Source: Field Survey Conducted by Planning and Development in 2014

Image 10: Photos of existing downtown area

ANNA GRAIN & COUNTRY STORE

CROW'S
COUNTRY CAFE
CROW'S
EVERY SUNDAY
BRUNCH BUFFET