

**TIRZ#3 - Presentation**  
**Streetscape & Safety Improvement Program**  
**Dokyo Dauntaun**  
**424 N Chaparral**



September 17, 2019



# Traffic & Planning Analysis

EXHIBIT A

support quality development within downtown. Each of these programs and policy recommendations would require additional study and evaluation.

Table 4 identifies recommended policy and program projects that should be implemented in the next two to three years.

*Table 4: Policy Implementation Recommendations*

Program / Policy	Recommendation
Implement MPO Bicycle Mobility Plan	As street improvements are made and one to two-way conversions are implemented, the City should integrate recommended bicycle and pedestrian projects and routes as identified under the plan.
Bus Routes – RTA Transit 2020 Plan	As the RTA's Transit 2020 Plan, bus routes through downtown should be reassessed as infrastructure improvements occur to identify potential efficiencies and additional routes that might become available under the two-way conversions or street grid reconnections.
Extend TIRZ #3 to Alamo and Laredo	Maximize the value capture of Downtown by extending the TIRZ #3 boundary to the full extent of Alamo and Laredo from downtown to SH 280/Crossdown based on the recommendations in this report.
Sidewalk/Street Tree Management and Maintenance	<p>Within the Downtown Management District and greater TIRZ #3 Area, clarify responsibility for sidewalk maintenance and improvements that will:</p> <ul style="list-style-type: none"> <li>• ensure consistency in quality, style and safety along all street networks;</li> <li>• reduce the burden on local businesses or owners;</li> <li>• enable more effective management of street tree care and preservation; and</li> <li>• explore cost-sharing program options</li> </ul>
Downtown Parking Study Action Plan	The strategies identified in the recently adopted Downtown Parking Strategy by the City should be implemented.
Water's Edge Program Force	The City should work with the Downtown Management District and TIRZ #3 Board to create a water's edge task force that helps support maintenance, activation and programming of the shorelines and T-heads.
Construction Phasing and Management	The City should organize phasing of concurrent construction projects to minimize traffic impacts, as the Harbor Bridge construction is underway. This should also take into consideration truck traffic and operational standards that might be impacted during construction.
Amend Ordinance to Create One-Way Streets	The City should amend its ordinance to remove the one-way rule in its policies and implementation strategies.
Amend Urban Transportation Plan	Develop and update the Urban Transportation Plan.
Form Parking Alliance	Working with downtown partners and organizations, the City should form a parking alliance to encourage shared parking strategies and implement recommendations from the downtown parking plan recently adopted.
Truck and Loading Zone Standards	The Downtown Management District will work with local businesses to develop truck and loading zone standards.

These recommendations are not all-inclusive and might result in additional policy needs, but they will help address the immediate needs identified during this process and during stakeholder interview sessions. The roadway improvements will help alleviate several complaints and frustrations for Downtown, however, without the proper planning for economic development and policy-level details, the adjacent owners will still experience frustration when it comes to day-to-day life in Downtown.

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TIRZ #3 TRAFFIC AND PLANNING ANALYSIS  
DRAFT | APRIL 2018

## Sidewalk/Street Tree Management and Maintenance

Within the Downtown Management District and greater TIRZ #3 Area, clarify responsibility for sidewalk maintenance and improvements that will:

- ensure consistency in quality, style and safety along all street networks;
- reduce the burden on local businesses or owners;
- enable more effective management of street tree care and preservation; and
- explore cost-sharing program options



# Streetscape & Safety Program

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## Program Details

- Up to 50% rebate of eligible project costs up to a max of \$10,000 per property.
- **Qualified Sidewalk Repair** for Investments of **\$5,000 or more**

## Eligible Improvements

- Awnings
- Concrete Work / Sidewalk Repair
- Design & Permit Fees associated with façade improvements
- Door Replacement
- Exterior Cleaning
- Exterior Lighting\*
- Exterior Paint
- Landscaping
- Murals
- Removal / Replacement of incompatible exterior finishes or materials
- Sidewalk Café Improvements
- Signs
- Surveillance Cameras & Systems\*
- Window Replacement or Repair to Enhance Appearance

*\*Required*

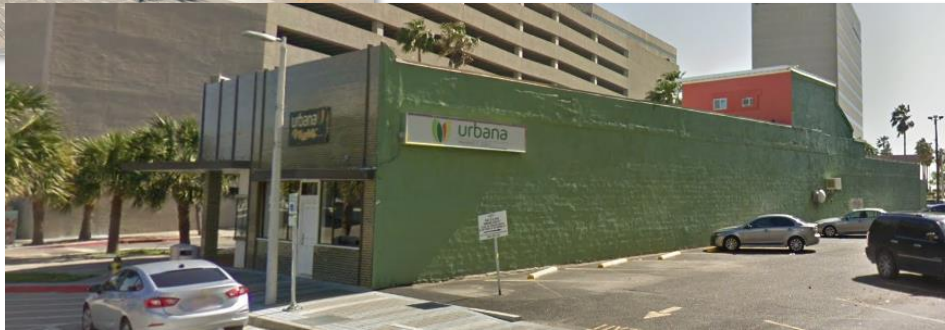
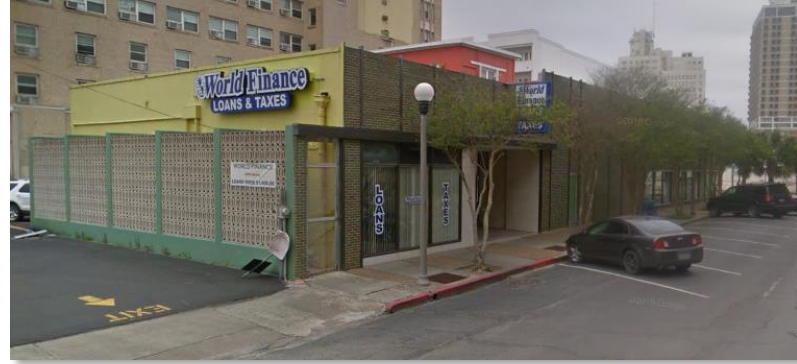
# 424 N Chaparral

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- Built in 1936
- 9,160 SF Building
  - 5,000 SF (Dokyo)
- Sushi + Korean BBQ Concept
- Former owner of Aka Sushi Downtown for the last 5 years
- Proven successful restaurateur

# Current Condition: 424 N Chaparral



# Property Repairs – 424 N Chaparral



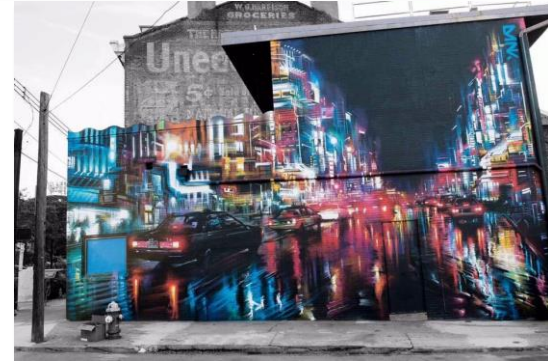
Project Costs	
Description	Estimate
Security System	\$5,500
Lighting	\$3,700
Signage	\$15,400
Door Replacement	\$5,200
Prep Walls & Paint	\$20,000
Mural	\$20,000
Exterior Entryway (Flooring and Window Slats)	\$4,000
Soffit Repairs	\$1,200
Design & Permit Fees	\$9,200
Contingency (10%)	\$7,200
Total Costs	\$91,400



# Exterior Concept



# Mural Concept







# Recommendation - 424 N Chaparral

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Program	Total	Period
Streetscape & Safety Improvement Program	\$45,700	One Time

- Meets Goal of Streetscape & Safety Improvement Grant program
- Motion to Approve Agreement Today
- Property Owner will Proceed With Work