



# Concepts for Rainey Street Improvements

Presentation to CPTC– December 3, 2012

- Introduction/Scope Definition
- District Overview
- Regulatory Framework
- Rainey Street Challenges
- Work in Progress
- Alternatives Analysis
- Recommended Alternative
- Next Steps Discussion



# Introduction/Scope Definition



- Area of Review:
  - South of Cesar Chavez
  - West of IH-35
  - North of Lady Bird Lake
  - East of the MACC
- Multi-department team engaged:
  - Austin Energy
  - Austin Transportation
  - Economic Growth and Redevelopment Services Office
  - Planning & Development Review
  - Public Works
  - Real Estate Services
- Today's objective is to present a recommendation for discussion and approval.

# District Overview

- Approximately 72 properties in the Rainey Street District
- Current mix of uses:
  - Mixed Use
  - Residential
  - Restaurant
  - Cocktail Lounge



# Regulatory Framework

- Central Business District
- Convention Center Overlay District
- Waterfront Overlay/ Rainey Street Subdistrict
- National Historic Register District





# Existing Challenges



- Inclusion of Rainey Street in CBD has resulted in proliferation of restaurants and cocktail lounges.
- Improperly managed parking, missing and non-compliant sidewalks, and poor lighting have created safety issues.
- Residents of the district have raised concerns about degradation of access and quality of life.

- Street Lighting
- Code Changes
- Parking
- Infrastructure Improvements

- Austin Energy has upgraded roadway lighting.
- The Rainey substation site has been secured and will provide opportunities for designs compatible with the goals of the neighborhood. Projected date for the substation is 2017.
- Transmission lines are currently located at the substation site; additional lines will not be required.
- Austin Energy will work with PWD on the design, approval, and purchase of a combination street/pedestrian light that will meet the safety requirements for the neighborhood.



### Cocktail Lounges

- CBD zoning allows cocktail lounges as a permitted use. All of the Rainey St area is zoned CBD.
- Planning Commission earlier this year initiated a code amendment to make cocktail lounges a conditional use with the Rainey St. area even with CBD zoning.
- This amendment is going to a Planning Commission subcommittee in December, the full Commission in January and will be before the City Council in early February.

### Historic Structures/ District

- Rainey Street from Driskill Street to River Street was designated a National Register Historic District in 1985.
- Existing Rainey Street Subdistrict Regulations provide incentives for relocation of historically significant structures within the Subdistrict.
- Historic Landmark Commission adopted a resolution requesting initiation of a code revision expanding the incentives to encourage relocation outside of the Subdistrict to increase the chance that projects will pursue relocating historically significant buildings to appropriate locations vs. demolishing those buildings.
- This amendment is going to a Planning Commission subcommittee in December, the full Commission in January and will be before the City Council in early February.

- **Alternative 1- Minimum Investment**
  - Improve lighting, provide parking on East Avenue.
  - Install pay stations on streets and MACC parking lot.
  - Wait for development of additional improvements.
- **Alternative 2 – Two Way Traffic**
  - Improve lighting, provide parking on East Avenue.
  - Install pay stations on streets and MACC parking lot.
  - Add sidewalks and shared use bicycle/vehicle lanes.
- **Alternative 3 – One-Way Traffic**
  - Improve lighting, provide parking on East Avenue.
  - Install pay stations on streets and MACC parking lot.
  - Convert Rainey Street to one-way north of River Street.
  - Add sidewalks and shared use bicycle/vehicle lane northbound.
  - Add dedicated contraflow bicycle lane southbound.



# Alternatives Analysis

Option	Advantages	Disadvantages
Minimum Investment	<ul style="list-style-type: none"><li>• Lowest cost – no lost value</li><li>• Adds parking</li><li>• Improves lighting</li></ul>	<ul style="list-style-type: none"><li>• Does not address traffic and safety issues</li><li>• Likely to generate opposition from all stakeholders</li></ul>
Two-Way (\$600K - \$800K)	<ul style="list-style-type: none"><li>• Partially addresses traffic and safety issues</li><li>• Adds parking on East Avenue</li></ul>	<ul style="list-style-type: none"><li>• Potential loss of City investment upon redevelopment</li><li>• Loss of on-street parking on Rainey may generate opposition</li></ul>
One-Way (\$600K - \$800K)	<ul style="list-style-type: none"><li>• Most fully addresses traffic and safety issues</li><li>• Fully compliant with all relevant City plans</li><li>• Adds parking on East Avenue and retains parking on Rainey Street</li></ul>	<ul style="list-style-type: none"><li>• Potential loss of City investment upon redevelopment</li><li>• May generate opposition from condo owners</li></ul>

## Other Considerations\*

- Provide promenade to link Rainey Street to Sabine Street.
  - Consistent with Waller Creek redevelopment plans.
  - Requires collaboration with private property owners.
- Implement Parking Management District.
  - Use revenues to “pay back” project costs.
  - Provide residential permit parking in some areas.
  - Revenues from MACC parking go to MACC operations.
- Realignment of intersection at Red River and Cesar Chavez Streets.
  - Improves intersection operation and safety.
  - Requires collaboration with hotel developers and property owners.

\*Not included in cost estimates provided on Slide 12

## Recommendation – Alternative 3

- Convert Rainey Street to one-way northbound from River Street to Driskill Street.
  - Designate northbound lane as shared use lane.
  - Add contraflow southbound bicycle lane.
- Add/repair sidewalks and bulb-outs as required to achieve ADA compliance.
- Remove the traffic circle at the intersection of River and Rainey Streets.
- Implement Parking Management District.
- Add reverse angle parking on East Avenue.
- Add pay stations to East Avenue.
- Meter the parking at the MACC lot per MACC Board recommendation.
- Improve roadway/pedestrian lighting.
- Implement parking management district.
- Collaborate on promenade connecting to Sabine Street.
- Collaborate on realigning Cesar Chavez/Red River intersection (see Supplemental Information).

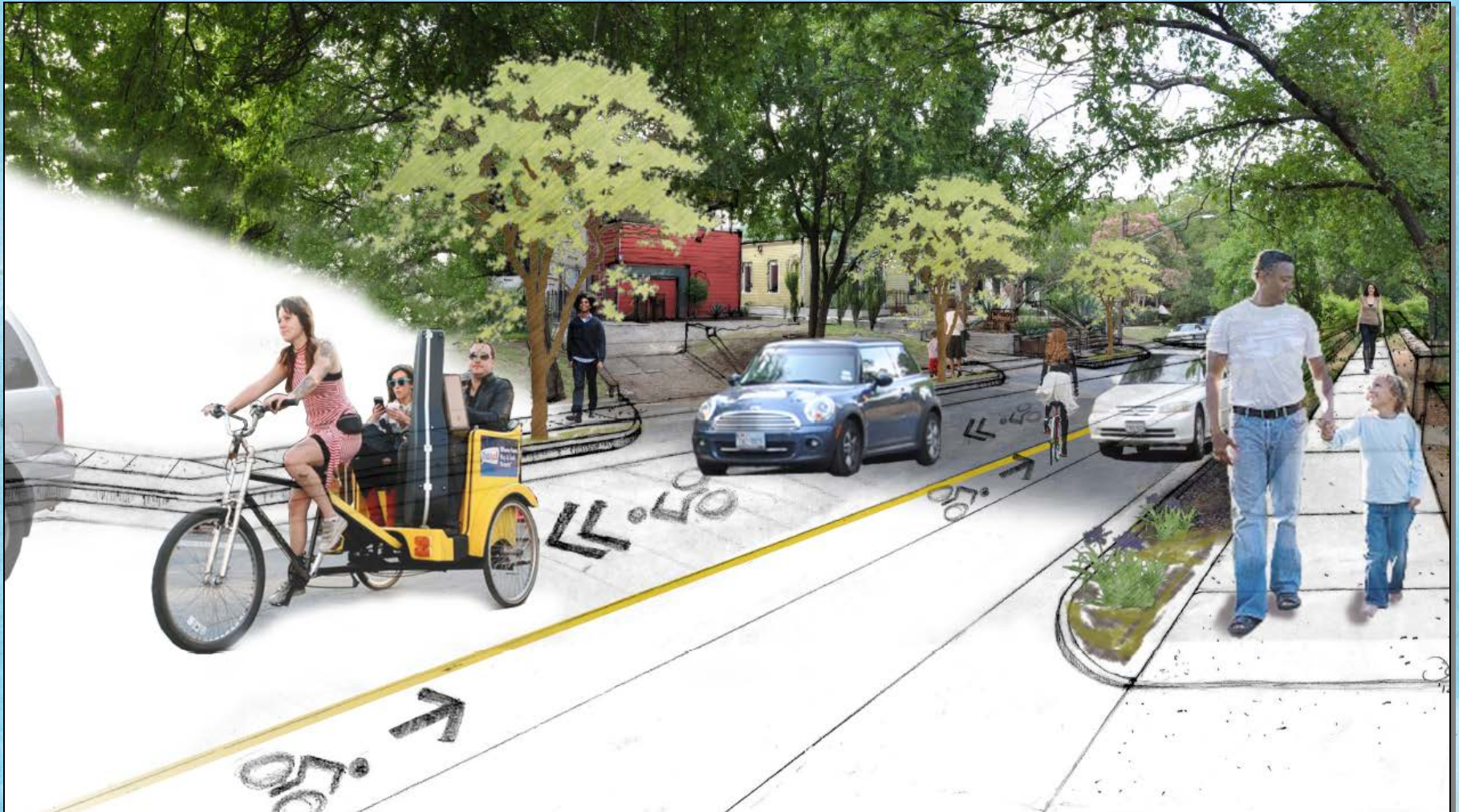


# Rainey Street One-Way Option Aerial Rendering





## View 1 – Looking south at 85-87 Rainey Street



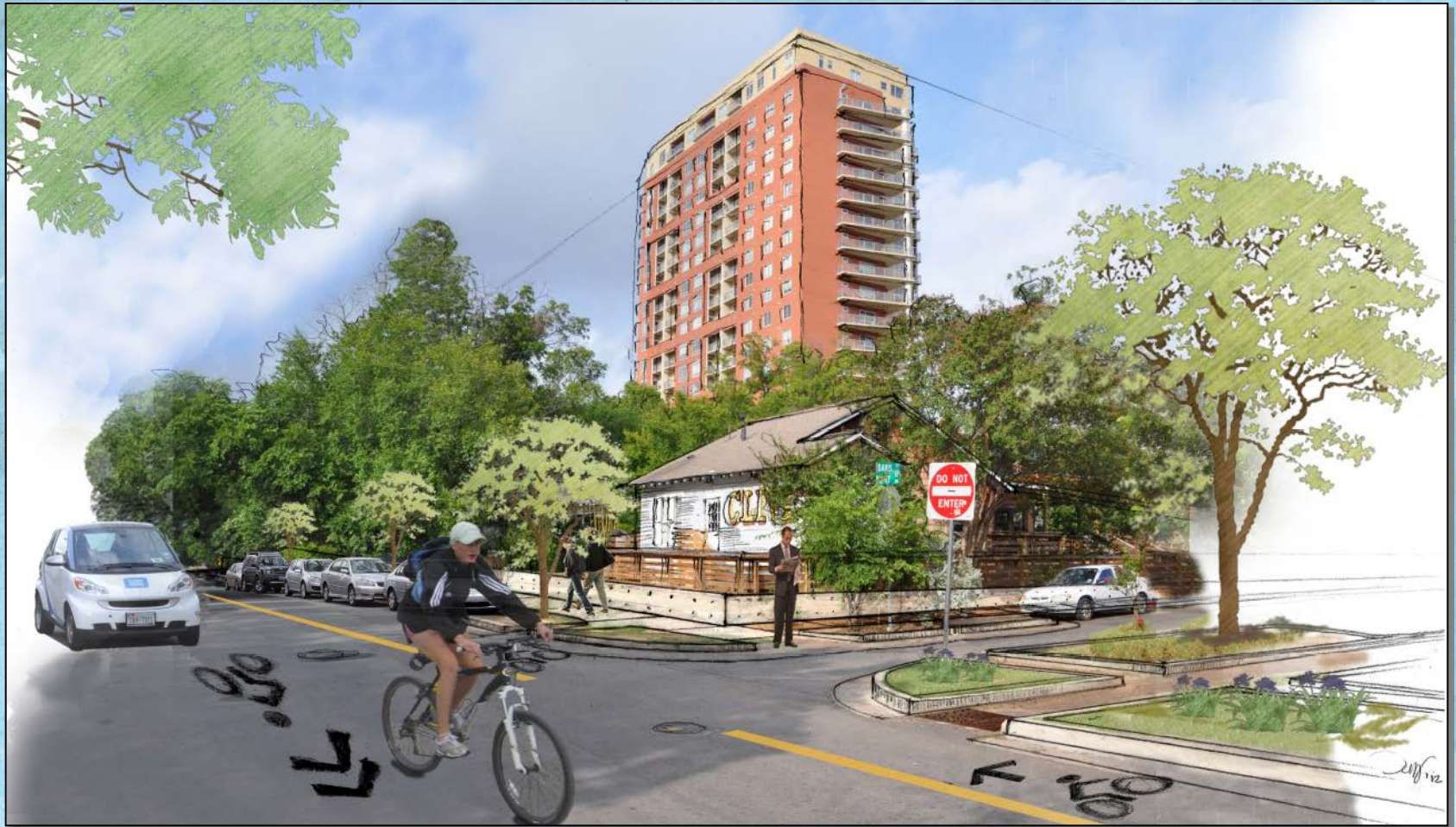


## View 2 – Looking north across Driskill Street at Promenade



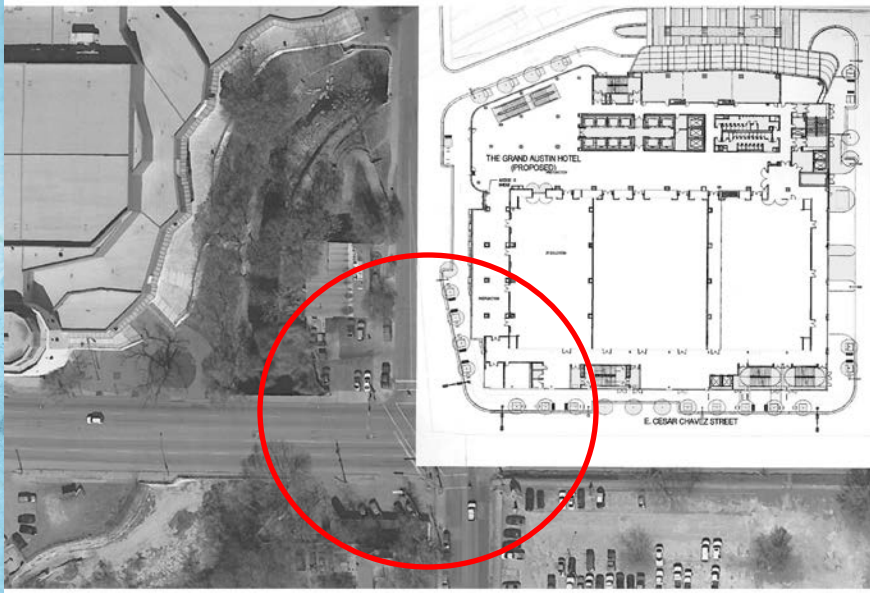


## View 3 – Looking south at Rainey/Davis Intersection

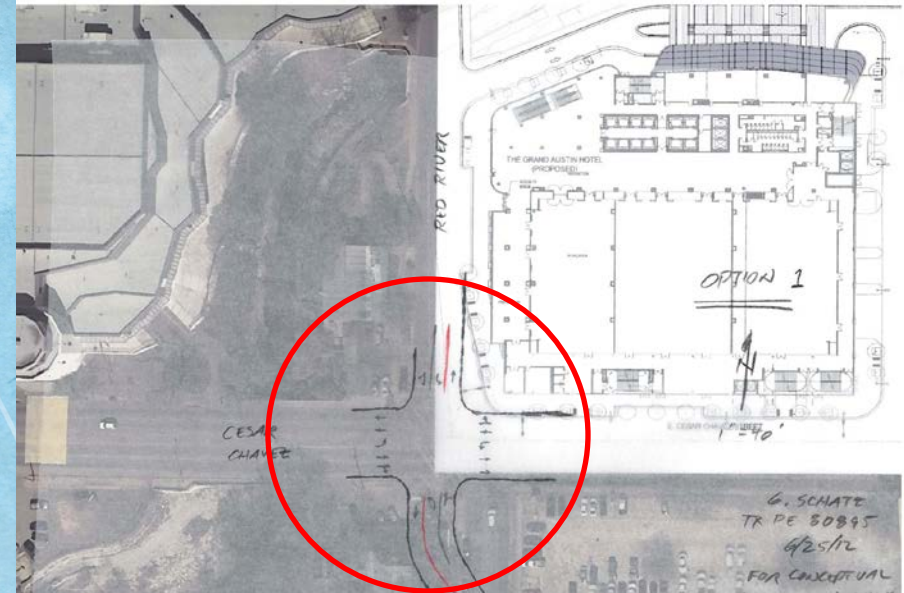




# Red River/ Cesar Chavez Realignment



Current Intersection Alignment



Realigned Intersection

Advantages: Improved safety and intersection operation.





## **Discussion and Next Steps**



# Proposed Next Steps

- Immediate - Parking
  - Implement parking improvements to East Avenue
  - Install pay stations at the MACC parking lot
  - Install pay stations on Rainey Street
  - Initiate Parking Management District process
  - Initiate limited Residential Parking Permit program
- After SXSW in March 2013
  - Convert Rainey to one-way northbound from River to Driskill
  - Remove traffic circle at Rainey and River
  - Install contraflow bicycle lane and shared lane
  - Construct sidewalks and bump-outs
- Ongoing
  - Negotiate installation of pedestrian/bicycle promenade
  - Negotiate realignment of intersection at Red River and Cesar Chavez Streets