



Rainey Neighbors Association

February 11, 2019

Dear Esteemed Design Commissioner,

2019 Board of Directors:

Sandra De Leon

President

Towers of Town Lake Condos

Dan Knopf

Vice President

The Shore Condos

Lora Herring

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Towers of Town Lake Condos

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The Shore Condos

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Milago Condos

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Skyhouse Apartments

Michael Cortinas

Millenium Apartments

A City Council resolution was passed in 1999 directing the City Manager to work with the Rainey Neighborhood to facilitate discussions leading to land use objectives and priorities for the neighborhood. Of special concern was the vulnerable nature of the neighborhood due to its relative isolation and susceptibility to the negative effects of larger scale projects in the vicinity. (Resolution No 990603-81, Austin City Council Meeting, June 3, 1999) Today, the Rainey Neighborhood has eleven infill projects in various stages of the permitting process for new development with five of those projects surpassing 45 stories in height.

There are significant mobility issues in the Rainey Neighborhood as a result of the rapid growth predicted in 1999. Factors that contributed to these issues include: the absence of any process that assessed the infrastructure prior to the upzone from SF-3 to CBD; the lack of process that studied, optimized and informed the appropriate level of density and mixed-use for the area; and Rainey is bordered on three sides by Waller Creek, Lady Bird Lake and IH-35, leaving only two main access points in and out of the neighborhood. Rainey was built to accommodate single-family homes on long blocks, a pattern that impedes circulation, unlike the street grid in the downtown core with shorter blocks that create connectivity. Add to the mix a maximum FAR of 15:1 with unlimited height. To date, Rainey has yet to implement a comprehensive master plan. In the absence of a plan, and given the accelerated pace with which new development is occurring in the area, the neighborhood is requesting that these five conditions be formally adopted in the Rainey Street Subdistrict.

- Adopt a comprehensive mobility plan, like the Rainey Traffic Study, formed collaboration with the Rainey Neighbors Association, specifically addressing the unique mobility issues in the Rainey Subdistrict.
- Approval of current entitlements, 8:1 FAR and below, for site plans on the condition that they are accompanied by corresponding improved infrastructure, especially mobility infrastructure that is based on the 34 mobility recommendations outlined in the Rainey Street Traffic Study.
- Approve infill that does not alter the current street dimensions nor speed limit.
- Approve infill that promotes ancillary amenities in addition to restaurants, such as retail that provides goods and services to Rainey residents.
- Amend code to allocate half of density bonus to Rainey-specific benefits other than affordable housing.

Thank you for taking the time to consider our requests. We look forward to working with the city to create a vibrant, walkable neighborhood for residents and visitors in the Rainey Street District.

Sincerely,

Sandra De Leon
President, Rainey Neighbors Association



RAINEY

NEIGHBORHOOD MOBILITY STUDY & PLAN

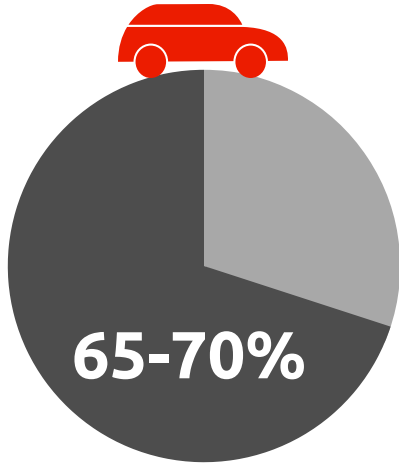
**PLANNING
FOR GROWTH**

PREPARED BY:

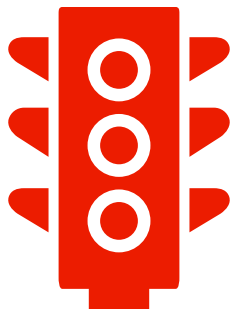
BIG RED DOG ENGINEERING & CONSULTING

INSIDE: IDENTIFICATION
OF MOBILITY
CHALLENGES AND
POTENTIAL SOLUTIONS

EXISTING CONDITIONS



**OF VEHICLE TRAFFIC
TO/FROM NEIGHBORHOOD
COMES FROM RED RIVER ST
OR RIVER ST**



**PEAK HOUR
CONGESTION
STEMS FROM**

**EAST CESAR
CHAVEZ & I-35**

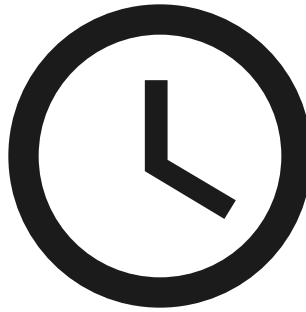


**NO
DEDICATED
BICYCLE
FACILITIES**

**NO
TRANSIT
STOPS**

EXISTING CONDITIONS

BETWEEN
9:30 PM
-
2:30 AM



1
PEDESTRIAN CROSSES
RAINEY/DAVIS
INTERSECTION EVERY
3 SECONDS



4X

AS MANY
PEDESTRIANS AT
RAINEY/DAVIS

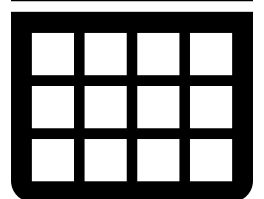
VS



AT
RAINEY/RIVER

ON

SATURDAY



NIGHTS

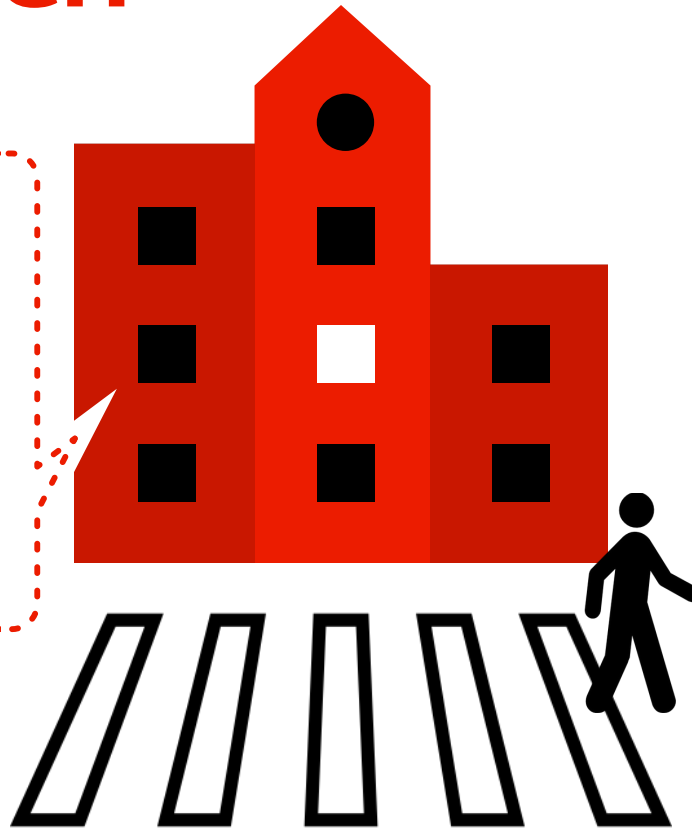
STREETS WITH MISSING SIDEWALKS

- **DRISKILL**
- **RED RIVER**
- **RAINEY**
- **RIVER**
- **DAVIS**



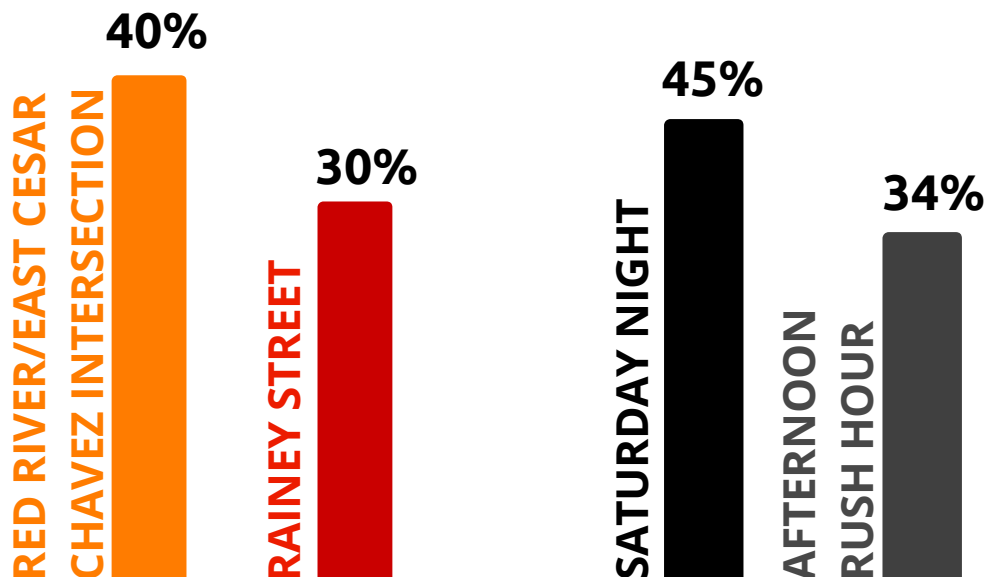
OUTREACH

ON-STREET
PARKING NOT
NEEDED DURING
LATE NIGHT FOR
BUSINESSES.
REMOVAL COULD
HELP THE
PEDESTRIAN
ENVIRONMENT.



#1 PRIORITY
NEIGHBORHOOD
STAKEHOLDERS
WANT
SIDEWALKS AND
PEDESTRIAN
ACCESS.

WHEN AND WHERE IS THE WORST TRAFFIC?



OUTREACH

VEHICLES

2.75

VEHICLE TRIPS
PER WEEKDAY
PER PERSON

50%+

OF RESIDENTS TAKE NO
MORE THAN 2 CAR TRIPS
PER DAY

44%

OF HOUSEHOLDS HAD 1
OR FEWER CARS

OTHER MODES

74%

OF RESIDENTS TAKE TRIPS
BY FOOT OR BIKE ON
WEEKDAYS, 82% ON
WEEKENDS

20%+

OF RESPONDENTS HAD
PREVIOUSLY USED
CAR2GO, 15% FOR B-CYCLE

75%

OF RESIDENTS USE TAXIS
OR A TNC, 30% DO SO
SEVERAL TIMES PER
MONTH

PARKING

90%

OF RESPONDENTS DO NOT
PAY A SEPARATE MONTHLY
RATE FOR AT LEAST ONE
PARKING SPACE

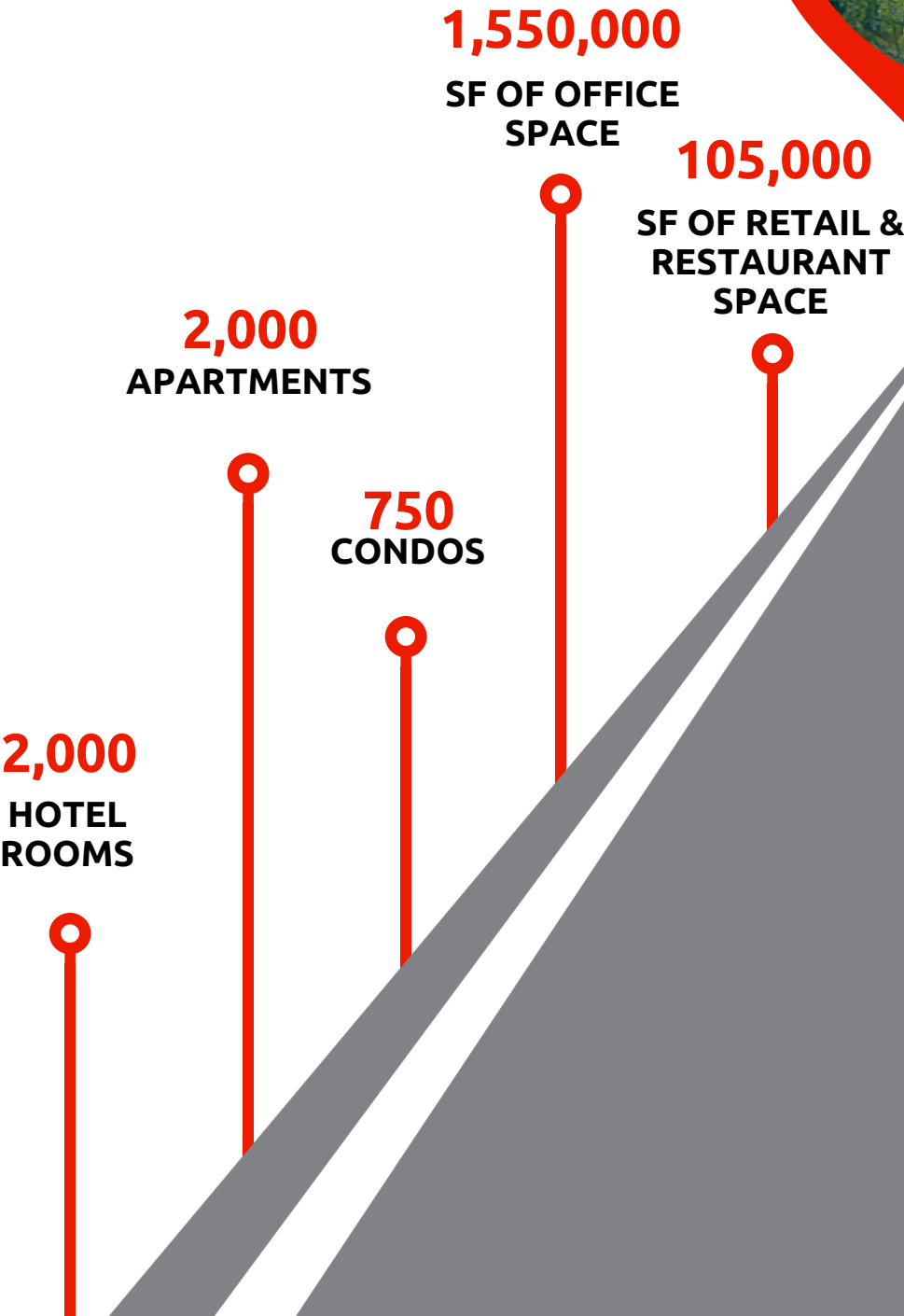
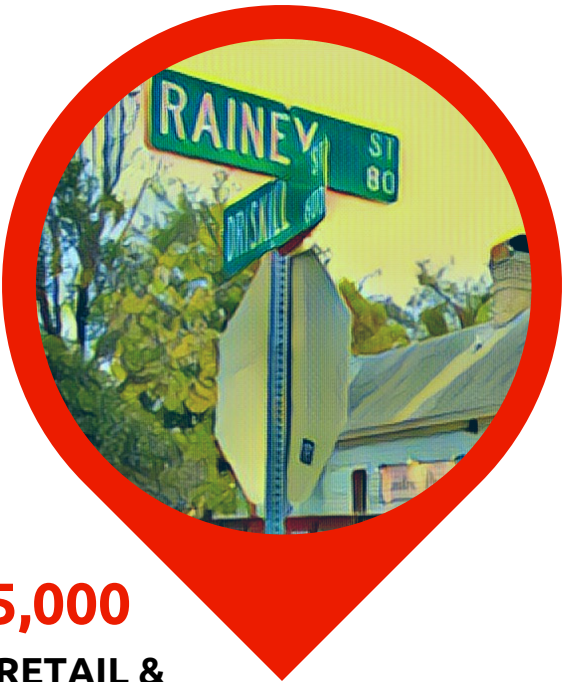
80%

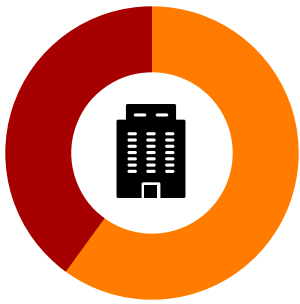
OF RESPONDENTS HAVE 2
OR MORE PARKING SPOTS

FUTURE GROWTH

2017 >>

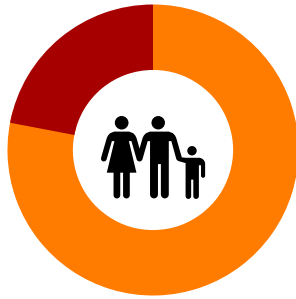
DEVELOPMENTS COMING
SOON, ADDING...





45-50%

OF THE PEAK HOUR TRIP
GENERATION PROJECTED
TO COME FROM
3 SUTTON COMPANY
NEIGHBORHOOD
DEVELOPMENTS



20-25%

OF THE PEAK HOUR TRIP
GENERATION PROJECTED
TO COME FROM
RESIDENTIAL
DEVELOPMENTS



40-45%

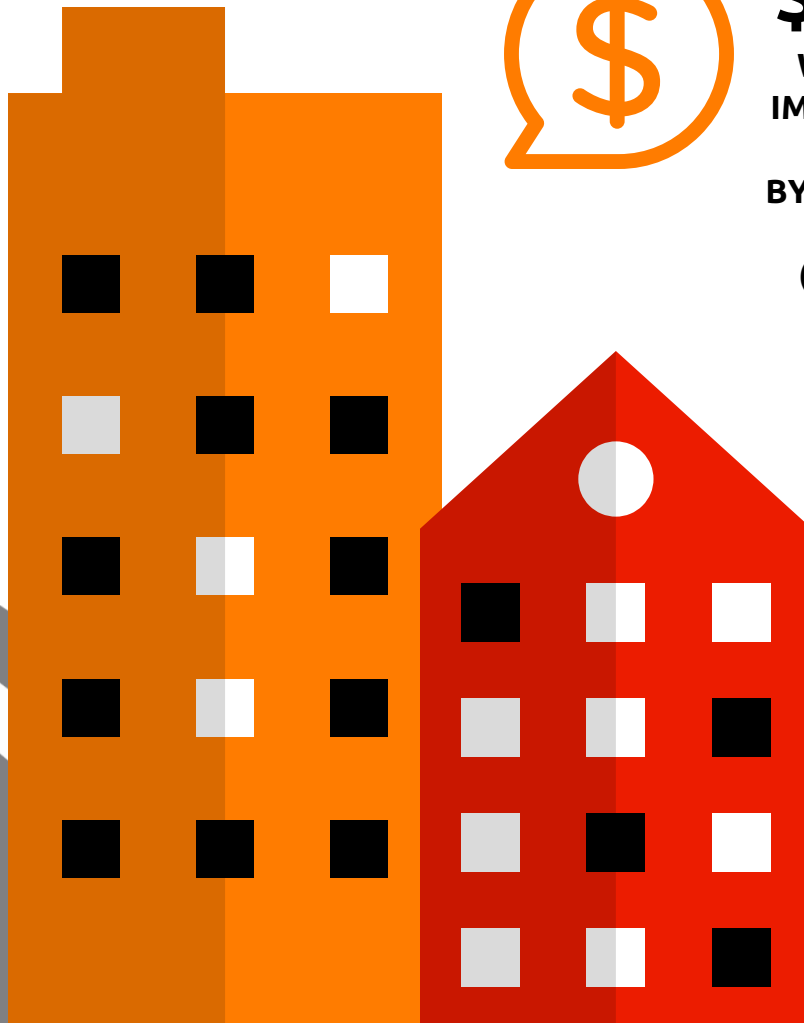
OF THE PEAK
HOUR TRIP
GENERATION
PROJECTED
TO
COME FROM
OFFICE SPACE

FUTURE GROWTH



\$9 million

WORTH OF MOBILITY
IMPROVEMENTS COULD
BE SUPPORTED
BY DEVELOPMENTS NOT
YET APPROVED
(UNDER THE CITY OF
AUSTIN'S ROUGH
PROPORTIONALITY
ORDINANCE)



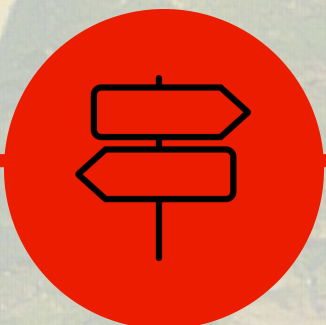
IMPROVEMENT RECOMMENDATIONS



**EXTEND RAINEY
STREET FROM
DRISKILL STREET TO
EAST CESAR CHAVEZ
STREET**



**COMPLETE THE PEDESTRIAN
NETWORK ALONG ALL
ROADWAYS & AT ALL
INTERSECTIONS, INCLUDING
PEDESTRIAN LIGHTING
UPGRADES**



**PROVIDE VEHICLE &
PEDESTRIAN-SCALE
WAYFINDING SIGNAGE
FOR DESTINATIONS
AND PARKING**



**ADD PUBLIC BICYCLE
PARKING AND EXPAND
B-CYCLE IN THE
NEIGHBORHOOD**

IMPROVEMENT RECOMMENDATIONS



**IMPROVE
PEDESTRIAN/BICYCLE
ACCESS ACROSS I-35
WITH NEW BICYCLE
LANES & LIGHTING**



**INSTALL TRAFFIC
CALMING DEVICES ON
RED RIVER, DRISKILL,
RAINEY AND DAVIS
STREETS**



**FORMALIZE BUS STOPS
ON EAST CESAR CHAVEZ
& SUPPLEMENT TRANSIT
SERVICE WITH SHUTTLES**



**REMOVE SOME ON-STREET
PARKING TO CREATE PASSENGER
LOADING/UNLOADING ZONES.
REDUCE RESERVED PRIVATE
PARKING & UNBUNDLE COST OF
SPACES**



**TRANSPORTATION DEMAND MANAGEMENT
PLANS FOR ALL NEW DEVELOPMENT**

TABLE 19: RAINEY NEIGHBORHOOD POTENTIAL MOBILITY IMPROVEMENTS

Category	Issue	Strategy Description
Vehicle Mobility	Peak Period Congestion	Congestion stems from I-35 and East César Chávez Street – adding capacity within the neighborhood would only encourage cut-through traffic. Instead, the neighborhood should focus on new connections to the west (extending Davis Street across Waller Creek), south (to connect to the South Central Waterfront developments), and east (burying I-35).
	Additional Connections into/out of Neighborhood	Extend Rainey Street to East César Chávez Street for right-in, right-out intersection.
		Extend Davis Street across Waller Creek and connect to Trinity Street.
	Wayfinding Signage	Provide neighborhood-specific wayfinding signage for important locations, parking.
	Weekend Late Night Congestion	Pedestrians and passenger loading create much of the vehicle congestion in the area. With a complete pedestrian network and designated loading area for passenger vehicles, travel lanes would not be blocked during weekend late night time periods.
	Northbound/Southbound Connectivity	Upgrade alleys between Davis Street and River Street and re-consider treatment at 70 Rainey and MACC.
		Consider extending Red River Street through MACC and connect to River Street.
	Cut-through Traffic	There is currently some evidence of cut-through traffic on Red River Street and Driskill Street around eastbound East César Chávez Street congestion. Traffic calming devices for Driskill Street should be considered to reduce speeds on this street. This could become a greater issue with more connections and increased vehicle capacity internal to the neighborhood.
	Queuing at Development Access Points	Security gates at parking garages should be farther from right-of-way and should be designed to contain queuing on-site.
		Access points for new developments should be kept off of major streets within neighborhood (Rainey Street, Red River Street, East César Chávez Street, River Street).
	Policy	Require TDM Plans for each new development with detailed standards / enforcement plans.

TABLE 19: RAINEY NEIGHBORHOOD POTENTIAL MOBILITY IMPROVEMENTS

Category	Issue	Strategy Description
Pedestrian Mobility	Lack of Continuous Sidewalks Internal to Neighborhood	Provide curb-separated pedestrian facilities on both sides of all streets.
	Missing crosswalks/sidewalks along East César Chávez Street	Require Sutton Company development on this parcel to provide appropriate pedestrian access along East César Chávez Street.
	Red River Street / East César Chávez Street Intersection	There are several options to improve the intersection, but modifying the northwest corner of the intersection may be the most practical. Leading pedestrian intervals could also be provided to enhance the visibility of pedestrians at the intersection.
	Pedestrian Access Across I-35	Improve crossings, lighting, and aesthetics at East César Chávez Street and River Street.
	Rainey Street / River Street intersection	Improve pedestrian conditions (including sight distance) at roundabout; formalize crossings.
	River Street / East Avenue / I-35 Southbound Frontage intersection couplet	Leading pedestrian intervals could be provided to enhance the visibility of pedestrians at the intersection.
	Pedestrian-Scale Lighting	Provide pedestrian-scale lighting at identified locations throughout neighborhood.
	Pedestrian-Scale Wayfinding	Provide neighborhood-specific wayfinding signage for important locations.
	Pedestrian Connections	Consider pedestrian connections across Lady Bird Lake and Waller Creek, regardless of potential vehicle connections.
	Other Pedestrian Safety Issues	Include speed tables and other traffic calming improvements at certain locations.
Bicycle Mobility	Establishing Comfortable Bicycling Routes	Bicycle routes through neighborhood should be established with traffic calming, sharrows.
	B-Cycle Stations	Replace station lost at 64 Rainey. Consider MACC as potential replacement.
	Public Bicycle Parking	Replace bicycle parking equivalent to or greater than what was lost at 64 Rainey.
		Convert some public on-street parking spaces to public bicycle parking.
	Connections to Regional Routes	Consider additional connections to Butler Hike-and-Bike Trail at MACC, from East Avenue, along Bierce Street, and Waller Creek and Waller Creek developments.
Transit Mobility	Transit Access Within Neighborhood	Supplement CapMetro service with shuttles (Chariot, TMA, Project Connect UT circulator).
		Ask Capital Metro to consider extending the 21/22 to MACC
	Pedestrian Access to Transit Stops	Complete pedestrian network and add connections / crossings to shorten trips to existing transit stops.
	Transit Stop Improvements	Formalize stops on East César Chávez Street.

TABLE 19: RAINEY NEIGHBORHOOD POTENTIAL MOBILITY IMPROVEMENTS

Category	Issue	Strategy Description
Parking	On-Street Public Parking	Remove on-street parking on Rainey (and north of River Street) on evenings after 8:00 PM.
	Off-Street Public Parking	Provide wayfinding signage for parking lots/garages.
		Consider electronic signage with locations, costs, and/or available spaces.
	Off-Street Reserved Parking	Reduce reserved parking and make individuals pay true cost of space.
	Parking Policy	Standardize / raise parking price for on-street and off-street spaces.
		Lengthen duration of parking allowance.
		Apply for Parking and Transportation Management District, but do not add on-street parking spaces.
Loading	Establishing Passenger Loading Zones	Designate areas on River Street, Rainey Street, and Driskill Street for TNCs, taxis, and pedicabs.
	Establishing and Enforcing Commercial Loading Zones	Pave alleys and provide appropriate turning radii through the ability to jump curbs and removal of fixed objects.
		Remove tour buses, tourist vans from streets without appropriate loading areas.
Construction	Construction Within Right-of-Way	Design appropriate loading areas for private buildings.
		Develop traffic control plans to maintain pedestrian right-of-way.
		Develop traffic control plans to not block travel lanes.
	Construction-Related Congestion	Use parking/loading areas for construction staging.
		Consider off-site parking and shuttles for construction workers to reduce parking demand.
		Consider policies to reduce vehicle traffic due to construction (trucks and workers).

Source: BIG RED DOG Engineering, 2017.