



February 18, 2022

Case Number: SPC-2021-0129C

<input type="checkbox"/>	I am in favor
<input checked="" type="checkbox"/>	I object

Planning Commission
Renee Johns / Cindy Edmond
City of Austin, Development Services Department
PO Box 1088
Austin TX 78767

To whom it may concern:

The Shore condominiums object to this case due to trying to utilize the alley for access for parking garage. The current alley to the south has dumpsters from the 70 Rainey project preventing 2-way access to the proposed location. To the North, there is also limited width and the Van Zandt hotel having its loading dock at the location and deliveries there will have their delivery trucks parked there completely blocking the alley to the North.

The plans submitted by the developer also show Red River street accessing the alley location. This is incorrect. That area is a private drive for the Van Zandt Hotel garage access and The Shore Condominiums garage access. We are not in favor in granting our private land for access to a large development that threatens our residents, employees, and guests.

The traffic pattern of this project is not in the best interests of their future residents or our current residents. Please do not approve this layout.

Sincerely,

James Reist
General Manager

Dear Ms. Johns,

I am writing to object to this case (to use of the alley between Red River and Rainey Streets, bounded by Davis Street to the north and the private driveway of the VanZandt and the Shore to the south) as the access to the 80 Rainey St. project.)

This alley is barely passable as it is with many garbage dumpsters and trucks unloading materials for and servicing businesses on Rainey Street. Residents trying to exit the Shore Condominiums when Red River has been closed for construction, have been threatened with vehicular harm when confronted by a vehicle approaching from the opposite direction, even if our driver was 75% of the way through the alley.

The entire Rainey Street area, from Driskill to River Street and from Rainey to Red River Street, is becoming increasingly dense with no apparent upgrades to the streets and sidewalks to accommodate the increase in both vehicular and pedestrian traffic.

The plan also shows that the private drive for the VanZandt and The Shore will serve as access to their garage. As an owner of a unit at the Shore, I am not in favor of this. Our private driveway is already being assumed to be available for the development proposed to the east of the Shore. Thank you for considering our concerns.

Nolan Kagetsu

The Shore

Unit 1109

Submitted via email: Renee.Johns@austintexas.gov

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Address of Application: 80 Rainey St

Planning Commission
Renee Johns / Cindy Edmond
City of Austin, Development Services Department
PO Box 1088
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Dear Ms. Johns:

I am writing as a longtime Rainey Street resident, and owner of a condominium at The Shore Condominiums to express my sincere support for this development to proceed as proposed.

As an initial matter, I will note that letters and objections from other individuals existing properties do not represent a unanimous or consensus view among residents of the neighborhood. Indeed, despite being misleadingly worded, objections from The Shore Condominiums are in no way indicative of the attitude of all condominium occupants. In any event, the use of and benefits derived from the Rainey Street area effects far more than residents of the neighborhood – it effects store and restaurant owners and employees, bar owners and employees, and the thousands of people (Austin residents, or otherwise) that visit Rainey Street on a continued basis. The Commission's ultimate decision should not be significantly impacted by a small majority of residents who might otherwise object to this development, at the expense of thousands who would stand to benefit from the continued improvement to the Rainey Street neighborhood.

Put simply, Austin is in dire need of increased housing, regardless of the nature or cost of such housing. As a number of experts have agreed, additional market-rate housing creates a significant positive impact in terms of reducing overall housing costs, and reducing displacement of current residents.¹ To restrict the development of housing here will only serve to chill development in the area, increase the cost of living for existing residents, and stymie the growth of Austin.

Objections to the placement of 80 Rainey St's parking garage aim to do precisely that. Such objections are a thinly-veiled excuse to stop any future development from occurring in the neighborhood, regardless of reason. These include, as the Planning Commission is undoubtedly aware: (1) placement and relocation of trees; (2) increased traffic; (3) an incorrect notion of increased housing costs for existing residents; or (4) stress on existing infrastructure. If the developers of 80 Rainey Street chose a different layout for the entrance of their parking garage,

¹ E.g., Pennington, Kate, Does Building New Housing Cause Displacement?: The Supply and Demand Effects of Construction in San Francisco (June 15, 2021). Available at SSRN: <https://ssrn.com/abstract=3867764> (“[I]ncreasing the supply of market rate housing has beneficial spillover effects for incumbent renters, reducing rents and displacement pressure while improving neighborhood quality.”).

objections to this development would undoubtedly continue based on any of the above-listed standbys.

However, as can be shown by the successful development and completion of The Hotel Van Zandt, The Quincy, 70 Rainey, Skyhouse, and others, the neighborhood is entirely capable of adjusting to new circumstances. Objections of this nature are particularly egregious here, where the plans for 80 Rainey Street include street-level and second-floor commercial, retail, and restaurant space to an extent that puts many developments elsewhere in the city to shame. Indeed, in my personal opinion, 80 Rainey Street should be the standard by which new highrises are measured, in terms of projected benefit to the neighborhood and city as a whole.

There may be infrastructural needs applicable to the entire Rainey Street neighborhood, including surrounding 80 Rainey St. These include larger and more structured sidewalks (to the extent such exist), changes to reduce the flow of traffic through Red River St., and adjustments to be made on crowded evenings in the neighborhood (*compare* traffic patterns on the 6th St and Trinity St intersection *with* Rainey St, at 11:30 PM on a Friday). But these solutions can be devised, approved, and effectuated without any effect on the proposed development at 80 Rainey St.

For these reasons, I recommend that the Planning Commission approve this development as-proposed, for the good of all Austin residents (and despite objections from a vocal minority).

Please do not hesitate to contact me should you have any questions. Sincerely,

Andrew Gray, esq.
Owner, Unit 2104, Shore Condominiums
603 Davis Street, Austin, TX 78701