

WHEREAS, the Save Our Springs Initiative (City Code Chapter 25-8, Subchapter A, Article 13, or “the SOS ordinance”) is vital to protecting the Hill Country’s rich network of aquifers and to Austin’s long-term water management plan; and

WHEREAS, the right-of-way on Slaughter Lane from Loop 1 (MoPac) to 650 feet east of Brodie Lane is comprised entirely of transportation infrastructure built before the adoption of the SOS ordinance and currently exceeds allowable impervious cover limits leaving no option for implementing critical mobility or safety improvements to the existing infrastructure; and

WHEREAS, the City, through Council Ordinance No. 20190425-038, accepted \$12,581,000 in federal grant awards from the Capital Area Metropolitan Planning Organization (CAMPO) under the Surface Transportation Program Metropolitan Mobility program for Slaughter Lane from Loop 1 (MoPac) to 650 feet east of Brodie Lane (Project #11890.009); and

26 **WHEREAS**, the City is committed to minimizing any adverse
27 environmental impacts needed to implement this project; and

28 **WHEREAS**, to improve the transportation infrastructure, site-specific
29 variances and amendments to the Land Development Code, including the SOS
30 ordinance, would be required; **NOW, THEREFORE**,

31 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

32 Council initiates site-specific variances and amendments to the Land
33 Development Code, including site-specific amendments to Chapter 25-8,
34 Subchapter A, Article 13 (*Save Our Springs Initiative*), as minimally required to
35 address proposed improvements to the mobility and transportation infrastructure
36 located along Slaughter Lane from Loop 1 (MoPac) to 650 feet east of Brodie Lane
37 (Project #11890.009) and return to Council with the proposed variances and
38 amendments as soon as is feasible.

39 **BE IT FURTHER RESOLVED:**

40
41 The City Manager is directed to minimize departure from code
42 requirements for mobility purposes while maximizing environmental protection
43 and return to Council with an ordinance that:

- 44 a. minimizes impervious cover impacts;
- 45 b. strives to incorporate additional environmental and resource-efficient
46 strategies;
- 47 c. provides water quality improvement opportunities to the proposed
48 design and existing conditions where feasible; and
- 49 d. allows the City to maintain and improve its transportation system and

maximize mobility and safety for all transportation modes.

ADOPTED: _____, 2022

ATTEST: _____

Myrna Rios
City Clerk