

RESOLUTION NO. 20221027-038

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, alongside the City’s commitment to the SOS ordinance and a longstanding tradition of environmental stewardship, there is also a need for consideration of the unique challenges that the development of particular roadways and rights-of-way can present; 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’s commitment to implementing safety and mobility improvements on key corridors was confirmed through the adoption of Council Resolution Nos. 20160818-074 and 20180426-028, which approved the construction of critical mobility and safety infrastructure that will improve all modes of transportation for the traveling public; 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

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

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

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

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

BE IT FURTHER RESOLVED:

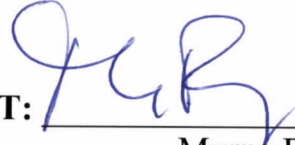
The City Manager is directed to minimize departure from code requirements for mobility purposes while maximizing environmental protection and return to Council with an ordinance that:

- a. minimizes impervious cover impacts;
- b. strives to incorporate additional environmental and resource-efficient strategies;
- c. provides water quality improvement opportunities to the proposed design and existing conditions where feasible; and

- d. allows the City to maintain and improve its transportation system and maximize mobility and safety for all transportation modes.

ADOPTED: October 27, 2022

ATTEST:



Myrna Rios
City Clerk