

RESOLUTION NO. 20140807-100

WHEREAS, I-35, built over fifty years ago and running through the heart of Austin, is nearing the end of its original life and is currently being evaluated to be rebuilt; and

WHEREAS, the City of Austin began the Mobility35 process in 2011 as a conceptual planning and feasibility study that included a public engagement process and resulted in several corridor improvement ideas to be considered for further development and implementation; and

WHEREAS, in late 2012, a Concept Refinement Charette brought together engineering experts to discuss the corridor improvement ideas, but no charette has been conducted with a focus on land use, urban design, or economic development; and

WHEREAS, the Texas Department of Transportation (TXDOT) has since taken the lead in this process via the I-35 Capital Area Improvement Project (CAIP) as it enters Phase 2: The Implementation Plan; and

WHEREAS, the Travis County CAIP Implementation Plan “focuses on feasible and effective short- and mid-term strategies that can be implemented to improve mobility and connectivity along and across the I-35 corridor (while considering long-term corridor needs)”; and

WHEREAS, the Travis County CAIP Implementation plan includes some long-term investments such as demolishing and rebuilding all of the bridges between Airport Boulevard and Lady Bird Lake and redesign and wholesale reconstruction of the intersection at Cesar Chavez; and

WHEREAS, stakeholders along the corridor have expressed concern over some aspects of the designs being proposed and have advocated for input from land use, economic development, and urban design experts; and

WHEREAS, the Urban Land Institute (ULI) has a program called a Technical Assistance Panel where experts from a variety of fields are assembled to bring the unbiased, practical perspective of national best practices to specific land use and sustainable development assignments; and

WHEREAS, ULI Austin has expressed interest in the plans for the future I-35 and in assembling a Technical Assistance Panel to make recommendations on the design of this important project; and

WHEREAS, Sec. 102 [42 USC § 4332] of The National Environmental Policy Act of 1969, as amended, requires that agencies conducting environmental review “utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on man’s environment”; and,

WHEREAS, the Council on Environmental Quality, Executive Office of the President, Regulations For Implementing The Procedural Provisions of the National Environmental Policy Act requires that environmental review include discussion of “urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures”; and,

WHEREAS, I-35 as it exists today, as well as any future improvements to I-35, have a direct and profound impact on the City of

Austin, including impacts to environmental justice and urban quality; **NOW, THEREFORE,**

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

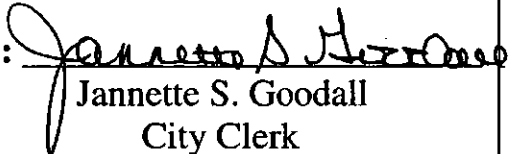
The City Manager is directed to work with the Urban Land Institute so that a Technical Assistance Panel can provide expert recommendations for the I-35 Capital Area Improvement Project.

BE IT FURTHER RESOLVED:

The City Manager shall report the discussions, findings, and results of this Urban Land Institute Technical Assistance Panel to Council for further direction and consideration for submission as part of the NEPA review of the I-35 Capital Area Improvement Project.

ADOPTED: August 7, 2014

ATTEST:


Jannette S. Goodall
City Clerk