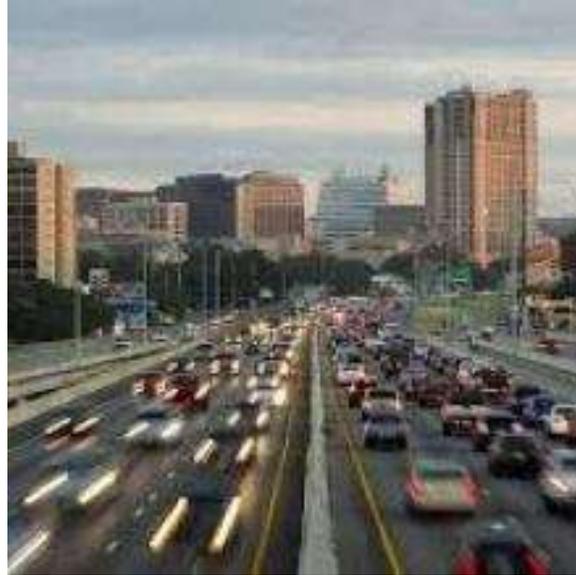




**Toxic Tenacity:
Why IH-35 Needs to Be Dismantled**



A Decipher City Production

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Introduction

Transportation planning has been indoctrinated by the presence of highways for quite some time. Even though there were trails that could be considered highways developed during indigenous periods, many people consider highways related to cars as much more essential, and trillions of dollars have been invested to ensure the existence of an active, up-to-date highway system. Despite its crumbling existence now, United States culture has long considered highways as the answer to transportation questions. In theory, the interstate highway system was introduced to rapidly move troops across the country; in reality, highways were created to psychologically imprint on residents where the important residents lived, versus those who were kept vulnerable. Therefore, considering that the earth is in a climate crisis, it is a ridiculous fallacy to believe that highway expansion is the answer to any transportation questions at this point in time.

In Austin, “east” was originally designated as east of Congress Avenue, which is why there are east-west street names in the downtown area. However, human behavior does not always reflect written record, and even before the 1928 Master Plan, Austinites understood that East Avenue was the boundary for East Austin. “Avenue” was exactly as it sounds, and a picture can be found on the cover of this piece: trees, clear sightlines, opportunities for beautification—all while serving as a barrier. Once the highway was built, the concept of “East Austin” was firmly cemented into the eyes of Council, which is why at-large voting was fervently opposed by West Austin until 2012, after substantial displacement had already occurred and East Austin would not be considered a threat to the dominant narrative. Coincidentally, “east” is still defined as east of Congress Avenue to obscure discriminatory behavior.

The names for Interstate Highway 35 (hereafter “IH-35”) within the city minutes made it somewhat difficult to find the narrative of its integration in the Austin transit system, and the highway has been referenced by three different names. Different names for streets also obfuscate how those streets were weaponized against citizens within their own city, and it is vital to find the true response to how citizens were affected by it. East Avenue is the most common reference based on the 1928 Master Plan, though it was actually “East Avenue Expressway.” However, when doing research, there were only six mentions of East Avenue and there were several references to IH-35 long after it was understood to be part of the city in 1958. August 11, 1955 is the last date that “East Avenue Expressway” was used to reference what is known as IH-35.

Based on the terms “East Avenue Expressway” and “IH-35,” there was no dissent against the construction and expansion of the highway, and it seemed as though all residents were in favor. Discovering the term “Interregional Highway” made it possible to piece together the timeline that produced the narrative of IH-35 within the City of Austin, and highlighted the response from the citizenry. Most of the frustration and angst that highways brought to citizens of color is exhibited within this timeline, and fortunately, those in power were confident enough to speak against those in East Austin on a regular basis. “Interregional Highway” did not end in highway policy until 2006, but continued to be used as a description for the highway in zoning requests until 2011.

Most planning history and information is designed to be confusing, but the timeline and explanation are direct, which most readers need in a time of excessive stress and trauma. Since there are so many zoning changes throughout the timeline, there are very few specific details about zoning and annexation, but truly dedicated readers will easily be able to find more information by going directly to the dates in the public records section of the city's website. Only neighborhood plans are noted for zoning changes because those did not exist until the city's final urban renewal plan began in 1999. "Near" is used to demonstrate how much of an influence the highway has over how a city grows, which is important to understand now that dismantling it costs more than it did in the 1970s and 1980s. "Tentatively" is used to describe when Council reads an ordinance once or twice, but does not immediately pass it. The Texas Department of Transportation is consistently referred to as TXDOT.

History

The first expansion of IH-35 negated East Austin residents after the city passed a discriminatory ordinance on October 15, 1959, emphasized by italics in the timeline. Essentially, the city decided that only people who owned property had the right to vote for urban renewal policies. The misguided rationale might have been that people should only enjoy the right to vote for issues that affected property if they owned some. First and foremost, Black, Indigenous, and other People of Color (hereafter “BIPOCQ”) were routinely rejected by banks, and highways exploded during the era of the GI Bill after World War II during the “separate but equal” era. BIPOCQ property owners were no match for the sheer volume of White property owners throughout the city, and experienced routine discrimination that prevented them from acquiring resources to counter attacks. Moreover, the ordinance incentivized the rejection of BIPOCQ mortgage applicants to keep them ineligible to vote on urban renewal policies. As a result, many West Austin residents think favorably of urban renewal, while East Austin was bullied into submission by the quest for federal funds.

Another problematic portion of the origin stories of IH-35 is that there were a number of groups who were advocating for the highway since it stood as “natural” segregation, and they were so enthusiastic that they volunteered their services to help acquire land. The Junior and Senior Chambers of Commerce were two such groups who helped the city, and their assistance was readily accepted. Because these were the Chambers of Commerce, they most likely included business owners and bankers who could hold financial sway over residents. Nonprofit groups being deputized to help the government has usually never led to anything good for BIPOCQ, as demonstrated by the most prominent nonprofit group that existed beginning on Christmas Eve in 1865. Council was still taking guidance from such ideology on September 26, 1963 by insisting that trade schools remain segregated, as delineated by the highway. This is another example of how race and money sway city council, and there is little resistance from the government advocating on behalf of BIPOCQ citizenry.

The development of the Master Thoroughfare Plan regarding IH-35 actually *reduced* connectivity between East and West Austin, increasing the commuting burden for BIPOCQ workers during officially sanctioned segregation. People often joke about “colored people time,” saying that BIPOCQ people are always late to whatever engagement has been scheduled. Too many are conveniently omitting the fact that segregation and infrastructure often increased commuting time, and often governments would not even consider including mitigating infrastructure. BIPOCQ workers were segregated and placed on the outskirts of town, and for the longest time, the city refused to invest in substantive thoroughfares that would allow them to get to places to work, obtain resources, and potentially build up communities. This was even more upsetting because IH-35 was constructed before many streets were paved in the city of Austin, which shows that there is a priority placed on highways to the detriment of the rest of the city.

The earliest Citizens Advisory Committee for highways was based on a flawed understanding of East Austin, because the members projected their “belief” that East Austin was being

served with a highway, discretely understanding it as a boundary for segregation. In fact, this initially self-appointed “Citizens Advisory Committee” was created to discuss a north-south highway placed on the Missouri-Pacific rail line—this would later become MoPac. There was no knowledge of East Austin thoroughfares, and the only thoroughfare currently running there is Airport Boulevard, which is poorly lit in several parts. However, this was the difference between Council’s response to some residents versus others: a petition signed by West Austinites was enough to develop a highway, while dozens of East Austinites were not enough to stop one. Letting ill-informed segregationists decide how to traverse the city limits is one of the reasons for poor connectivity throughout the city.

People who think that they are owed access, resources, and obedience will not listen to the rejection of their proposals, so highways accelerated eminent domain proceedings. Although eminent domain existed long before highways, the concentration of its efforts centered around highway development, and 87 cases were found related to IH-35. The process was only instituted when the government failed to convince—or a nonprofit was unable to “persuade”—any landowner to forfeit property in favor of the highway. Therefore, the government forced landowners to submit their property “towards the common good,” which is one of the reasons why the obsession with “freedom” in this country is a lie. If some people have the right to take away other people's autonomy, then people can arbitrarily deprive without consequence. It is no longer acceptable to claim that such an entitled attitude was in the past while continuing to expand IH-35; the myth that such behavior is “a thing of the past” allows people to rationalize highway expansion now. A lot of people like to make excuses for abusive behavior, and a lot of enablers like to support those excuses. At some point, when people continue to engage in abusive behavior, they no longer get to claim that they just did it for “work”; they become abusers.

Several residents had multiple properties, so those property owners who owned huge parcels of land or multiple parcels of land could force people to accept highway construction because they had influence over the city council. Money speaks louder than citizenry, so all those property owners had to do was sell their property, and that was all anybody could say about the process. In some disturbing cases, landowners had the luxury of *donating* property, which would be inconceivable to BIPOCQ residents struggling to attain *any* property. Moreover, some citizens were able to negotiate property trades with city council, which could be negotiated to such citizens’ great advantage. Zoning changes also affected price, so during the beginning of the highway, Council periodically delayed zoning decisions “until highway construction was further along.” Once the highway was built and a precedent for control could be established, zoning changes got faster and faster, leaving little time to advocate against such changes and a less sympathetic council. Throughout the existence of IH-35, only eight zoning requests were denied.

Another disparity created by the highway was that appraisal increases *and* decreases were excused by the presence of IH-35, which led to intermittent compensation for damages due to highway construction. This behavior successfully pitted neighbors against each other instead of uniting against the government to question the invasion of property rights, but when certain residents fail to be viewed as humans, such unity could never have happened. The presence of highways persuades Council to ignore those on the “wrong side,” which

turned municipal policy into an adolescent turf war, with an obscene number of “special” groups vying for favor with councilmembers instead of a neutral governing entity. When the Rainey Street Neighborhood Area received *one* six-month moratorium against construction on May 8, 1980, the Downtown Neighborhood Area received *five* consecutive moratoriums for over a year, delineated by IH-35. The only reason Rainey Street now closes on Fridays is because the “safe” people are having fun; when the area was predominantly Chicano, it was seen as ripe for exploitation.

Moreover, the City Manager was given too much authority in determining property sales for land acquisition related to IH-35. Corruption is implied because there is no way to see why some people were offered more or less for their houses and/or land, or why the Council got involved with or disengaged from property pricing. The only line of defense between a land-hungry city and residents was the City Manager, who likely lived in West Austin based on discrimination and hiring practices; the first Black City Manager served from 2008 to 2016. Because the City Manager served at the pleasure of Council, and Council had an obvious interest in highway development, the City Manager had a responsibility to ensure that 1) the city obtained all the property it wanted, regardless of location; and 2) the city paid as little as possible for whatever property it wanted. Council only became involved if a prominent landowner was involved, and good rapport ensured a healthy budget or campaign contribution.

To fight property tax increases and eminent domain proceedings, BIPOCQ citizens would have to consult lawyers or independent appraisers, which cost money that they might never see again. When the city demanded professional services for someone facing discrimination, East Austin was even more vulnerable because of how rampant and obvious people were allowed to be during highway construction. On February 6, 1964, Council told the property owner that utilities were not permitted east of Interregional Highway unless the land was properly subdivided. Just that statement required a lawyer, a surveyor, and potentially an urban planner—all of whom likely worked in West Austin. East Austin property owners faced much more scrutiny with Council because the city was always looking to control and/or take their land.

From the beginning of the city in 1839, there was public land that fell under municipal jurisdiction, and to raise money and/or expand the city’s reach, Council would occasionally auction off public land. The highway construction was apparently more than the city could handle because that was the beginning of listing public land for sale. Not when people were still farming in the inner city, not when people were looking to beautify their communities, but for highway construction because they wanted to make sure that people were still trying to buy land to increase city budgets. Land transactions began occurring at a much faster rate once the highway was involved, whether they were part of highway construction or based on proximity to the highway. By the time this publication was completed, Council no longer had to draft and approve a resolution to acquire property.

Urban renewal policies devastated communities with a boundary of IH-35, both in the 1960s and in the 2000s. Because Council repeatedly showed contempt for East Austin residents, there was no mercy when it came to environmental issues and sustaining multigenerational homes, not that any of them cared. In the 1960s, this sort of behavior was understood as how

society was supposed to function, since 1500 families was considered irrelevant before initiating urban renewal on Red River. In the 2000s, people were conditioned to treat East Austinites like subhumans and protected their own neighborhoods with the veneer of environmentalism. Without a shred of self-awareness, Council approved a special interest group's "New Vision for East Austin"—the group lived in West Austin, the city had been neglecting infrastructure improvements to substantiate claims of "slums" and "blight," and people were finally able to justify ridding themselves of the "problems" east of IH-35.

Developing Town Lake was a vital justification for securing land for IH-35, and strengthened the city's strategic position against East Austin residents. When people wanted to demonstrate boats for sale, Council gave boat distributors permission to demonstrate only east of IH-35, but required that the noise be kept away from West Austin. This behavior was consistent with the boat races that were held in East Austin, despite the protest of the residents on numerous occasions. When it was time to build power plants and dams, Council continued to assault the autonomy of East Austin using the justification of Seaholm—which was *not* surrounded by housing—and Mansfield Dam. Sadly, highways have also been used to delineate where beautification should occur, which is why East Austin Town Lake shores took so long to receive attention throughout this history. Segregation away from Town Lake has occurred because of the presence of highways, power plants, and other undesirable infrastructure that was put towards the advantage of one side of the city and not the other.

Throughout its existence, IH-35 has denoted areas vulnerable to excessive governmental control, and the city has continued to make the constituents prey to predatory private investors. There were two tax incremental finance zones with a boundary of IH-35, which were Mueller and Waller Creek, and those areas now have some of the least affordable housing throughout the city, Waller Creek Neighborhood satisfyingly displaced by this time. In these areas, developers saw no need for consistent affordable housing, which raised pricing in surrounding areas based on the "free market." In the late 1990s, the city began aggressive neighborhood planning with the boundary of IH-35, and created an ordinance to expedite development through a "density bonus" on August 5, 2010. As late as October 18, 2018, city declared that East Austin was a "food desert" because there were not "enough" corporate grocery stores, and incentivized the destruction of smaller cultural markets in favor of corporatism—destroying business to attract business.

Current Issues

The problem with eminent domain is the lack of accountability for fair market value loss and pricing discriminations during highway construction, and there are currently 140 properties that are under siege. The Appraisal Foundation does not value BIPOCQ-owned properties at the same level of White-owned properties, which has been repeatedly proven. The Uniform Standards of Professional Appraisal Practice are not publicly available in unadulterated form for public consumption without costing \$75, which is proof that there are hidden elements in how properties are appraised, especially for highway expansion. This is an incentive to cheat constituents to save money and time; with an eminent domain attorney on the dais of the city council who lacks compassion for constituents of color, there is no hope that justice will be done. Through lying and devaluing property, the government reduces costs to “compensate” people for property being appropriated. Furthermore, there are many occasions where buyback promises were no guarantee when the city found an excuse for property it already had; therefore, current negotiations will probably lack the same efficacy. If the city already has the land, it has no incentive to give people the right to reclaim it.

Regrettably, the highway was used as a boundary for utilities and sewage, and one can only guess where the infrastructure was in good condition. This explains why there are now infrastructure agreements that are finally being used to address the disparities in quality between East and West Austin. The city does not need more of an excuse to delay infrastructure and/or utility improvements within East Austin, and there are a number of improvements that have become urgent, including the paving of Lamar Boulevard. Housing was built on floodplains, and mitigation efforts will become much more expensive, especially since Texas was supposed to be in a drought, but then experienced an extremely wet summer. Climate catastrophes like the February 2021 snowstorm require grid maintenance, but with highway expansion on the line, more excuses will be made for delays.

The construction of Interregional Highway led to the development of South Belt Loop (Ben White Boulevard), which later led to construction of MoPac. At this point in time, Austin has been burdened with the responsibilities of *eight* highways, thus encouraging growth in areas without substantial employment opportunities or public transportation. In short, highways only lead to more highways, and the first thing people see from a highway is an excuse for another one. While people might think expanding and creating tolls will reduce usage, there is no evidence to support that highway development will ever be reduced unless people take active steps to reduce it. Highways are obsolete and cost a lot of money, and infinite growth is irrational in a finite city with finite natural resources. The state's arbitrary decision to expand a highway should not be imposed on a city that is not responsible for a governor funded by oil companies, who refuses to engage in addressing climate change.

When IH-35 was developing, a number of filling stations sprung up next to the highway, to which the average onlooker would say, “Of course.” However, what kind of cities might there have been if there were not major highways in the middle of every town? What kind of city might have existed without excessive gas stations and retail centered around a barricade against the working class? Highways dictate the topography of how a city develops, and

reversing their effects is expensive. When highways are built or expanded, people continue to develop as though people should constantly use and accommodate highway infrastructure—gas stations, retail, hotels, etc. In 2021, Austin needs to take active steps to deter from highway development, instead of encouraging excessive construction in the middle of town.

The speed of construction and property sales during initial construction is indicative of ignoring community engagement, which is very similar to how the decision for expansion of IH-35 has happened now. Council barely slowed down reading ordinances for public feedback in a rush to disrupt communities, persistently completing three readings in one reading. In 2021, there was a month and a half study of IH-35 done by the Texas Transportation Institute, but a month and a half during a global pandemic is no evidence that a highway needs to be expanded. TXDOT even realized its mistake, so that it finally expanded those feedback deadlines until September 24, 2021 instead of September 8, 2021. Studies already exist that discuss the detrimental effects of highways, so people already know that highways increase traffic, and certain people's opinions have always been excluded in favor of others.

The Planning Commission has consistently been used as adjunct staff for planning decisions, and unpaid staff is generally vulnerable to bias. People who have time to provide unpaid labor generally have enough funds to not be penalized for the time. If anyone on the Planning Commission is pro-highway, there is no proof that it will respect the desire to reduce highway constructions. Also, because most of the Planning Commission lives in West Austin—as it has throughout history—there has been almost no rejection of major development proposals that 1) increase building centered around highways instead of public transportation; or 2) elevate the working class above those with money. If financial gain is the only trait worthy of recognition by the city, the unpaid, mostly White, Planning Commission is not the advocate that East Austin needs; at this point, there is no evidence to support otherwise.

Another issue is the presence of climate discrimination within the city of Austin. We are living in an era when Haitian migrants showed up to the Texas border to request entry based on the destruction that has occurred in Haiti due to hurricanes, earthquakes and other natural catastrophes. People already know about the urban heat island effect; adding more concrete does not cool a city already dealing with a global climate crisis. Focusing on highways in a city that purportedly believes in smart growth, vertical mixed use, and transit-oriented development basically determines who is entitled to enjoy walkable infrastructure, and who should be forced to pay for a car. Continuing to expand the highway serves as deliberately discriminating against people who have already expressed their desire for *less* highway infrastructure, and more compact planning. However, it appears that the city and state would rather perpetuate government-sanctioned discrimination against East Austin.

Highway development has been strongly connected to waste and land misuse, further deepening the impact of climate discrimination against BIPOCQ. Between inappropriate dumping and industrial zoning, there has been no limit to West Austin being calibrated to believe that East Austin is “where the trash goes.” If people have to keep commuting long distances because property rates are unrealistically increasing, this refusal to see human beings on the “wrong side” of the highway will only worsen. Many low-paying jobs have been placed close to highways, and desperate people are forced to work in areas full of gas fumes,

oil leaks, and fast food trash. There is *no* evidence that Council will humanize people it ignored if the highway is expanded at this point in time, and after several East Austin schools were closed—demonstrating contempt for children—East Austin should only expect more waste and misuse.

Speed limits in the state of Texas have been cultivated to be fast, and it is difficult to erase decades of behavioral conditioning. Expanding highways offers tacit consent to drive at unsafe speeds in other parts of the city, which is why there are consistent fatalities that have only increased despite a reduced workforce commute. After nonstop highway development, people are now looking for ways to reduce speeds and use traffic calming techniques, which means more funds allocated to contractors. It makes more sense and would cost a lot less not to make a bigger mess rather than to have to clean it up later.

Of course, the reason people feel the need to drive so fast is because they intentionally live far away from city “for good schools.” As highway development has increased, the city has changed how fast policies can be executed. Contracts used to require resolutions, but then became meeting votes for faster execution. Municipal Utility Districts—basically, little cities with utility governance, like water and wastewater, but without a charter—went from being formed by ordinance, which requires three readings, to being formed by resolutions. Texas was supposed to be in a drought for the next three years, beginning this year, and this summer was a lucky break that the state cannot expect to continue now that weather is unpredictable. By continuing to expand highways, the government is encouraging development that will increase water scarcity, placing everyone at further risk.

The mentality of property ownership legitimating citizenry has incentivized BIPOCQ to seek mortgages, which may seem like a good thing. However, if property can be randomly taken away by infrastructure projects—which is a consistent problem throughout this nation—then mortgages are merely financial traps for BIPOCQ residents. Governments can arbitrarily come up with infrastructure projects taking away property, and because of how this nation works, BIPOCQ property owners are not protected when infrastructure comes into play. After all, the first step that Council took to “protect” citizens in danger of displacement for Project Connect was adopt resolutions to allocate funds to purchase land. Unfortunately, the only thing the city has repeatedly demonstrated is that it enjoys alienating the working class in favor of the whims of the wealthy. This has nothing to do with a vote or a failure to organize; this is how the system works, and it functions without a flaw. At this point, there are having fewer and fewer public hearings on zoning decisions, and much of the zoning changes have happened east of IH-35.

Furthermore, highways have consistently led to annexation due to proximity to the highway. Unlike suburbanites, there actually are people who prefer to live in a smaller setting and are disinterested in maintaining such a tight connection to urban centers. By expanding the highway, the government is using infrastructure to justify diverting rural money to already rich cities, expanding the city’s jurisdiction. For IH-35 alone, there were 39 cases of annexation, and few disannexation proceedings ever involved IH-35. With city jurisdiction comes price increases, which was one of the main reasons that people either chose or were forced to leave an urban core. Such is colonial behavior that is no longer attractive, and

citizens who have already dealt with a global pandemic do not have the funds to sustain the city's endless expansion.

One of the biggest problems with expanding IH-35 is that the state is in control of all contracts, not the city. If the city even wants to make changes to parts of the highway, it has to ask the state's permission, and the city can arbitrarily defer to the state to avoid accountability. As such, the city cannot be sure of what allowances will be made to sustain contracts rather than complete construction. There are people whose entire lives have never seen a day with IH-35 was not under construction due to how contracts are run with the state. This is further evidence that highways are not about transportation, and never have been; they have only ever been about economic expansion—either through development or contracts—and taking land away from the vulnerable while segregating them from resources.

The first dissent from Council to highway expansion happened in 2014, and neither society nor the city has 67 years for Council to finally see highways as bad investments. The first acknowledgment of municipal destruction to East Austin occurred in 2017, too late to save many historical structures and 61 years too late to reconsider harmful effects of antagonizing East Austin. Minimal development protections existed for East Austin until the 2010s, and prices are still increasing. Speeches and publicity stunts of inauthentic remorse are irrelevant as long as Council is willing to sacrifice East Austin “for the good of the city.” Highway expansion is continued abuse, and undoes all community restorative efforts.

Solutions

There are a number of solutions to address the issue of expanding IH-35, the first of which is to stop assuming the right to bulldoze people's property for an outdated, racist transit mode. No more research needs to be done to understand that highways were a tool of segregation and a way to exert control over BIPOCQ people. All of those books have been written, and the articles have been done; even Zillow has a map that shows where highways destroyed people's homes. The government should not consider itself entitled to harass people from whom it demands more money, and should consider itself as a definite culprit in the impending economic destruction. Either human beings have the right to exist without constant interference, or the city promotes abuse while demanding trust from alienated citizens.

The second psychological barrier is to respect citizen autonomy to reject proposals. Texas is not *yet* a dictatorship—though, apparently, the city and state both support such a proposal—so multiple levels of government need to stop demanding that citizens keep fighting them for peace and the right to avoid constant construction. A lot of the activity around IH-35 has gone down because the cost of living has gone up, and people cannot sustain another round of property cost increases. Employers need to address the outer lying communities and place employment opportunities where people live, and allow more remote work to occur, since society already has the experience of the global pandemic. Highway expansion should not be considered a guaranteed right just because people lack the mental capacity to imagine life without more and bigger highways.

Also, the city needs to stop permitting independent contractors who benefit from ignoring constituents to dictate public policy. If property management companies and realtors are the only people who have the government's ear, and oil companies are the only ones determining what transportation is useful, then there are no useful leaders. Businesses appear to be in charge of affairs, and this project was only created to make abusive people rich. Moreover, this insistence upon highway expansion means that voting is a distraction to hide politicians who only care about getting paid by businesses. That cannot be voted away, and this highway expansion is proof.

Most importantly, citizens with clout need to have less influence over Council, because there has been too little resolve around IH-35. Throughout history, there was *one* instance where Council refused to concede to West Austin related to the IH-35, and that was refusing to open 4th Street to car traffic. This highway expansion has nothing to do with what residents are doing and everything to do with control the government and West Austin want to keep over half the city. Harassing East Austin is like harassing the unhoused population while taking no responsibility for malfeasance, which is one of the reasons why all the reports on displacement focus on the survivors instead of the aggressors. Council needs to develop some resolve against wealthy Austinites who can afford to spend time and money disrupting communities where they do not live.

Conclusion

Highway expansion is about exercising control and dominance over the population, not transportation. It serves as a reminder that the government can steal one's land at will, and there are a chorus of people screaming to justify and enable that power. The only reason a highway is being expanded now is to remind the people of the control they lack, delineating between who Council values, and who should be discarded. Overall, the message is clear: people better make sure that contractors are making more money, or they will empower the government to take everything. The priority of TXDOT needs to be dismantling problematic highways, not expanding them. If the only idea that TXDOT can provide in the year 2021 is highway expansion during environmental catastrophes, then maybe all the leaders should be relieved of responsibilities, and the state can find managers and commissioners who understand that society is no longer in the 1950s and 1960s.

Within the Texas Department of Transportation, it is time to empower more staff who see transportation as more than highways. In the year 2021, Austin needs a functioning city council that is capable of viewing *all* constituents as humans of inherent worth, and to actively demonstrate such consideration. Highway expansion feeds into toxicity instead of addressing any of the issues to which the Council claimed a commitment. The only people who ever wanted highways in the first place were people who put themselves in the precarious position of being divided from resources, meaning people who ran away to the suburbs to avoid being forced to go to school or engage with BIPOCQ citizenry. "White flight" was not a mandate, but a personal choice, and as such, needs to be seen as a personal responsibility. Unless people are farming the land, wealthy people need to acclimate to their decision to live "away from it all." Public coffers are not responsible for mitigating those poor personal decisions, and no one has the money to keep cleaning up new messes made from new efforts at segregation. The public has experienced the consequences of failing to keep such entitled attitudes in check through the global pandemic: failing to update the grid and falling prey to a snowstorm, PPP loans to buy company stocks, recall elections based on dysregulated egos, and the attempted coup on the United States.

The system has to be revamped in a way that makes space for a "no" from the citizenry, and there have been far too many meetings with opposition from residents where the Council *still* approved the projects. It is the Council's job to advocate for *people*, not for money, but they either enjoy making people beg them to intercede or delight in people being housing insecure; at this point, it is difficult to decipher. Highway construction will be used to delay city accessibility in East Austin, just like Council has had a convenient excuse to remain silent to all the meetings, protests, and actions against highway expansion. Moreover, there is no incentive for developers to lower costs near highways as long as the government is still centering its focus on highways. After all, highway access was considered more important than public transit when the city was housing people during the pandemic, almost requiring that "residents" have a car.

When addressing an issue, the answer is not to maintain the status quo with a toxic tenacity, and hope the problems fix themselves. People have to start examining how the process began,

when the problems started, how the process has continued, what was done to fix the process, and why previous methods failed. Somewhere during the descent into hedonism, people forgot that all new things come at a cost. People have ignored the consequences, and rationalized such invasion by proclaiming that highways are for “the good of the general public.” If everyone is paying for it, then highways are not just about their supporters, but a pronouncement that they feel entitled to do whatever they want with other people’s money. The propaganda of soldiers crossing the country by highway in the event of invasion was nothing more than the lie told to a warmongering country to garner support for expensive infrastructure; that was never a concern. The issue was always dominating those under accepted subjugation, forcing everyone to fund the myth. Council will never see the city as a whole to be addressed until the dismantling of IH-35, and thanks to quarantine, no one is believing the lies anymore. Further expansion of IH-35 serves no purpose other than to destroy any remnants that BIPOCQ residents were supposed to live in Austin.



Areas around West 38th Street and IH-35



Areas around Nash Hernandez and IH-35

Timeline of Interstate Highway 35

This timeline details all the activity related to and delineated by the presence of IH-35. Essentially, this is how highways have influenced Austin's development.

December 23, 1947: Council adopts resolution to execute sale of property and acquire land for construction of Interregional Highway

February 19, 1948: Citizen requests that Council raise offer for land on East Avenue for the proposed Interregional Highway

March 4, 1948: Committees from both the Junior and Senior Chambers of Commerce offer to assist the city in expediting the acquisition of land from property owners on East Avenue for the proposed Interregional Highway, which Council accepts

March 31, 1948: Council hears discussion from property owners on East Avenue who were being approached for the proposed Interregional Highway

April 15, 1948: Council hears request to change parallel parking on a certain street, and is advised to wait until a number of different actions have come to pass, including the construction of the proposed Interregional Highway down East Avenue

May 13, 1948: Property owners on East Avenue protest the rates offered by the city to acquire the land for the proposed Interregional Highway

June 3, 1948: Property owner on East Avenue protests the rate offered by the city to acquire the land for the proposed Interregional Highway

July 8, 1948: Property owner on East Avenue attempts to renegotiate the rate offered by the city to acquire the land for the proposed Interregional Highway

September 23, 1948: Council adopts resolution to initiate condemnation proceedings against Lutheran Concordia College to acquire land for the proposed Interregional Highway, having disagreed on the rates offered by the city

December 2, 1948: Council adopts resolution to expand East 7th Street to serve as an arterial through the city and connect to other highways, including the proposed Interregional Highway

April 28, 1949: Council approves ordinance setting zoning standards for the land acquired adjacent to the proposed Interregional Highway

May 12, 1949: Council approves ordinance setting further zoning standards for the land acquired adjacent to the proposed Interregional Highway

June 9, 1949: Council tentatively approves ordinance setting further zoning standards for the land acquired adjacent to the proposed Interregional Highway

June 16, 1949: Council approves ordinance allowing zoning change for land acquired adjacent to the proposed Interregional Highway

June 23, 1949: In a special meeting, Council approves two ordinances allowing zoning changes for land acquired adjacent to the proposed Interregional Highway

July 21, 1949: Council adopts resolution directing gas main construction in a number of places, including the proposed Interregional Highway

July 25, 1949: Council adopts resolution to acquire land for the proposed Interregional Highway

September 22, 1949: Council approves ordinance setting further zoning standards for the land acquired adjacent to the proposed Interregional Highway

October 27, 1949: Council adopts resolution to execute sale of property to acquire land for construction of Interregional Highway

November 10, 1949: Council adopts resolution to cancel lease and execute sale to acquire land for the proposed Interregional Highway

November 23, 1949: Council directs light removal from East Avenue and 19th Street to be used in Zilker Park, since the Highway Department would be providing light installation for the Interregional Highway

December 22, 1949: Property owner approaches Council for damages on property where a zoning request was delayed until construction of Interregional Highway, and Council rejects claim and denies compensation

March 9, 1950: Council hears presentation of proposed Master Thoroughfare Plan describing east-west connectivity, including 45th Street from Railroad Boulevard to Interregional Highway, and Council sets a public hearing

March 16, 1950: Council adopts resolution approving zoning change in area adjacent to Interregional Highway

March 23, 1950: Council sets public hearing for zoning change in area adjacent to Interregional Highway; Council adopts resolution implementing Master Thoroughfare Plan with two thoroughfares intersecting at Interregional Highway on Anderson Lane and East 1st Street

April 20, 1950: Council adopts resolution to execute sale of property and acquire land for construction of Interregional Highway

May 4, 1950: Council approves ordinance allowing zoning changes for land acquired adjacent to the proposed Interregional Highway

June 15, 1950: City Manager and Planning Board are directed to plan sites for Interregional Highway

July 6, 1950: City Manager provides no status update after meeting with Highway Commission about Interregional Highway

July 27, 1950: City Manager provides meeting information with Highway Commission about Interregional Highway

September 7, 1950: Council adopts resolution to execute sale of property and acquire land for construction of Interregional Highway

December 7, 1950: Council adopts resolution to execute sale of property and acquire land for construction of Interregional Highway

January 18, 1951: Councilmember requests study of a thoroughfare on 15th Street intersecting with Interregional Highway

March 15, 1951: City Manager directs Council to acquire land for hospital parking should hospital expand after the construction of Interregional Highway

March 22, 1951: City Manager informs Council that the Highway Department demanded additional land for Interregional Highway

May 17, 1951: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

May 24, 1951: Citizen reminds Council that a park was promised on Wilshire and Airport Boulevard, but had been turned into a dump, and Council expressed the prioritization of Interregional Highway

June 7, 1951: Council hears presentation for development between Lamar Bridge and Interregional Highway

June 14, 1951: Councilmember inquires about thoroughfare on East Monroe to intersect with the Interregional Highway, and the City Manager states that land is being acquired but thoroughfare would not be completed until the highway's completion

July 5, 1951: Councilmember reports on poor road condition on Riverside Drive near site for Interregional Highway

August 30, 1951: Citizen requests intervention on truck traffic during construction of Interregional Highway, and Council agrees to redirect trucks

September 6, 1951: Councilmembers discuss land acquisition and utility pole removals for Interregional Highway

September 27, 1951: Traffic and Safety Board recommend for East Avenue Expressway that 1) east frontage road traffic only go north, 2) west frontage road traffic only go south, and 3) to close the intersection of Airport Boulevard and East Avenue Expressway to force traffic in only those directions based on the high number of accidents, and Council agrees

December 20, 1951: A pastor requests an opportunity to relocate in the event that the church site is acquired for Interregional Highway; Council approves ordinances annexing land adjacent to Interregional Highway

January 24, 1952: City Manager presents proposed property trade from property owner relating to land acquisition for Interregional Highway

January 31, 1952: City Manager discusses route of Interregional Highway, including thoroughfares; Council adopts resolution acquiring land for Interregional Highway and delaying extensive development in adjacent areas

February 21, 1952: Council agrees to both widen Congress Avenue Bridge as well as continue construction on Interregional Highway bridge

March 27, 1952: Council adopts resolution to acquire land for street development adjacent to Interregional Highway

July 3, 1952: Council denies zoning change requests that were delayed based on the development of Interregional Highway

July 31, 1952: Council agrees to meet with three different appraisers to consider rates for 66 parcels of land for construction of Interregional Highway

September 4, 1952: Citizens discuss water line issues linked to construction of Interregional Highway, but live within the county, not the city, and Council agrees to discuss the matter with County Commissioners

September 11, 1952: Council receives update that water line issue near East Avenue Expressway has been resolved

October 2, 1952: Councilmember reports complaint about poor driving behavior at intersection at Old Cameron Road and Interregional Highway, and requests signage

October 9, 1952: East Avenue Expressway is designated as a freight truck thoroughfare between East 1st Street and Airport Boulevard

October 30, 1952: Planning Commission requests ordinance approval for development standards around Interregional Highway

November 6, 1952: Citizen requests updates about setbacks from Interregional Highway, and Council responds that reports will be made in two weeks; Councilmember requests updates on utilities near Interregional Highway, and City Manager provides two-week timeline

November 20, 1952: Council agrees to craft ordinance for a setback of 75 feet from Interregional Highway, as well as other stipulations from the Planning Commission

November 26, 1952: Council agrees to three zoning changes for land on Manor Road between Interregional Highway and Airport Boulevard

December 23, 1952: Council hears bond proposal to purchase East Avenue Expressway rights-of-way for highway construction

January 8, 1953: City Manager discusses the beginning negotiation for land acquisition for Interregional Highway

February 12, 1953: Council requests study for zoning change applications along Interregional Highway and East Avenue

February 26, 1953: Citizen inquires about redesign of Interregional Highway bypassing the Black subdivision without offering the thoroughfare on Anderson Lane, and the Highway Department informed Council that the Anderson Lane thoroughfare had been eliminated due to controversy since they were in a hurry; Council agrees to study area on Interregional Highway from East 53rd Street to the city limits

March 5, 1953: Councilmember schedules further zoning discussion for Interregional Highway

March 26, 1953: Citizen requests street extension from St. Edwards to Interregional Highway, and Council agrees to discuss the issue with property owners

April 2, 1953: Property owners west of Interregional Highway between Concordia Avenue and 41st Street request action on zoning change requests

April 9, 1953: Councilmember sets meeting to discuss property rates for land related to Interregional Highway

April 16, 1953: Council plans future discussion on land acquisition for Interregional Highway

April 23, 1953: Council sets public hearing for zoning change requests for land surrounding Interregional Highway

April 30, 1953: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

May 7, 1953: Citizens present petition to Council not to open up 43rd Street to Interregional Highway, City Manager notes that there had been requests to open the street, and Council agrees to study the issue; Citizen requests a paving program, and Council defers until after the construction of Interregional Highway

May 14, 1953: Council approves three ordinances allowing zoning changes adjacent to Interregional Highway

May 21, 1953: Council adopts three resolutions to acquire land through eminent domain for the Interregional Highway

May 28, 1953: Travis Heights PTA requests paving around school, and Council defers until after the construction of Interregional Highway

June 11, 1953: Council adopts four resolutions to acquire land through eminent domain for the Interregional Highway

June 18, 1953: Council adopts two resolutions to acquire land through eminent domain for the Interregional Highway; Council adopts resolution to execute sale of property and acquire land for construction of Interregional Highway; Council acknowledges the South Austin Civic Club which worked to acquire donated property for street development between South Lamar Boulevard and Interregional Highway

June 25, 1953: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

July 2, 1953: Citizen requests update about park on Wilshire Boulevard, and Council restates the prioritization of Interregional Highway

July 16, 1953: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

August 13, 1953: Council adopts three resolutions to acquire land through eminent domain for the Interregional Highway

August 20, 1953: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

September 3, 1953: Interregional Highway is used as a boundary for utility installation

September 10, 1953: Council adopts resolution to execute sales of property and acquire land for construction of Interregional Highway

September 17, 1953: Council adopts two resolutions to execute sales of property and acquire land for construction of Interregional Highway

September 24, 1953: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

November 19, 1953: Council adopts three resolutions to acquire land through eminent domain for the Interregional Highway

November 25, 1953: Council adopts resolution to execute sales of property and acquire land for construction of Interregional Highway

December 17, 1953: Council sets public hearing for zoning change requests for land near Interregional Highway

January 21, 1954: Citizen requests to purchase city-owned land near Interregional Highway, and Council agrees to come up with a rate; Council approves ordinance allowing zoning changes for the land acquired adjacent to the proposed Interregional Highway

January 28, 1954: Council adopts resolution to execute sales of property and acquire land for construction of Interregional Highway

February 1, 1954: Council discusses bonds on sanitary sewer construction near Interregional Highway

February 4, 1954: Council hears zoning recommendations on St. John's area near Interregional Highway, and approves zoning changes after attempting to delay a decision to meet with the Planning Commission

February 11, 1954: Council adopts two resolutions allowing utility placement in areas near Interregional Highway

February 18, 1954: Council adopts five resolutions to acquire land through eminent domain for the Interregional Highway; Council provides update on pricing property near Interregional Highway, and agrees to present offer to citizen

February 25, 1954: Council hears discussion on zoning changes near Interregional Highway, and defers decision until meeting with the Planning Commission; Council approves ordinance allowing zoning changes in St. John's area near Interregional Highway

March 4, 1954: Council hears discussion on straightening riverbed near Interregional Highway bridge, and Council agrees to study the issue; Council approves ordinance allowing zoning changes near Interregional Highway

March 11, 1954: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

April 29, 1954: Council adopts resolution to execute sales of property and acquire land for construction of Interregional Highway; Councilmember inquires about paving program status, and Council provides a 30-45 day timeline during construction of Interregional Highway

May 6, 1954: Council adopts two resolutions to acquire land through eminent domain for the Interregional Highway

May 20, 1954: Council adopts two resolutions to acquire land through eminent domain for the Interregional Highway

June 3, 1954: Council adopts five resolutions to acquire land through eminent domain for the Interregional Highway

July 1, 1954: Council adopts resolution allowing construction of a filling station near Interregional Highway

July 8, 1954: Council discusses one-way traffic in areas near Interregional Highway

July 15, 1954: Council adopts two resolutions allowing utility placement near Interregional Highway

July 22, 1954: Council adopts resolution to execute sale of property near Interregional Highway

August 5, 1954: Council approves ordinance setting different speed limits for different portions of East Avenue Expressway

August 12, 1954: North Austin Civic Club requests that land near Interregional Highway be dedicated for park purposes; Council approves ordinance vacating the right-of-way on portions of Kenwood Avenue and Edgecliff Terrace, located near Interregional Highway

August 19, 1954: Council adopts resolution to execute sale of property and acquire land for construction of Interregional Highway

September 2, 1954: Austin Golf Association provides a self-directed report to Council about the sale of a portion of Hancock Golf Course, which includes objections based on property rate increase due to proximity of Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

October 7, 1954: Council adopts resolution allowing gas main construction

October 21, 1954: University of Texas at Austin discusses land availability for expansion near Interregional Highway, and Council takes the issue under consideration

October 28, 1954: Citizen discusses issues with property devalued for proximity to Interregional Highway, and Council delays response to suggested rate

November 1, 1954: In a special meeting, Council hears discussion on property appraisals near Interregional Highway, and declines to change any offers

November 4, 1954: Councilmember inquires about maintenance of sidewalks near Interregional Highway, and Council defers responsibility to property owners; Councilmember inquires about lighting of Interregional Highway, and City Manager discusses necessary funding

December 9, 1954: Council adopts resolution allowing utility installation near Interregional Highway

December 23, 1954: Council approves ordinance allowing zoning changes near Interregional Highway

February 17, 1955: Council approves ordinance allowing zoning changes near Interregional Highway

February 24, 1955: Councilmember reports that a property owner suffered damage due to construction of Interregional Highway, and Council agrees to compensate

March 10, 1955: Council adopts resolution to execute sale of property near Interregional Highway

March 16, 1955: Council approves ordinance permanently closing a right-of-way near Cole Street, Interregional Highway, and East 30th Street; Council permits Soap Box Derby on a portion of Interregional Highway; Council discusses paving projects based on partial completion of Interregional Highway

March 24, 1955: Council adopts resolution allowing utility installation near Interregional Highway

April 14, 1955: Council discusses funding for lighting along Interregional Highway between North and South Lamar Boulevard

May 5, 1955: Council adopts resolution executing and agreement with State Highway Department to fund lighting for Interregional Highway

May 12, 1955: Council discusses how zoning affected property appraisals near Interregional Highway, and decide to study to the issue

June 2, 1955: Council adopts resolution to settle dispute with property owner over land near Interregional Highway

June 16, 1955: South Austin Civics Club presents club resolution to offer support to Council in city endeavors to improve South Austin, with discussion on projects involving Barton Hills, Interregional Highway, and the new bridges; Council discusses improvements under

Congress Avenue and Interregional Highway bridges, including recreational landscaping; Council agrees to put a boat dock under the Interregional Highway bridge; Council sets public hearing for zoning request near Interregional Highway

July 14, 1955: Council adopts resolution allowing utility installation near Interregional Highway; Citizen discusses pool construction near Interregional Highway

July 28, 1955: Council approves two ordinances allowing zoning changes near Interregional Highway

August 11, 1955: Council adopts resolution accepting the recommendations from the Traffic and Safety Board for traffic flow on Interregional Highway

September 8, 1955: Council approves ordinance 1) directing improvement on St. John's Avenue, 2) executing a contract for the completion of said improvement, 3) assessing the cost of those improvements to property owners, and 4) setting a hearing for any disputes against this ordinance

September 15, 1955: Council discusses collaboration with banks to finance the purchase of rights-of-way for construction of Interregional Highway

September 29, 1955: Council approves ordinance allowing zoning changes near Interregional Highway

October 6, 1955: Council adopts resolution allowing construction of a filling station near Interregional Highway

October 27, 1955: City Manager reports new sanitary fill at St. Elmo east of Interregional Highway

November 17, 1955: Council discusses park development near Interregional Highway bridge; Council approves ordinance allowing zoning change near Interregional Highway

November 23, 1955: Council adopts resolution to execute sale of property near Interregional Highway

December 1, 1955: Council rejects Citizen's offer for land near Interregional Highway, and defers to independent appraisal to set price; Council approves ordinance allowing zoning change near Interregional Highway

December 22, 1955: City Manager recommends that Council decline offer for property near Interregional Highway

January 5, 1956: City Manager recommends that Council decline offer for property near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

February 2, 1956: Council approves zoning change request near Interregional Highway; After rejecting initial offer, City Manager discusses offering more to property owner to acquire land for Interregional Highway

February 9, 1956: Council adopts resolution to execute sale of property near Interregional Highway; Council adopts ordinance allowing zoning change near Interregional Highway; Council adopts two resolutions to petition federal government for more funds to complete Interregional Highway

February 23, 1956: Council approves zoning change request near Interregional Highway

March 1, 1956: Council declines offer to trade land near Interregional Highway for land needed to widen Riverside Drive

March 8, 1956: Council discusses budget expenditures, including areas around Interregional Highway

March 15, 1956: Citizens near Oakwood Cemetery request care when constructing Interregional Highway so as not to deter visitors; Council discusses a potential building permit for East 7th Street near Interregional Highway near the State Cemetery; Council sets public hearings for zoning requests near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

April 5, 1956: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution allowing utility installation near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

April 10, 1956: Council approves three zoning change requests near Interregional Highway

April 12, 1956: Council adopts resolution to widen Red River Street near Interregional Highway

April 19, 1956: Council approves three zoning change requests near Interregional Highway

April 26, 1956: Council approves four ordinances allowing zoning changes near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

May 3, 1956: Council allows the model of Interregional Highway to be lent for display at an event

May 24, 1956: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution to execute sale of property near Interregional Highway; Council adopts resolution allowing the construction of a filling station near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

May 31, 1956: Council approves zoning change request near Interregional Highway

June 7, 1956: Council approves ordinance allowing zoning change near Interregional Highway

June 28, 1956: Council approves ordinance allowing zoning change near Interregional Highway

July 3, 1956: Council mentions that the state agreed to finance construction of Interregional Highway

July 12, 1956: Council adopts resolution for drainage easement near Interregional Highway

July 19, 1956: Council adopts resolution to execute sale of property near Interregional Highway

August 30, 1956: Council sets public hearing for zoning request near Interregional Highway; Council adopts resolution to acquire and develop land along a South Belt Loop that intersects with Interregional Highway

September 20, 1956: Council hears discussion for a citizens advisory committee to work with the city and state for developing a north-south highway in West Austin, understanding that Interregional Highway serves East Austin; Council adopts resolution to execute sale of property near Interregional Highway

September 25, 1956: In a special meeting, Council discusses budget expenditures, including paving around Interregional Highway

October 11, 1956: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution to execute sale of property near Interregional Highway

October 18, 1956: Council adopts resolution allowing the construction of a filling station near Interregional Highway

November 8, 1956: Council approves ordinance allowing zoning changes in multiple areas near Interregional Highway

November 22, 1956: Council approves ordinance allowing zoning change near Interregional Highway

December 20, 1956: Council discusses property sale to oil company near Interregional Highway

January 3, 1957: Council discusses four-way stop at intersection of Interregional Highway and 51st Street

January 24, 1957: Council discusses paving program on Oltorf Street near Interregional Highway, and the responsibilities of cost

January 31, 1957: Council sets public hearing for zoning change near Interregional Highway

February 7, 1957: Council discusses setting a policy to publicly list sale price of public lands after oil company complains about the price of two public lots; Councilmember informs Council of complaints of slow speeds on Interregional Highway

March 7, 1957: Council adopts resolution to execute property sale to oil company for land near Interregional Highway; Council approves ordinance closing a right-of-way on San Marcos Street near Interregional Highway

March 14, 1957: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution allowing the construction of a filling station near Interregional Highway

March 21, 1957: Council sets public hearing for zoning change near Interregional Highway

April 11, 1957: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution to execute sale of property near Interregional Highway; Council adopts resolution approving a gasoline plant on the east side of Interregional Highway

April 18, 1957: Council adopts resolution allowing the construction of a filling station near Interregional Highway

May 2, 1957: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution deferring several zoning cases near Interregional Highway to Planning Commission for review to offer recommendations

May 16, 1957: Council adopts resolution allowing speed increase near Interregional Highway; Council sets public hearings for zoning changes near Interregional Highway

May 23, 1957: Citizens complain about Interregional Highway conditions near Airport Boulevard, including people using the area as a dump, and Council agrees to address the issue

June 27, 1957: Council approves two ordinances allowing zoning changes near Interregional Highway; Council discusses a property sale near Interregional Highway

July 11, 1957: Council hears discussion about an appraisal for property near Interregional Highway, and agrees to review the matter

July 15, 1957: In a special meeting, Council discusses Interregional Highway plans received from the state, which include a six-lane highway between 19th Street and Town Lake

August 1, 1957: Council discusses need for traffic signals on both sides of the intersection of Interregional Highway and Airport Boulevard

August 8, 1957: Council sets public hearings for zoning changes near Interregional Highway

August 22, 1957: Council approves ordinance for zoning change near Interregional Highway

August 29, 1957: Council adopts resolution to execute sale of property near Interregional Highway; Council adopts resolution allowing the construction of a filling station near Interregional Highway; Council rejects placement of military recruitment sign near Interregional Highway

September 19, 1957: Council approves ordinance for zoning change near Interregional Highway; Council adopts resolution allowing the construction of a filling station near Interregional Highway

October 3, 1957: Council adopts resolution awarding contract for street paving near Interregional Highway

October 17, 1957: Council approves ordinance for zoning change near Interregional Highway

November 7, 1957: Council approves zoning change near Interregional Highway; Citizen requests planting hibiscus plants near Interregional Highway; City Manager requests delaying thoroughfare in East Austin due to construction of Interregional Highway

November 14, 1957: Austin National Bank requests deferred decision on zoning change request on land near Interregional Highway, and Council agrees; Applicant withdraws zoning change request near Interregional Highway

November 21, 1957: Citizens discuss opposition to zoning change request from Austin National Bank near Interregional Highway, and Council approves ordinance allowing zoning change; Council adopts resolution allowing the construction of a filling station near Interregional Highway; Council discusses paving requests near Interregional Highway

December 12, 1957: Council adopts resolution to install traffic signals at the intersection of Interregional Highway and Airport Boulevard

January 2, 1957: Citizen approached Council about a contract for property sale that was not honored, and Council referred the matter to the city attorney

January 23, 1957: Citizen approached Council about a 140% property tax increase near Interregional Highway, and Council defers to the Board of Equalization

February 6, 1958: Council sets public hearing for zoning change near Interregional Highway; City Manager presents update on paving progress near Interregional Highway and requests delay due to cost

February 27, 1958: Council sets public hearings for zoning changes near Interregional Highway

March 6, 1958: Council denies zoning change near Interregional Highway

March 20, 1958: Council adopts resolution releasing drainage easement near Interregional Highway; Public Works director files bids for street improvements near Interregional Highway

April 10, 1958: Council approves ordinance allowing zoning change near Interregional Highway

April 28, 1958: In a special meeting, Council approves deed to land for right-of-way near Interregional Highway

July 17, 1958: Council adopts resolution for utility installation near Interregional Highway; Citizen requests information about land for sale near Interregional Highway, and Council agrees to review the matter; Council sets public hearings for zoning changes near Interregional Highway

July 31, 1958: Council adopts resolution shifting sanitary sewage systems along IH-35 from East 19th Street (Martin Luther King, Jr. Boulevard) to the Colorado River

August 21, 1958: Council offers eight parcels of land in East Austin owned by the city to the state highway department to widen IH-35

August 28, 1958: Council approves ordinance for zoning change near Interregional Highway

September 11, 1958: Council adopts resolution for thoroughfare construction on 7th Street at Interregional Highway; Council discusses industrial zoning for land near Lamar Boulevard bridge, South 1st Street bridge, and Interregional Highway

October 16, 1958: Council adopts resolution awarding contract for sewer construction near Interregional Highway; Council adopts resolution to execute sale of property on the east side of Interregional Highway

November 20, 1958: Council approves ordinance allowing zoning change near Interregional Highway

November 26, 1958: Council sets public hearings for zoning changes near Interregional Highway

December 4, 1958: Council discusses highway lighting for Interregional Highway outside the city limits

December 11, 1958: Council discusses land annexation near Interregional Highway, as well as a highway lighting

December 31, 1958: Council sets public hearings for zoning changes near Interregional Highway

January 15, 1959: Council approves ordinance allowing zoning change near Interregional Highway

January 29, 1959: Council approves ordinance annexing land near Interregional Highway

February 12, 1959: Council approves ordinance allowing zoning change near Interregional Highway

February 26, 1959: Council hears a missive from the Texas Highway Department requiring construction US 183 past Lamar Boulevard to intersect with IH-35; Council is further updated on the progress of relocating sewage systems and utilities along IH-35, including the acquisition of property; Council adopts resolution awarding contract for water main construction along Interregional Highway; Council approves request to enclose drainage ditch near Interregional Highway

March 5, 1959: City Manager presents proposition for construction of US 183 from Lamar Boulevard to Interregional Highway from Highway Department, and many members of Gethsemane Church speak in support of the project, and Council approves project

March 12, 1959: Council hears update on drainage ditch enclosure near Interregional Highway; Council sets public hearing for zoning change near Interregional Highway

March 26, 1959: Council adopts resolution releasing drainage easement near Interregional Highway; Council sets public hearings for zoning changes near Interregional Highway

April 2, 1959: Council approves zoning change near Interregional Highway

April 9, 1959: Council adopts resolution to execute the relocation of sewage systems and utilities along IH-35, having acquired all necessary property; Council approves ordinance allowing zoning change near Interregional Highway

April 23, 1959: Council adopts resolution to execute sale of property near Interregional Highway

April 30, 1959: Council adopts resolution allowing construction of US 183 past Lamar Boulevard to intersect with IH-35

May 7, 1959: Council approves ordinance allowing zoning change near Interregional Highway

May 21, 1959: After Council passes ordinance closing East 9th Street between Neches and Interregional Highway, citizens object to the closure of East 9th Street based on potential property damage, lack of through streets, and concern that it had been closed for private interests, requesting a public hearing, but Council states that it was done for the public interest

June 9, 1959: In a special meeting, Council hears discussion about reopening East 9th Street due to the lack of through street past Interregional Highway

June 11, 1959: In connection with reopening 9th Street between Trinity and Neches, Council requests review of Interregional Highway plans between 6th and 11th Streets; Council approves ordinance allowing zoning change near Interregional Highway

July 2, 1959: Council approves zoning change near Interregional Highway

July 9, 1959: Council approves ordinance allowing zoning change near Interregional Highway

July 16, 1959: Council adopts resolution allowing the construction of a filling station near Interregional Highway

July 23, 1959: Council approves zoning change near Interregional Highway

September 10, 1959: Council discusses bonds for construction of US 183 past Lamar Boulevard to intersect with IH-35 and thoroughfare construction on 7th Street at Interregional Highway

October 1, 1959: Public Works director discusses need for paving in areas around Interregional Highway; Council approves property sale near Interregional Highway

October 8, 1959: Council adopts resolution to execute sale of property near Interregional Highway

October 15, 1959: Council adopts two resolutions awarding contracts for relocation of sanitary sewers and water mains along Interregional Highway; Council hears opposition to zoning change request near Interregional Highway; *Council approves ordinance in support of the urban renewal law, as elected by voters who were required to own taxable property within the city limits*

October 22, 1959: Council tentatively approves ordinance allowing zoning change near Interregional Highway; Council sets public hearing for zoning change near Interregional

Highway; Council announces a special meeting for contentious zoning change near Interregional Highway (US 35)

October 26, 1959: In a special meeting, Council tentatively approves ordinance allowing zoning change near Interregional Highway; Council announces a special meeting for contentious zoning change near Interregional Highway (US 35)

October 27, 1959: In a special meeting, Council approves ordinance allowing zoning change near Interregional Highway

October 29, 1959: Council sets public hearings for zoning changes near Interregional Highway

November 5, 1959: Council adopts three resolutions to acquire land through eminent domain for the widening and straightening of Riverside Drive from Interregional Highway to Montopolis Drive

November 19, 1959: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution to execute sale of property near Interregional Highway

November 25, 1959: Council adopts resolution awarding contract to relocate water mains on 7th Street between Interregional Highway No. 35 and Chicon

December 3, 1959: City Manager announces the state's intent to for a public hearing on construction of US 183 past Lamar Boulevard to intersect with IH-35; Council approves zoning change near Interregional Highway; City Manager announces public hearing at Highway Department District 14 Headquarters on Interregional Highway

December 8, 1959: Council adopts resolution to execute sale of property near Interregional Highway

December 10, 1959: Council approves ordinance allowing zoning change near Interregional Highway; City Manager discusses work needed between Interregional Highway bridge and the new dam

December 23, 1959: City clerk files rejected petition of residents against actions related to IH-35 based on the stipulation that the petitioners were not qualified to vote

January 28, 1960: Council discusses placement of a new power plant near the Interregional Highway, the new dam, and the two Montopolis Bridges, and requests study of the area for such placement; Council approves property valuation near Interregional Highway

February 4, 1960: Council approves ordinance allowing zoning change near Interregional Highway

February 11, 1960: Council approves ordinance allowing zoning change near Interregional Highway

February 25, 1960: Council approves zoning change near Interregional Highway

March 3, 1960: Council adopts resolution to execute a boundary agreement near Interregional Highway; Citizen requests usage of sand beach between Interregional Highway and Chicon

for ski tournament, and Council approves; Council approves ordinance allowing zoning change near Interregional Highway

March 10, 1960: Council adopts resolution allowing the construction of a filling station near Interregional Highway

April 7, 1960: Council approves ordinance for construction and awarding the contract for street paving near Interregional Highway

April 14, 1960: Council sets public hearings for zoning requests near Interregional Highway

May 12, 1960: Council approves ordinance for street paving near Interregional Highway according to state law

May 26, 1960: Council approves ordinance allowing zoning change near Interregional Highway

June 23, 1960: Council adopts resolution to execute a sale of property near Interregional Highway

June 30, 1960: City attorney discusses land connected to Interregional Highway

July 21, 1960: City Manager reads letter sent to property owners between Interregional Highway and the new dam about tree removal

August 4, 1960: Council sets public hearings for zoning requests near Interregional Highway

August 25, 1960: Council approves ordinance for street paving near Interregional Highway based on state law

August 31, 1960: In a special meeting, Planning Commission recommends 1) that Holly Street be a thoroughfare across Interregional Highway, 2) zoning recommendations east of Interregional Highway, 3) that the north lake shore east of Interregional Highway be developed first, and 4) beautification should continue on the publicly owned shore between Interregional Highway and Lamar bridges

September 1, 1960: Council sets public hearing for zoning request near Interregional Highway

September 15, 1960: Council approves ordinance allowing zoning change near Interregional Highway

September 22, 1960: Council approves ordinance for street paving near Interregional Highway based on state law

September 29, 1960: Council sets public hearing for zoning request near Interregional Highway

October 6, 1960: Council approves zoning change near Interregional Highway

October 13, 1960: Council approves zoning change near Interregional Highway

November 10, 1960: Council approves zoning change near Interregional Highway; Council discusses land use for the Interregional Highway right-of-way

November 22, 1960: Council adopts resolution for sanitary sewer collection system near Interregional Highway; Council approves drainage system construction at the intersection of Riverside Drive and Interregional Highway

December 1, 1960: Council adopts resolution moving electrical utilities from along IH-35 in anticipation of construction; Council approves three zoning changes near Interregional Highway

December 8, 1960: Council approves ordinance allowing zoning change near Interregional Highway; Council sets hearing for zoning change near Interregional Highway

December 22, 1960: Council adopts resolution to execute sale of property near Interregional Highway

December 29, 1960: Citizen discusses deficient traffic signal coverage in East Austin, and Council suggests that the situation could change after the opening of Interregional Highway

January 5, 1961: Council approves zoning change near Interregional Highway; Former public servant inquires about denial to buy back property near Interregional Highway, and Council discusses how the terms changed to maintain ownership

January 12, 1961: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution to study installation of a traffic signal near 51st Street and Interregional Highway; Council discusses relocation of small house east of Interregional Highway into Bartholomew Park

January 19, 1961: City Manager discusses property owner's request to extend a culvert on the west side of Interregional Highway, and Council approves

January 26, 1961: Council adopts resolution for construction of US 183 past Lamar Boulevard to intersect with IH-35; Letter-petition in opposition to zoning change west of Interregional Highway was received, but application was already withdrawn

February 2, 1961: Council approves ordinance for street paving near Interregional Highway based on state law

March 1, 1961: Council adopts resolution to install lighting system along IH-35 between 17th Street and Colorado River; Council approves ordinance placing an election clerk off of South Interregional Highway

March 23, 1961: Council approves ordinance for street paving near Interregional Highway based on state law; Austin Police Association Little League requests park space east of Interregional Highway

March 30, 1961: Council discusses filling station placement on Reinli Street near Interregional Highway

April 6, 1961: Council adopts resolution awarding contract to relocate sewage systems and utilities along IH-35

April 13, 1961: Council discusses permit application requesting parking on the right-of-way, which was done near Interregional Highway, and deferred to public hearing; Council discusses placement of a telephone company service yard near 12th Street and Interregional Highway

April 24, 1961: Council approves ordinance allowing zoning change near Interregional Highway

May 1, 1961: Council adopts resolution for filling station placement on Reinli Street near Interregional Highway

May 5, 1961: In a special meeting, citizen questions the industrial zoning of the land north of the river and east of Interregional Highway, and City Manager references the City Plan

May 18, 1961: Council approves ordinance for street paving near Interregional Highway based on state law

May 25, 1961: Council approves sale of property near Interregional Highway; City Manager informs Council of an appeal to plans for Huntland Drive and Interregional Highway; City Manager discusses paving needs of streets near Interregional Highway

June 1, 1961: Council approves zoning change near Interregional Highway; After intense discussion on zoning change request near Interregional Highway, Council sets a public hearing; Citizen reports missing building stakes for an approved permit near Interregional Highway; Council sets public hearing for zoning change near Interregional Highway

June 8, 1961: Council adopts resolution to implement the Austin Development Plan, which discusses thoroughfares around Interregional Highway; Council adopts resolution to include amendments to the Austin Development Plan; Council approves ordinance allowing zoning change near Interregional Highway

June 15, 1961: Council adopts resolution allowing construction change order for the relocation of sewage systems and utilities along IH-35

June 22, 1961: Council denies zoning request near Interregional Highway; Council confirms approval for ski tournament to take place between Interregional Highway and the dam for ten days

June 29, 1961: Council approves ordinance allowing zoning change near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

July 6, 1961: Council approves zoning change requests near Interregional Highway; Citizen requests paving on Atkinson Road from Interregional Highway to property line, and provides the funds to complete the project

July 13, 1961: Council votes to install lighting system along IH-35 between Oltorf Street to just south of Ben White Boulevard; Council approves ordinance allowing zoning change on Interregional Highway; Assistant City Manager offers site near Interregional Highway and

Flores Street for advertisement of ski tournament in response to a request; Councilmember relays that the river had reclaimed some of the bank near the Interregional Highway bridge

August 10, 1961: Council discusses purchasing land between Flores Street and Waterfront Street on Interregional Highway

August 17, 1961: Council adopts resolution allowing construction of a filling station near Interregional Highway

September 14, 1961: Council approves ordinance placing an election clerk off of South Interregional Highway

October 5, 1961: Council approves sale of land on Interregional Highway between Flores Street and Clermont Avenue to oil company; Council declines offer for land on Interregional Highway and Clermont Avenue; Council approves ordinance allowing zoning change near Interregional Highway

October 12, 1961: Council adopts resolution to install lighting system along IH-35 between Oltorf Street to just south of Ben White Boulevard

October 19, 1961: Council expresses disinterest in opening Interregional Highway for car traffic on East 4th Street due to the presence of railroad tracks despite a request from citizens who had appealed to the federal government; Council sets public hearings on tax appeals for land near Interregional Highway; Council sets public hearing on zoning request near Interregional Highway

October 23, 1961: Council approves offer for land on Interregional Highway and Clermont Avenue

November 15, 1961: In a special meeting, citizen expresses frustration with property taxes, which rose with the construction of Interregional Highway, but not his property value, and Council agreed to inspect the property; Council reiterated disinterest in not opening Interregional Highway at East 4th Street

November 22, 1961: Council approves zoning request near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

November 30, 1961: Council approves three appraisal adjustments for property east of Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

December 21, 1961: Council adopts resolution conveying land for the construction of US 183 past Lamar Boulevard to intersect with IH-35

December 28, 1961: Council approves ordinance for street paving near Interregional Highway based on state law

January 4, 1962: Council approves zoning changes near Interregional Highway

January 11, 1962: Council approves ordinance allowing zoning change near Interregional Highway; Public Works director lists streets in need of paving, including areas around Interregional Highway

January 18, 1962: Council discusses land acquisition near Interregional Highway for multiple uses, including right-of-way

February 1, 1962: Council discusses land use of property within the boundaries of Interregional Highway, Ben White Boulevard, and South Congress Avenue, and how it was prone to flooding

February 8, 1962: Council discusses land use of property within the boundaries of Interregional Highway, Ben White Boulevard, and South Congress Avenue, and how it was prone to flooding, and recommended further study

February 12, 1962: In a special meeting, Council discusses bond related to sale of land near Interregional Highway

March 1, 1962: Council adopts resolution to execute sale of land near Interregional Highway

March 15, 1962: Council approves ordinance for street paving for a number of streets around Interregional Highway

March 28, 1962: City Manager announces Interregional Highway dedication the following day at 11am

May 24, 1962: Council approves adding a boat pier on Town Lake near Interregional Highway

July 5, 1962: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution awarding contract for construction of Williamson Creek Sanitary Sewer Section II near Interregional Highway

July 12, 1962: Council adopts resolution adding a boat pier on Town Lake near Interregional Highway; Council schedules naming Interregional Highway "East Avenue" or "Interstate Highway 35"; Council discusses buying right-of-way for Interregional Highway from former public servant with option to buy back

July 26, 1962: Council approves ordinance allowing zoning change on Interregional Highway

August 23, 1962: Council approves ordinance allowing zoning change on Interregional Highway

August 30, 1962: In zoning discussion, Council states that if city buys property, it does not pay for the buildings already onsite

September 6, 1962: Councilmember reported that stop sign adjustments had been successful on Riverside Drive and Interregional Highway; Council schedules public hearings for zoning requests near Interregional Highway

September 13, 1962: Council approves ordinance allowing zoning change near Interregional Highway

September 27, 1962: Council adopts resolution awarding contract for storm sewer construction near IH-35

October 4, 1962: Council approves property appraisal for land near Interregional Highway

October 18, 1962: Council approves ordinance allowing zoning change near Interregional Highway

November 1, 1962: Highway Department allows space under Interregional Highway at 7th and 8th Streets to be used for parking lots; Council sets public hearing on zoning change near Interregional Highway

November 29, 1962: Council adopts resolution to construct parking lots beneath IH-35 on East 6th and 8th Streets; Council discusses traffic direction at 8th Street under Interregional Highway

December 13, 1962: In a special meeting, Council approves zoning change near Interregional Highway; Housemovers discuss difficulty traversing streets around Interregional Highway, but Council denies request to move in the wrong direction on a street with a special permit

December 27, 1962: Council approves ordinance allowing zoning change near Interregional Highway

January 31, 1963: Council approves zoning change near Interregional Highway

February 7, 1963: Council approves ordinance allowing zoning change near Interregional Highway

February 14, 1963: Council discusses changing industrial to residential within the boundaries of Interregional Highway, Ben White Boulevard, and South Congress Avenue

March 7, 1963: Council approves use of Town Lake between Interregional Highway and dam for Aqua Festival; Council approves ordinance allowing zoning change near Interregional Highway

March 14, 1963: City Manager announced meeting at Highway Department District 14 Headquarters on Interregional Highway regarding Loop 360

March 21, 1963: Council adopts resolution to execute sale of property near Interregional Highway

April 4, 1963: Council hears update on parking lots under Interregional Highway on 7th and 8th Streets; Council adopts resolution to install highway route markers

April 18, 1963: Council considers appraising land near Interregional Highway

May 2, 1963: Council approves ordinance for street paving near Interregional Highway based on state law

May 16, 1963: Council adopts resolution for gas main installation near Interregional Highway; Council discusses proposed Missouri-Pacific Boulevard due to congestion on

Interregional Highway; Council sets public hearings on zoning requests near Interregional Highway

May 23, 1963: In a zoning case, Council discusses density study in areas on 19th Street, 24th Street, Lamar Boulevard, and Interregional Highway

May 30, 1963: Council approves sale of property near Interregional Highway

June 6, 1963: Council approves ordinance closing a portion of Hopkins Street near Interregional Highway

June 13, 1963: City attorney discusses sale of property near Interregional Highway; Council adopts resolution for construction of a water main and sewer main along Interregional Highway

June 20, 1963: Council approves zoning changes near Interregional Highway

June 27, 1963: Council approves ordinance allowing zoning change near Interregional Highway; Council declines to sell land near Interregional Highway

July 11, 1963: Council discusses school placement south of 7th Street and east of Interregional Highway; Council sets public hearing for zoning change near Interregional Highway

July 25, 1963: Council adopts resolution awarding contract for construction of a water main and sewer main along Interregional Highway; Council adopts resolution to execute sale of property near Interregional Highway

August 1, 1963: Council approves parade permit from Rosewood Park down 11th Street crossing Interregional Highway and ending at the Capitol; Council approves sale of property near Interregional Highway

August 8, 1963: Council sets public hearings for zoning requests near Interregional Highway

August 15, 1963: Council approves zoning change near Interregional Highway

August 22, 1963: Council approves street paving near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

August 29, 1963: Council adopts resolution for easement on Southern Pacific Railroad tract at Interregional Highway for telegraph infrastructure; Council discusses closing Flores Street based on proximity to Interregional Highway

September 12, 1963: Council approves zoning change near Interregional Highway; Property owners between Interregional Highway and Waller Street request intervening alley and Flores Street be closed

September 19, 1963: Council approves ordinance allowing zoning change near Interregional Highway; Council discusses approved bonds, including improvements near Interregional Highway

September 26, 1963: Council votes to offer sell land parcels east of IH-35 near Flores Street, and the City Manager requested that Flores Street be closed at the behest of property and

business owners after the sale; Council approves zoning change near Interregional Highway; Travis County Vocational School requests site somewhere between Interregional Highway and Shady Lane in East Austin, and Lamar and Interregional Highway and Lamar Boulevard in West Austin

October 3, 1963: Council approves paving near Interregional Highway on the condition of shared costs with property owners; Council approves “No Parking” sign on property east of Interregional Highway on Fernwood; Council offers notice of property sale near Interregional Highway after just completing a property sale near Interregional Highway; Citizen requests new tax appraisal for property based on devaluation caused by Interregional Highway, and Council agrees to review the property; Council approves zoning change near Interregional Highway

October 17, 1963: Council sets public hearings for zoning requests near Interregional Highway

October 24, 1963: Council adopts resolution allowing utility installation near Interregional Highway

November 7, 1963: Council withdraws zoning application near Interregional Highway; Council approves zoning request near Interregional Highway; Council denies zoning request near Interregional Highway

November 14, 1963: Council adopts resolution to acquire property to widen US 290 between IH-35 and Manor; Council approves ordinance allowing zoning change near Interregional Highway; Council hears discussion on developing a parking lot near apartments at Fernwood and Airport Boulevard near Interregional Highway

November 21, 1963: Council discusses text of zoning ordinances and references to major thoroughfares, including East Avenue, Lamar Boulevard, East 7th Street, Manor Road, and Interregional Highway (Interstate Highway 35); Council approves ordinance allowing zoning change near Interregional Highway

November 26, 1963: Council sets public hearings for zoning requests near Interregional Highway

December 12, 1963: Council receives paving requests near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

January 9, 1964: Council approves ordinance allowing zoning change near Interregional Highway; Council approves property sale at Interregional Highway and Mariposa Drive

January 30, 1964: Council approves zoning change near Interregional Highway

February 6, 1964: Council informed public of a private entity opening off Interregional Highway; City attorney informs Council that public utilities were prohibited to property east of Interregional Highway that was not properly subdivided

February 13, 1964: In discussion of thoroughfares, Council mentions that while there were neither plans nor finances to develop east of Interregional Highway, there was interest in

acquiring land on East 15th Street and Interregional Highway; Council discusses renaming Interregional Highway based on confusion between being called “East Avenue,” “Interregional Highway,” and “Interstate 35”

February 20, 1964: Council approves ordinance allowing zoning change near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

February 27, 1964: Public Works director presents streets for paving near Interregional Highway; Council approves zoning change near Interregional Highway; Council defers zoning decision to Planning Commission for property near Interregional Highway; Council discusses right-of-way planning on East 51st Street and Interregional Highway

March 5, 1964: Council approves ordinance allowing zoning change near Interregional Highway; Council defers zoning decision to Planning Commission for property near Interregional Highway; Council discusses zoning on East 51st Street and Interregional Highway

March 12, 1964: City Manager recommends land acquisition between 15th Street, 19th Street, Interregional Highway, and Neches, and Council agrees to begin negotiations for the property

March 19, 1964: Council discusses list of streets for paving, including those near Interregional Highway; City Manager discusses the request of a pedestrian bridge over Waller Creek crossing 10th Street and extending to Interregional Highway, and Council defers to Public Works to study the matter; Council sets public hearing for zoning requests near Interregional Highway

March 26, 1964: Council adopts resolution awarding contract for water main construction from South Congress Avenue to IH-35; Council approves zoning change near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway

April 16, 1964: Council approves two ordinances allowing zoning change near Interregional Highway

April 23, 1964: Council sets a public hearing for amending parts of the Austin Development Plan for switching from industrial to resident zoning in the boundaries of IH-35, Nuckol’s Crossing, and Ben White Boulevard; Council approves two ordinances allowing zoning change near Interregional Highway; Council approves zoning change near Interregional Highway

April 30, 1964: Council approves ordinance allowing zoning change near Interregional Highway

May 7, 1964: Council approves ordinance allowing zoning change near Interregional Highway; Council approves agreement relating to East 51st Street and Interregional Highway; Council discusses hospital development between Interregional Highway and Waller Creek

May 14, 1964: Council approves ordinance closing a portion of Oldham Street going east towards IH-35; Council hears discussion about amending parts of the Austin Development Plan for switching from industrial to resident zoning in the boundaries of IH-35, Nuckol’s

Crossing, and Ben White Boulevard, and decides to study the matter; Council declines offer of property owner for land near Interregional Highway, Sabine, and 12th Street

May 21, 1964: Council continues discussion about amending parts of the Austin Development Plan for switching from industrial to resident zoning in the boundaries of IH-35, Nuckol's Crossing, and Ben White Boulevard, and defers to the Planning Commission to study the matter

June 11, 1964: Council adopts resolution awarding contract for sanitary sewer construction near Interregional Highway; Council adopts resolution to acquire land through eminent domain for the Interregional Highway

June 25, 1964: Councilmember discusses widening of 19th Street, and City Manager states that most widening would occur between Lavaca and Interregional Highway

July 2, 1964: Council approves request to move a building by using Interregional Highway; Town Lake Committee recommends "Festival Beach" for the land between the power plant and the Interregional Highway bridge, and "Waller Beach" for the area between the Interregional Highway and Congress Avenue bridges

July 30, 1964: Council adopts four resolutions to acquire land through eminent domain for the Interregional Highway

August 13, 1964: Council approves zoning change near Interregional Highway; Council approves Town Lake Development Plan for north bank of the river east of Interregional Highway

August 20, 1964: Council approves ordinance allowing zoning change near Interregional Highway

September 3, 1964: Industrial Department Chamber of Commerce recommends that Council purchase land near Interregional Highway and the Bergstrom Spur

September 17, 1964: City Manager explains that 7th Street will run one-way eastbound until Interregional Highway, but be a two-way street east of Interregional Highway

September 24, 1964: Council hears discussion of building being moved using Interregional Highway

October 1, 1964: Public Works director discusses the need to reopen 9th Street towards IH-35, a church developing in the area does not object, and Council agrees to meet with the board of deacons; City Manager discusses train speed limits, including when crossing IH-35; Council sets public hearing for zoning requests near Interregional Highway

October 8, 1964: Council discusses land acquisition at East 18th Street and Interregional Highway

October 15, 1964: Council discusses zoning change near Interregional Highway

November 4, 1964: In a special meeting, property owners appeal appraisal for properties near Interregional Highway, and Council agrees to review the properties

November 5, 1964: Council approves zoning changes near Interregional Highway

November 10, 1964: In a special meeting, property owners appeal appraisal for properties near Interregional Highway, and Council agrees to review the properties

November 12, 1964: Council adopts resolution awarding contract for water main construction near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

January 14, 1965: Council approves ordinance allowing zoning change near Interregional Highway

January 22, 1965: Council agrees to another inspection of property near Interregional Highway near 45th Street; Council sets public hearing for zoning request near Interregional Highway; In a special meeting, Council agrees to lease property near Interregional Highway near 45th Street

February 4, 1965: Council approves ordinance allowing zoning change near Interregional Highway

February 18, 1965: Council sets public hearings for zoning requests near Interregional Highway

March 11, 1965: Bank director proposes driveway installation so that customer could avoid being thrust only Interregional Highway, and Council approves site change; Council adopts resolution allowing a partial easement release for signage near Interregional Highway; Council approves ordinance setting voting precincts, many of which are east of Interregional Highway

March 18, 1965: Council sets public hearings for zoning requests near Interregional Highway

March 25, 1965: Council approves zoning change near Interregional Highway; Council hears discussion of zoning change near Interregional Highway, and defers to additional site inspection; Council selects alternate presiding election judge near South Interregional Highway

April 1, 1965: Council approves two ordinance allowing zoning changes near Interregional Highway; Council discusses street conditions in a subdivision east of Interregional Highway

April 15, 1965: Council approves zoning change near Interregional Highway; Planning Director discusses blighted property between San Jacinto, Interregional Highway, 11th Street and 19th Street, and recommends a renewal project that includes the potential for a medical school since there were only 1500 people in the area

April 22, 1965: Council approves zoning changes near Interregional Highway

April 29, 1965: Council approves ordinance establishing fire zones delineated by Interregional Highway

May 6, 1965: Council adopts resolution to adjust and relocate water and electric utilities within proposed construction areas of IH-35

May 13, 1965: Council sets public hearing for zoning change near Interregional Highway

May 27, 1965: Council adopts resolution to acquire land through eminent domain for the Interregional Highway

June 17, 1965: Council approves zoning change near Interregional Highway; Council sets public hearings for zoning changes near Interregional Highway

June 24, 1965: Council approves ordinance allowing zoning change near Interregional Highway

July 1, 1965: Council adopts resolution awarding contract to adjust and relocate water and electric utilities within proposed construction areas of IH-35; Council adopts ordinance directing traffic westward on East 10th Street near IH-35; Property owner approaches Council about rezoning of area in the boundaries of IH-35, Nuckol's Crossing, and Ben White Boulevard; Council discusses zoning near Interregional Highway and Flores Street

July 8, 1965: Council adopts resolution awarding contract for water mains near Interregional Highway; Council sets public hearing for zoning change near Interregional Highway

July 15, 1965: Council approves zoning change near Interregional Highway despite opposition; Council discusses zoning and land acquisition near Interregional Highway and Flores Street

August 5, 1965: Council decides to make offer to property owner abutting IH-35; Council agrees to vacate streets near Interregional Highway

August 12, 1965: Council approves zoning change near Interregional Highway

September 13, 1965: In special meeting, Council discusses bond expenditures, including paving requests near Interregional Highway

September 30, 1965: Council sets tax appeal hearings for property near Interregional Highway; Council sets public hearings for zoning requests near Interregional Highway

October 21, 1965: Property owner appeals appraisal for devalued property near Interregional Highway, and Council agrees to review the property

November 4, 1965: Council approves zoning change near Interregional Highway

November 9, 1965: Council approves ordinance allowing zoning change near Interregional Highway

November 18, 1965: Council discusses traffic concerns around the west side of Interregional Highway, US 290, and 51st Street

November 23, 1965: Council sets public hearings for zoning requests near Interregional Highway

December 9, 1965: Council adopts resolution awarding contract for concrete culvert construction near Interregional Highway; Council approves land negotiations near Interregional Highway and Flores Street

December 30, 1965: Council agrees to take pictures of the U.S.S. Austin from Interregional Highway for posterity; Council discusses land acquisition near St. Johns Avenue near Interregional Highway through to Lamar Boulevard; Council discusses land holdings near Interregional Highway that were under contract with the Highway Department, but were potentially disposable

January 27, 1966: Council hears discussion on university expansion and urban renewal program between Red River and Interregional Highway

February 3, 1966: Council approves ordinance allowing zoning change near IH-35; Council approves ordinance vacating portions of San Marcos, Flores, and Waterfront Streets near Interregional Highway

February 10, 1966: Council adopts resolution awarding contract for sewer main construction along IH-35; Council agrees to develop a complete landscaping program for the IH-35 and Town Lake area near Holiday Inn

February 24, 1966: Council approves zoning change near Interregional Highway

March 3, 1966: Council approves ordinance allowing zoning change near Interregional Highway

March 17, 1966: Council sets public hearing for zoning near Interregional Highway

April 7, 1966: Councilmember reports a property census between Lamar and Interregional Highway; Council adopts resolution allowing utility installation near Interregional Highway

April 20, 1966: Council approves zoning changes near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

April 28, 1966: Council approves ordinance allowing zoning change near Interregional Highway

May 19, 1966: Council approves zoning change near Interregional Highway

June 2, 1966: Council adopts resolution deferring maintenance of US 183 between IH-35 and Montopolis to the Highway Department; Council adopts resolution allowing utility installation near Interregional Highway; Council agrees to open St. Johns Avenue between Cameron Road and Interregional Highway; Council adopts three resolutions to acquire land through eminent domain to open St. Johns Avenue

June 9, 1966: Council sets public hearing for zoning requests near Interregional Highway

June 16, 1966: Council approves zoning change near Interregional Highway

June 23, 1966: Council approves ordinance allowing zoning change near Interregional Highway

July 7, 1966: Citizen announces homes for sale near Interregional Highway

July 21, 1966: Council approves ordinance for list of streets for paving, including those near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

August 11, 1966: Council approves zoning change near Interregional Highway; In a discussion of the Town Lake Hike and Bike Trail, City Manager discusses that some land east of Interregional Highway has not been explicitly designated as park land; Council adopts two resolutions to acquire land through eminent domain to open St. Johns Avenue

August 18, 1966: Council adopts resolution awarding contract for water main construction in East Avenue, Flores Street, and Interregional Highway; Council approves ordinance for street paving near Interregional Highway based on state law

August 31, 1966: Council sets public hearing for planned development at IH-35 and Corral Lane

September 29, 1966: Water District 5—within Manchaca Road, San Antonio Highway, and Interregional Highway—discusses the city assuming authority due to extensive development in the area; Council sets public hearings for zoning requests near Interregional Highway

October 13, 1966: Council approves ordinance for street paving near Interregional Highway based on state law

October 27, 1966: Councilmember reads letter from anonymous citizen discussing radar enforcement near St. Johns Avenue and Interregional Highway

November 3, 1966: Council approves zoning changes near Interregional Highway; Council discusses land reacquisition from oil company near Interregional Highway and Flores Street

November 10, 1966: Chamber of Commerce discusses tourist spot near North Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution for water main construction on St. Johns Avenue between Interregional Highway and Grand Canyon Drive

January 12, 1967: Council discusses action for pictures of the U.S.S. Austin from Interregional Highway; Council discusses plans for a vehicular bridge on sand beach reserve east of Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

January 19, 1967: Council adopts resolution releasing electrical easement near IH-35; Council discusses paving requests near Interregional Highway

February 16, 1967: Council hears discussion on paving requests near Interregional Highway; Council discusses how 15th Street should be a thoroughfare between Missouri-Pacific Boulevard and Interregional Highway

February 23, 1967: Council adopts resolution awarding contract for sanitary sewer main construction in IH-35

March 1, 1967: Council sets hearing for ordinance annexing land near IH-35; Recreational director assures Council that the area east of Interregional Highway would be barricaded during boat races

March 9, 1967: Council hears discussion about the economic justification for highways in comparing IH-35 to the proposed Missouri-Pacific Boulevard

March 16, 1967: Council sets hearing for ordinance annexing land near IH-35; Council adopts eight resolutions to execute sales of property near IH-35

March 30, 1967: Council adopts resolution to acquire land through eminent domain to develop 15th Street as a thoroughfare between Missouri-Pacific Boulevard and Interregional Highway

April 6, 1967: Council adopts resolution to execute sale of property near IH-35; Council approves ordinance annexing land near IH-35

April 13, 1967: In discussion on proposed computer-controlled traffic system, Councilmember inquires about coordination with the state regarding IH-35; Council adopts two resolutions to acquire land through eminent domain to widen US 290 between IH-35 and Mira Loma Lane

May 4, 1967: Council approves ordinance allowing zoning change near Interregional Highway; Council approves ordinance allowing offstreet parking throughout the Central Business District, including areas around Interregional Highway

May 11, 1967: Council adopts resolution to execute sale of property near Interregional Highway; Council approves ordinance annexing land near Interregional Highway

June 1, 1967: Council adopts resolution awarding contract for sanitary sewer main construction between IH-35 and Rundberg Lane; In a discussion about roads in the Festival Beach area, City Manager recommends park roads instead of standard streets from IH-35 to Chicon

June 29, 1967: Council adopts resolution to execute sale of property near IH-35

July 13, 1967: Council adopts resolution to execute sale of property near IH-35

August 3, 1967: Council adopts resolution awarding contract for sewer and water pipe installation on Anderson Lane heading west from IH-35; Council adopts resolution to execute sale of property near IH-35

August 10, 1967: Council approves ordinance for street paving near Interregional Highway based on state law

August 24, 1967: Council approves ordinance for street paving near Interregional Highway based on state law

August 31, 1967: Council adopts resolution to execute sale of property near IH-35

September 14, 1967: Council adopts resolution to set 35mph speed limit on East 19th Street between IH-35 and Chicon

October 19, 1967: Council adopts resolution awarding contract for sanitary sewer main installation in IH-35

November 2, 1967: Council approves zoning change near Interregional Highway

January 25, 1968: Council adopts resolution to execute sale of property near IH-35; Council approves zoning change near Interregional Highway

February 15, 1968: Council discusses occupancy of dilapidated house near Interregional Highway

February 29, 1968: Council approves ordinance annexing land near IH-35

April 25, 1968: Council approves ordinance allowing zoning change near Interregional Highway

May 2, 1968: Council discusses using stockpile of paving materials for construction of Interregional Highway

May 9, 1968: Council adopts resolution awarding contract for sanitary sewer main installation near IH-35

June 5, 1968: Council drafts resolution establishing 50mph speed limit on service roads of IH-35 between US 290 and Rundberg Lane; Council drafts resolution establishing 60mph speed limit on service roads of IH-35 between Rundberg Lane and Braker Lane; Council drafts resolution establishing 50mph speed limit on service roads of IH-35 between Braker Lane and northern city limits; Council drafts resolution establishing 45mph speed limit on service roads of IH-35 between Braker Lane and northern city limits

June 8, 1968: Council adopts resolution establishing 50mph speed limit on service roads of IH-35 between US 290 and Rundberg Lane; Council adopts resolution establishing 60mph speed limit on service roads of IH-35 between Rundberg Lane and Braker Lane; Council adopts resolution establishing 50mph speed limit on service roads of IH-35 between Braker Lane and northern city limits; Council adopts resolution establishing 45mph speed limit on service roads of IH-35 between Braker Lane and northern city limits

June 20, 1968: Council approves ordinance designating Interregional Highway as a boulevard

July 18, 1968: Council approves ordinance allowing zoning change near Interregional Highway

August 8, 1968: Council approves ordinance vacating East 10th Street alley near IH-35

August 29, 1968: Council adopts resolution to execute sale of property near IH-35

September 26, 1968: Council sets public hearing for zoning requests near Interregional Highway

October 31, 1968: Council approves zoning changes near Interregional Highway

November 7, 1968: Council approves ordinance allowing zoning change near Interregional Highway

December 5, 1968: Council adopts resolution allowing utility installation near Interregional Highway

December 19, 1968: Council approves ordinance annexing land near IH-35

December 30, 1968: Council approves ordinances allowing zoning changes near IH-35

January 16, 1969: Council discusses assigning one-way streets near Interregional Highway

January 30, 1969: Council approves zoning change near IH-35; Council adopts resolution awarding contract for improvement to houses near IH-35 slated for disposal based on urban renewal policies

February 13, 1969: Council approves ordinance allowing zoning change near Interregional Highway

February 27, 1969: Council approves ordinance allowing zoning change near Interregional Highway; Council approves zoning change near Interregional Highway

March 6, 1969: Council approves ordinance allowing zoning change near Interregional Highway

March 20, 1969: Council approves ordinance amending voting precinct near Interregional Highway

April 3, 1969: Council adopts resolution allowing utility installation near Interregional Highway

April 24, 1969: Council adopts resolution assuming responsibility for lighting on IH-35

May 15, 1969: Council approves ordinance annexing land near IH-35

May 29, 1969: Council approves ordinance annexing land near IH-35; Council approves ordinance for street paving near IH-35 based on state law

June 5, 1969: Council approves land acquisition west of Interregional Highway for development of the hike and bike trail; Council adopts resolution refunding an awarded contract near Interregional Highway

June 12, 1969: Council approves ordinance for street paving near IH-35 based on state law

June 19, 1969: Council approves ordinance annexing land near IH-35

July 10, 1969: Council approves ordinance annexing land near IH-35; Council approves ordinance allowing zoning change near Interregional Highway

July 17, 1969: Council approves ordinance allowing zoning change near Interregional Highway

July 31, 1969: Council adopts two resolutions releasing electrical easements near IH-35

August 14, 1969: Council approves ordinance allowing zoning change near Interregional Highway

September 4, 1969: Council approves ordinance allowing zoning change near Interregional Highway; Council approves zoning change near Interregional Highway

September 11, 1969: Council approves ordinance allowing zoning change near Interregional Highway

September 18, 1969: Council approves ordinance allowing zoning change near Interregional Highway

October 16, 1969: Council approves ordinance annexing land near IH-35

November 6, 1969: Council approves three ordinances annexing land near IH-35

November 13, 1969: Council approves ordinance annexing land near IH-35

November 20, 1969: Council adopts resolution awarding contract for water main construction near IH-35

December 11, 1969: Council approves ordinance annexing land near IH-35

December 18, 1969: Council requires setback on commercial property near Interregional Highway and East 13th Street

December 30, 1969: Council adopts resolution allowing utility installation near Interregional Highway

January 8, 1970: Council approves zoning change near Interregional Highway

January 15, 1970: Council approves ordinance allowing zoning change near Interregional Highway

January 29, 1970: Council adopts resolution awarding contract for water and wastewater main installation and relocation near IH-35

February 19, 1970: Council adopts resolution to implement utility agreement with Texas Highway Department relating IH-35; Council approves ordinance annexing land near IH-35; Council approves ordinance amending voting precinct near Interregional Highway

March 4, 1970: In a special meeting, Council discusses bond expenditures, including work on a railroad crossing near Interregional Highway

March 5, 1970: Citizen discusses damage done during the construction of a building on Interregional Highway; Council approves zoning changes near Interregional Highway

March 12, 1970: Council approves ordinance allowing zoning change near Interregional Highway

March 26, 1970: Council adopts resolution setting public hearing on land annexation near IH-35

April 9, 1970: Council approves zoning changes near Interregional Highway

April 16, 1970: Council approves ordinance allowing zoning change near Interregional Highway

May 21, 1970: Council approves ordinance allowing zoning change near IH-35; Council approves request for boat demonstrations east of Interregional Highway

May 28, 1970: Council adopts resolution to implement license agreement with railroad company for water main installation as part of an IH-35 relocation project; Council approves ordinance annexing land near IH-35; Council adopts resolution setting a public hearing on land annexation near Interregional Highway

June 25, 1970: Council approves ordinance allowing zoning change near Interregional Highway

July 2, 1970: Council approves ordinance allowing zoning change near Interregional Highway

July 30, 1970: Council approves ordinance for street paving near IH-35

August 6, 1970: Council approves ordinance annexing land near Interregional Highway

September 24, 1970: Council approves ordinance vacating portions of East Avenue alley and East 19th Street alley near IH-35

November 12, 1970: Council sets public hearing for zoning requests near IH-35; Council discusses traffic issues on Interregional Highway

November 24, 1970: Council adopts resolution assuming responsibility for lighting on IH-35

December 10, 1970: Council schedules public hearing on land annexation near IH-35

December 17, 1970: Council adopts resolution setting public hearing on land annexation near IH-35

December 21, 1970: Council discusses property tax increase due to proximity to Interregional Highway

January 7, 1971: Council approves zoning changes near IH-35; Council withdraws zoning application near IH-35

January 18, 1971: In a special meeting, Council approves property tax increases near Interregional Highway

January 28, 1971: Council adopts resolution setting a 50mph speed limit on US 183 near Interregional Highway

February 25, 1971: Council adopts resolution setting public hearing on land annexation near IH-35

April 1, 1971: Council adopts resolution awarding contract for water main installation near IH-35; Council approves zoning change near Interregional Highway

April 8, 1971: Council approves ordinance allowing zoning change near Interregional Highway

April 22, 1971: Council adopts resolution to implement license agreement with railroad companies for water main installation as part of an IH-35 project

May 6, 1971: Council approves ordinance allowing zoning change near IH-35

May 13, 1971: Council adopts resolution awarding contract for water main installation near IH-35

May 20, 1971: Council approves ordinance allowing zoning change near IH-35

June 3, 1971: Council denies zoning change near Interregional Highway based on community opposition

June 24, 1971: Council adopts resolution awarding contract for traffic signal improvement near IH-35

July 8, 1971: Council approves ordinances allowing zoning changes near IH-35

September 9, 1971: Council adopts resolution awarding contract for lighting near IH-35

October 14, 1971: Council approves ordinance allowing zoning change near IH-35

October 21, 1971: Council approves ordinance allowing zoning change near IH-35; Council adopts resolution to widen East 1st Street to IH-35

November 11, 1971: Council approves ordinance allowing zoning change near Interregional Highway

November 18, 1971: Council adopts resolution awarding contract for water main installation along IH-35

November 23, 1971: Council approves ordinance allowing zoning change near IH-35

December 21, 1971: Council denies property tax appeal near Interregional Highway

January 20, 1972: Council adopts resolution to implement a utility agreement with Texas Highway Department regarding IH-35

January 27, 1972: Council discusses tax appeal near Interregional Highway

February 3, 1972: Council approves tax appeal near Interregional Highway

February 10, 1972: Council denies tax appeal near Interregional Highway

February 29, 1972: Council approves zoning change near Interregional Highway; Council adopts resolution to widen Lambie as a thoroughfare near Interregional Highway

March 16, 1972: Council approves ordinance allowing zoning change near IH-35; Council approves ordinance allowing zoning change near Interregional Highway

April 13, 1972: Council approves ordinance allowing zoning change near IH-35

May 4, 1972: Council approves ordinance allowing zoning change near IH-35

May 18, 1972: Council adopts resolution setting public hearing for annexation near Interregional Highway

May 25, 1972: Hillcrest Baptist Church requests that Council vacates a portion of 29th Street near IH-35, and Council discusses policy on vacating rights-of-way

June 1, 1972: Council approves ordinance allowing zoning change near IH-35; Council approves ordinances vacating all rights-of-way that use a portion of IH-35; Council approves annexation near Interregional Highway

June 8, 1972: Council approves ordinance allowing zoning change near Interregional Highway

June 22, 1972: Council approves ordinance allowing zoning change near Interregional Highway

June 29, 1972: Council approves ordinances vacating all rights-of-way that use a portion of Swisher Street near IH-35

July 6, 1972: Council adopts resolution to execute a property sale near IH-35; Council approves ordinance allowing zoning change near IH-35

July 20, 1972: Council approves ordinance allowing annexation near Interregional Highway

August 10, 1972: Council approves ordinance allowing zoning change near IH-35

September 14, 1972: Council adopts resolution awarding contract for water and sewer main installation and relocation near IH-35; Council adopts resolution setting public hearing for land annexation near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

November 9, 1972: Council approves ordinances vacating all rights-of-way that use a portion of East 13th Street near IH-35

November 16, 1972: Council approves ordinance allowing annexation near Interregional Highway

November 30, 1972: Council approves ordinance allowing zoning change near Interregional Highway

December 14, 1972: Council adopts resolution setting public hearing for land annexation near IH-35

January 18, 1973: Council adopts resolution setting public hearing for land annexation near IH-35; Council denies tax appeal for property near Interregional Highway

January 26, 1973: Council adopts resolution implementing a scenic easement around Harper's Branch near IH-35

February 1, 1973: Council adopts resolution setting public hearing for land annexation near IH-35

February 22, 1973: Council approves ordinances vacating all rights-of-way that use a portion of East 29th Street near IH-35; Council adopts resolution implementing a utility and joint use agreement related to IH-35; Council adopts resolution to acquire land related to the airport near IH-35

March 1, 1973: Council approves ordinance amending voting precinct near IH-35

March 8, 1973: Council approves ordinance allowing annexation near Interregional Highway

March 15, 1973: Council adopts resolution setting public hearing for land annexation near IH-35

March 29, 1973: Council adopts resolution setting public hearing for land annexation near IH-35; Council agrees to amend a contract to provide water service to property east of IH-35

May 17, 1973: Council approves ordinance allowing annexation near IH-35

May 24, 1973: Council adopts two resolutions allowing buildings to use utilities near IH-35

May 31, 1973: Council approves ordinance allowing zoning change near IH-35; Council adopts resolution to acquire land near IH-35

June 7, 1973: Council approves zoning change near IH-35

June 28, 1973: Council approves ordinance allowing zoning change near IH-35

July 5, 1973: Council approves ordinance allowing zoning change near IH-35

July 12, 1973: Council adopts resolution to acquire land related to the airport near IH-35; Council approves ordinance allowing zoning change near IH-35

August 2, 1973: Council approves zoning change near IH-35

August 9, 1973: Council approves ordinance allowing zoning change near IH-35; Council adopts resolution setting public hearing for land annexation near IH-35

August 16, 1973: Council adopts resolution allowing utility usage near Interregional Highway

September 6, 1973: Council approves ordinance allowing annexation near Interregional Highway

October 25, 1973: Council adopts resolution to acquire land related to the airport near IH-35

November 1, 1973: Council adopts resolution to release utility easement near Interregional Highway

December 20, 1973: Council adopts resolution setting public hearing for land annexation near IH-35; Council approves ordinance setting railroad speeds on tracks near IH-35

January 3, 1974: Council adopts resolution setting public hearing for land annexation near Interregional Highway; Council approves zoning change near IH-35; Council agrees to acquire land to widen US 290 near IH-35; Council approves parade permit near IH-35; Council adopts resolution setting public hearing for land annexation near IH-35; Council sets public hearing for zoning requests near IH-35

March 14, 1974: In tax appeal, citizen discusses urgency of a multifamily unit since paving had been completed on 51st Street from Interregional Highway to New Manor Road

April 4, 1974: Council approves ordinance allowing zoning change near IH-35

April 18, 1974: Council approves parade permit near IH-35

May 2, 1974: Council approves ordinance allowing zoning change near IH-35

May 9, 1974: Council adopts resolution releasing sanitary sewer easement near Interregional Highway

May 23, 1974: Council approves ordinance allowing annexation near Interregional Highway; Council adopts resolution to adjust and relocate water and wastewater utilities near IH-35

June 20, 1974: Council approves ordinance allowing zoning change near IH-35

July 18, 1974: Council adopts resolution releasing electric and telephone easements near Interregional Highway; Council approves ordinance allowing zoning change near IH-35

July 25, 1974: Council sets public hearing to discuss street vacation near IH-35; Council approves ordinance allowing zoning change near IH-35

August 1, 1974: Council approves ordinance allowing zoning change near IH-35

August 8, 1974: Council approves ordinance allowing zoning change near Interregional Highway

August 15, 1974: Council approves ordinance allowing zoning change near IH-35

September 12, 1974: Council adopts resolution releasing drainage easement near Interregional Highway

September 19, 1974: Council approves ordinance allowing zoning change near IH-35

October 31, 1974: Council adopts resolution implementing a floodway agreement near IH-35

November 14, 1974: Council approves ordinance setting water and wastewater rates delineated by IH-35

November 21, 1974: Council approves ordinance for street paving near IH-35 according to state law

December 19, 1974: Council approves ordinance allowing zoning change near IH-35

January 16, 1975: Council approves ordinance allowing zoning change near IH-35; Council discusses outdoor signage issues near IH-35

January 30, 1975: Council approves ordinance allowing zoning change near IH-35

February 13, 1975: Council approves ordinance related to vacating streets and other transit appendages near IH-35; Council approves ordinance amending voting precincts near IH-35

April 17, 1975: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolutions implementing utility agreements near IH-35; Council approves ordinances allowing zoning changes near IH-35

May 8, 1975: Council adopts resolution awarding contract for electric duct line construction near Interregional Highway

May 22, 1975: Council adopts resolution setting public hearing for land annexation near Interregional Highway; Council sets hearing for zoning changes near IH-35

June 5, 1975: Council approves ordinance addressing outdoor signage issues near IH-35

June 12, 1975: Council approves annexation near IH-35

June 26, 1975: Council approves ordinance allowing annexation near Interregional Highway

July 10, 1975: Council approves usage of Town Lake east of Interregional Highway for boating distribution

July 17, 1975: Council approves ordinance allowing zoning change near IH-35

July 24, 1975: Council set public hearing for zoning change near IH-35

August 14, 1975: South River City Citizens Association offers street recommendations near IH-35

September 4, 1975: Council adopts resolution to follow directives from the Highway Department on IH-35

September 11, 1975: Council adopts resolution awarding contract for sidewalk improvements near Interregional Highway

November 6, 1975: Council approves ordinance for street paving near IH-35 according to state law

November 13, 1975: Council adopts resolution setting public hearing for land annexation near IH-35

January 8, 1976: Council approves zoning change near IH-35

January 15, 1976: Council discusses highway expansion near IH-35 and US 290

February 5, 1976: Council approves amended ordinance setting water and wastewater rates delineated by IH-35

April 8, 1976: Council approves ordinance allowing zoning change near IH-35

May 6, 1976: Council adopts resolution setting public hearings for land annexation near Interregional Highway

May 13, 1976: Council adopts resolution implementing utility agreements near IH-35

June 17, 1976: Council approves ordinance allowing annexation near Interregional Highway; Council approves ordinances allowing zoning changes near IH-35; Council sets public hearings for zoning requests near IH-35

July 22, 1976: Council sets public hearings for zoning requests near IH-35

August 5, 1976: Council approves zoning change near IH-35

August 19, 1976: Council approves ordinance allowing zoning change near IH-35

September 2, 1976: Council approves zoning change near IH-35; Council approves ordinance allowing zoning change near IH-35

September 16, 1976: In a special meeting, Council approves ordinances allowing zoning changes near IH-35

October 21, 1976: Council adopts resolution implementing utility agreements with the Highway Department for IH-35

November 9, 1976: Council adopts resolution implementing utility agreements with the Highway Department for IH-35

January 27, 1977: Council adopts resolution implementing utility agreements with the Highway Department for IH-35

March 10, 1977: Council approves ordinance amending voting precincts near IH-35

March 31, 1977: Council adopts resolution releasing electric easement near Interregional Highway

April 28, 1977: Council approves ordinance regulating trucks on IH-35

June 30, 1977: Council adopts resolution allowing water and wastewater easement near Interregional Highway

July 14, 1977: Council adopts resolution to fund water utility adjustments to Woodward Street near IH-35

August 25, 1977: Council approves ordinance for street paving near IH-35 according to state law

September 8, 1977: Council approves ordinance allowing zoning change near IH-35

September 15, 1977: Council adopts resolution setting public hearings for street vacations near Interregional Highway regarding Festival Beach Park; Council approves ordinances allowing zoning changes near IH-35; Council approves ordinance for street vacations near IH-35 regarding Festival Beach Park

October 13, 1977: Council adopts resolution allowing multiuse agreement for parking, a boat ramp, and a bridge near IH-35; Council approves ordinance allowing zoning change near IH-35

October 20, 1977: Council approves ordinance allowing zoning change near IH-35

October 27, 1977: Council approves ordinance allowing zoning change near IH-35

November 10, 1977: Council adopts resolution designating thoroughfare streets near Interregional Highway; Council adopts resolution implementing lighting agreement on IH-35

March 16, 1978: Council approves ordinance allowing zoning change near Interregional Highway

May 25, 1978: Council adopts resolution releasing drainage easement near IH-35

July 13, 1978: Council approves ordinance allowing zoning change near Interregional Highway

July 20, 1978: In a special meeting, Council approves ordinances allowing zoning change near Interregional Highway

August 10, 1978: Council adopts resolution setting public hearings for land annexation near Interregional Highway

August 31, 1978: Council adopts resolution implementing a utility agreement at IH-35 and Clermont

September 28, 1978: Council adopts resolution for landscaping near IH-35

November 9, 1978: Council approves ordinance allowing zoning change near IH-35

November 30, 1978: Council approves ordinance allowing zoning change near Interregional Highway; Council approves zoning change near Interregional Highway

December 14, 1978: Council approves ordinance allowing zoning change near Interregional Highway

January 4, 1979: Council sets public hearings for zoning requests near Interregional Highway; Council approves ordinance allowing annexation near Interregional Highway

January 11, 1979: Council approves ordinance changing street names near IH-35

February 8, 1979: Council approves ordinances allowing zoning changes near Interregional Highway

May 17, 1979: Council approves ordinance allowing zoning change near IH-35

May 31, 1979: Council adopts resolution releasing drainage easement near IH-35; Council approves ordinance amending railroad speeds near IH-35

July 19, 1979: Council approves ordinance allowing zoning change near Interregional Highway; Council sets public hearings for zoning request near Interregional Highway

July 26, 1979: Council approves ordinance allowing zoning change near Interregional Highway

August 2, 1979: Council approves ordinance allowing zoning change near Interregional Highway

August 9, 1979: Council approves ordinances allowing zoning changes near Interregional Highway

September 13, 1979: Council approves ordinance allowing zoning change near IH-35

October 18, 1979: Council approves ordinance allowing zoning change near Interregional Highway

November 15, 1979: Council approves ordinance allowing zoning change near IH-35

December 20, 1979: Council approves ordinance regulating the police station complex near IH-35

February 28, 1980: Council approves ordinances allowing zoning changes near Interregional Highway; Council adopts resolution for traffic signal installation near IH-35

March 13, 1980: Council adopts resolution requiring a permit from Public Works to plant trees on East 6th Street between Congress Avenue and Interregional Highway

March 20, 1980: Council adopts resolution to execute a property trade near IH-35

May 1, 1980: Council adopts resolution to amend the 1969 Metropolitan Roadway Plan, which includes IH-35

May 8, 1980: Council approves ordinance for a 180-day permit and construction moratorium in the Rainey Street area near IH-35

May 29, 1980: Council approves ordinance allowing zoning change near IH-35

June 12, 1980: In a special meeting, Council approves ordinance allowing zoning change near Interregional Highway; Council approves zoning change near IH-35

July 17, 1980: Council adopts resolution to follow directives from the Highway Department on IH-35

July 31, 1980: Council adopts resolution to lease police department near Interregional Highway

August 7, 1980: Council approves ordinance allowing zoning change near IH-35

August 21, 1980: Council adopts resolution releasing electric and telephone easements near IH-35

September 18, 1980: Council approves ordinance amending boundaries near Interregional Highway

September 25, 1980: Council approves amended ordinance setting water and wastewater rates delineated by IH-35

November 20, 1980: In a special meeting, Council approves ordinances vacating portions of Red River alleys near Interregional Highway between Martin Luther King, Jr. Boulevard and East 26th Street

December 11, 1980: Council approves ordinance allowing zoning change near Interregional Highway

December 18, 1980: Council approves ordinance regulating sales of goods and services around IH-35

January 8, 1981: Council approves zoning change near Interregional Highway; Council sets public hearing for zoning request near Interregional Highway; Council approves ordinance for creation of the North Austin Growth Corridor Municipal Utility District No. 1 near Interregional Highway

January 22, 1981: Council approves ordinance allowing zoning change near Interregional Highway

February 19, 1981: Council adopts resolution to execute sale of property near IH-35

March 19, 1981: Council approves ordinance allowing zoning change near IH-35

April 30, 1981: Council adopts resolution for creation of the South Austin Growth Corridor Municipal Utility District No. 1 near Interregional Highway

May 7, 1981: Council adopts resolution amending the Austin Metropolitan Area Roadway Plan for work near IH-35

May 14, 1981: Council approves ordinance allowing zoning change near Interregional Highway

May 28, 1981: Council adopts resolution to acquire land on Riverside Drive between IH-35 and Summit Street

July 9, 1981: Council adopts resolution to execute sale of property near Interregional Highway

July 23, 1981: Council approves ordinance allowing zoning change near Interregional Highway

August 20, 1981: Council approves ordinance allowing emergency bond improvements near IH-35

September 16, 1981: Council adopts resolution releasing public utilities easement near Interregional Highway

September 24, 1981: Council approves amended ordinance setting water and wastewater rates delineated by IH-35

October 22, 1981: Council adopts resolution allowing a sanitary sewer easement near Interregional Highway

December 4, 1981: Council approves ordinance differentiating the downtown areas from those east of IH-35

January 6, 1982: Council approves amended ordinance differentiating the downtown areas from those east of IH-35

January 21, 1982: Council adopts resolution to allow study of potential annexation east of IH-35

March 3, 1982: Council adopts resolution releasing electric and telephone easements near Interregional Highway; Council approves ordinance funding Stassney Lane overpass at Interregional Highway

April 1, 1982: Council approves ordinance amending voting precincts near IH-35; Council approves ordinance for a 60-day permit and construction moratorium in the downtown area near IH-35

April 8, 1982: Council approves ordinance regulating landscaping near IH-35

April 14, 1982: In a special meeting, Council hears discussion about annexation east of IH-35

June 3, 1982: Council approves ordinance allowing zoning change near Interregional Highway; Council approves ordinance for a 60-day permit and construction moratorium in the downtown area near IH-35; Council approves ordinance allowing annexation near IH-35

July 22, 1982: Council adopts resolution releasing public utility easement near IH-35; Council adopts resolution for beautification near IH-35; Council adopts resolution releasing sanitary sewer easement near IH-35; Council approves ordinance for a 30-day permit and construction moratorium in the downtown area near IH-35

August 26, 1982: Council approves ordinance amending voting precincts near IH-35; Council approves ordinance for a 45-day permit and construction moratorium in the downtown area near IH-35

September 2, 1982: Council adopts resolution to execute sale of property near IH-35

September 23, 1982: Council approves amended ordinance setting water and wastewater rates delineated by IH-35

October 14, 1982: Council approves ordinance for a 180-day permit and construction moratorium in the downtown area near IH-35

February 2, 1983: Council approves ordinance allowing zoning change near IH-35

February 10, 1983: Council approves ordinance releasing public utilities easement near Interregional Highway

February 24, 1983: Council adopts resolution to execute sale of property near IH-35

March 10, 1983: Council adopts resolution to acquire land through eminent domain near IH-35

April 28, 1983: Council approves ordinance allowing zoning change near Interregional Highway

May 5, 1983: Council approves ordinance for creation of the North Austin Municipal Utility District No. 1 near Interregional Highway

June 9, 1983: Council adopts resolution implementing an agreement with a pipe infrastructure readjustment within Interregional Highway

July 21, 1983: Council adopts resolution setting public hearing for land annexation near IH-35

September 1, 1983: Council adopts resolution releasing public utilities easement near Interregional Highway; Council adopts resolution setting public hearing for land annexation near IH-35

September 21, 1983: Council approves amended ordinance setting water and wastewater rates delineated by IH-35

September 29, 1983: Despite opposition, Council approves land annexation near IH-35

October 13, 1983: Council adopts resolution to construct an overpass at William Cannon and IH-35

November 3, 1983: Council approves ordinance vacating portions of Edgecliff Terrace alley near Interregional Highway

December 8, 1983: Council approves ordinance for creation of the Southwest Austin Municipal Utility District No. 1 near IH-35; Council approves ordinance for creation of the Southwest Austin Municipal Utility District No. 2 near IH-35; Council approves ordinance for creation of the Southwest Austin Municipal Utility District No. 3 near IH-35; Council approves ordinance for creation of the Southwest Austin Municipal Utility District No. 4 near IH-35

February 2, 1984: Council adopts resolution to study toll road development near IH-35

March 29, 1984: Council adopts resolution releasing public utilities easement near Interregional Highway

May 3, 1984: Council approves ordinance for creation of the Northtown Municipal Utility District No. 1 near IH-35

June 7, 1984: Council approves ordinance allowing zoning change near Interregional Highway; Council adopts resolution to construct Wells Branch Parkway to intersect with IH-35

July 26, 1984: Council approves ordinance allowing zoning change near Interregional Highway; Council approves ordinance allowing zoning change near IH-35

September 13, 1984: Council approves ordinances allowing land annexation near IH-35

November 15, 1984: Council approves ordinance allowing street name change near Interregional Highway

January 10, 1985: Council approves ordinance allowing zoning change near IH-35

March 14, 1985: Council adopts three resolutions to acquire land through eminent domain near IH-35

April 11, 1985: Council adopts two resolutions to acquire land through eminent domain near IH-35; Council approves ordinances vacating portions of Red River alleys near IH-35

April 25, 1985: Council adopts three resolutions to acquire land through eminent domain near IH-35

May 2, 1985: Council approves ordinance designating park land near IH-35

May 23, 1985: Council approves ordinance allowing zoning change near Interregional Highway

May 30, 1985: Council approves ordinance allowing zoning change near IH-35

June 13, 1985: Council adopts resolution to acquire land through eminent domain near IH-35

June 20, 1985: Council adopts resolution allowing a lease near Interregional Highway

August 8, 1985: Council approves ordinance allowing zoning change near IH-35

September 5, 1985: Council adopts two resolutions allowing leases near Interregional Highway

October 17, 1985: Council adopts resolution allowing drainage easements near IH-35

November 7, 1985: Council approves ordinance regulating the Capitol view corridor near IH-35

December 5, 1985: Council adopts resolution regarding operations of the Brushy Creek Water Control and Improvement District No. 1 near IH-35

December 6, 1985: Council adopts resolution for the construction of a lift station near Interregional Highway

December 19, 1985: Council approves ordinance allowing land annexation near IH-35

January 9, 1986: Council approves ordinances allowing zoning changes near IH-35

January 16, 1986: Council approves ordinance allowing zoning change near Interregional Highway

January 23, 1986: Council adopts resolution to execute sale of property near Interregional Highway

February 20, 1986: Council adopts resolution releasing drainage easement near IH-35

February 27, 1986: Council approves ordinance allowing zoning change near IH-35

March 27, 1986: Council approves ordinance allowing zoning change near Interregional Highway

June 5, 1986: Council approves ordinance allowing temporary water and wastewater service near IH-35

July 3, 1986: Council approves ordinance allowing zoning change near IH-35

July 17, 1986: Council approves ordinance naming Circle C Municipal Utility District No. 3 near IH-35; Council approves ordinance allowing zoning change near IH-35; Council approves ordinance allowing bond expenditure in Circle C Municipal Utility District No. 3 near IH-35

August 7, 1986: Council approves ordinance allowing zoning change near Interregional Highway

August 14, 1986: Council approves ordinance allowing zoning change near IH-35

September 4, 1986: Council approves ordinance naming Circle C Municipal Utility District No. 1 near IH-35; Council approves ordinance naming Circle C Municipal Utility District No. 2 near IH-35; Council approves ordinance naming Circle C Municipal Utility District No. 4 near IH-35

September 11, 1986: Council adopts resolution releasing drainage easement near Interregional Highway; Council adopts resolution to acquire land through eminent domain near IH-35

October 9, 1986: Council adopts resolution to study a transit corridor east of IH-35 to protect water quality in West Austin

November 20, 1986: Council adopts resolution allowing easement to build a detention center east of IH-35

December 18, 1986: Council approves ordinance allowing zoning change near Interregional Highway

January 8, 1987: Council approves ordinance allowing zoning change near IH-35

January 15, 1987: Council adopts resolution to acquire land through eminent domain near IH-35

January 22, 1987: Council approves ordinance allowing zoning change near Interregional Highway

February 5, 1987: Council adopts resolutions to create a civic center near IH-35; Council approves ordinance allowing zoning change near IH-35

February 19, 1987: Council approves ordinances allowing zoning changes near Interregional Highway; Council adopts two resolutions to acquire land through eminent domain near IH-35

February 26, 1987: Council adopts three resolutions to acquire land through eminent domain near IH-35

March 26, 1987: Council approves amendment to restrictive covenant near IH-35

April 9, 1987: Council approves amendment to restrictive covenant near IH-35

May 14, 1987: Council approves ordinance allowing zoning change near Interregional Highway

June 11, 1987: Council adopts resolution awarding contract for equipment usage near Interregional Highway

December 3, 1987: Council approves ordinance allowing zoning change near Interregional Highway

January 7, 1988: Council adopts resolution releasing drainage easement near Interregional Highway; Council approves ordinance allowing zoning change near Interregional Highway

January 14, 1988: Council approves ordinance allowing zoning change near Interregional Highway

January 28, 1988: Council approves ordinance allowing zoning change near IH-35

February 4, 1988: Council approves ordinance allowing zoning change near IH-35

February 11, 1988: Council approves ordinance allowing zoning change near IH-35

March 17, 1988: Council approves ordinance allowing zoning change near IH-35

April 7, 1988: Council adopts resolution releasing drainage easement near IH-35

April 14, 1988: Council adopts resolution approving Town Lake Comprehensive Plan, including areas near IH-35; Council adopts resolution to negotiate with the Highway Department to rename US 290 near IH-35

September 8, 1988: Council adopts resolution approving improvements to Parmer Lane near IH-35

September 29, 1988: Council adopts resolution to acquire land through eminent domain near IH-35; Council approves ordinance allowing zoning change near IH-35

October 6, 1988: Council adopts two resolutions to acquire land through eminent domain near IH-35

October 27, 1988: Council approves ordinance allowing zoning change near IH-35

November 3, 1988: Council approves ordinance allowing zoning change near IH-35

November 10, 1988: Council approves ordinance allowing bond expenditure in North Austin Growth Corridor Municipal Utility District No. 1 near IH-35

January 12, 1989: Council adopts resolution to acquire land through eminent domain near IH-35

January 26, 1989: Council adopts resolution releasing sidewalk and setback easements near Interregional Highway; Council approves ordinance allowing zoning change near IH-35; Council approves ordinance implementing the Town Lake Park Comprehensive Plan, including areas near IH-35

March 9, 1989: Council approves ordinance vacating portions of East 23rd Street and East 23½ Street near Interregional Highway

March 30, 1989: Council approves ordinance regulating parking rates in the Central Business District ending at IH-35

April 20, 1989: Council sets hearing for land annexation near IH-35

July 20, 1989: Council approves ordinance amending voting precincts near IH-35

September 21, 1989: Council adopts resolution releasing electric easement near IH-35

November 2, 1989: Council approves ordinance allowing zoning change near Interregional Highway

February 1, 1990: Council adopts resolution awarding contract for equipment usage near Interregional Highway; Council adopts resolution releasing sidewalk easement near Interregional Highway; Council approves ordinance allowing zoning change near IH-35

February 8, 1990: Council approves ordinance setting speed limits near IH-35

February 22, 1990: Council approves ordinance allowing zoning change near IH-35

March 22, 1990: Council adopts resolution to acquire land through eminent domain near Interregional Highway

April 19, 1990: Council approves ordinance extending its boundaries near IH-35

May 31, 1990: Council approves ordinance establishing juvenile curfew on East 6th Street ending at IH-35

June 7, 1990: Council approves ordinance setting speed limits near IH-35

February 7, 1991: Council approves ordinance allowing bond expenditure in Fern Bluff Municipal Utility District near IH-35

February 14, 1991: Council approves ordinance dedicating parkland between East Riverside Drive and IH-35

February 28, 1991: Council approves ordinance allowing zoning change near IH-35

May 16, 1991: Council tentatively approves ordinance allowing zoning change near IH-35

May 23, 1991: Council approves ordinance allowing zoning change near IH-35

May 30, 1991: Council approves ordinance allowing zoning change near IH-35

June 6, 1991: Council approves ordinance allowing zoning change near IH-35; Council approves ordinance regulating newsrack placement on sidewalks delineated by IH-35

June 20, 1991: Council approves ordinance allowing zoning change near IH-35

July 18, 1991: Council adopts resolution implementing patrol agreement near IH-35

October 31, 1991: Council approves ordinance regulating trucks near IH-35

November 14, 1991: Council approves ordinances setting speed limits near IH-35

December 5, 1991: Council approves ordinance allowing zoning change near IH-35

December 19, 1991: Council approves ordinance for land annexation near IH-35

April 9, 1992: Council approves ordinance allowing zoning change near Interregional Highway; Council approves ordinances designating and amending Curfew Area No. 2 near IH-35

June 4, 1992: Council adopts resolution implementing patrol agreement near IH-35

August 6, 1992: Council approves ordinance allowing zoning change near Interregional Highway 35

September 3, 1992: Council approves ordinance allowing zoning change near Interregional Highway 35

December 3, 1992: Council approves ordinance allowing zoning change near IH-35

January 14, 1993: Council approves ordinance allowing zoning change near IH-35

February 25, 1993: Council adopts resolution implementing patrol agreement near IH-35

May 6, 1993: Council approves ordinance allowing bond expenditure in Fern Bluff Municipal Utility District near IH-35

May 20, 1993: Council approves ordinance allowing zoning change near Interregional Highway

June 3, 1993: Council approves ordinance allowing zoning change near IH-35

June 10, 1993: Council adopts resolution implementing patrol agreement near IH-35

September 2, 1993: Council approves ordinances allowing zoning changes near IH-35

November 4, 1993: Council approves ordinance allowing zoning change near IH-35

November 18, 1993: Council adopts resolution to acquire land through eminent domain near IH-35

February 3, 1994: Council adopts resolution to amend water supply agreement near IH-35; Council approves ordinance allowing bond expenditure in Circle C Municipal Utility District No. 4 near IH-35

September 29, 1994: Council approves ordinance allowing zoning change near IH-35

November 3, 1994: Council approves ordinance allowing zoning change near IH-35

March 9, 1995: Council approves ordinance implementing the Austin Metropolitan Area Roadway Plan, including IH-35

July 27, 1995: Council approves ordinance allowing zoning change near IH-35

February 1, 1996: Council approves ordinance allowing zoning change near IH-35

March 7, 1996: Council approves ordinance allowing zoning change near IH-35

April 11, 1996: Council approves ordinance allowing bond expenditure in Wells Branch Municipal Utility District near IH-35; Council approves ordinance allowing bond expenditure in Circle C Municipal Utility District No. 3 near IH-35

April 18, 1996: Council approves ordinance allowing zoning change with older property description referencing Interregional Highway No. 35

June 13, 1996: Council adopts resolution establishing the Downtown Austin Alliance to cultivate cohesion with East and West Austin despite the presence of IH-35; Council approves ordinance allowing bond expenditure in Circle C Municipal Utility District No. 4 near IH-35

September 26, 1996: Council approves ordinance allowing zoning change near IH-35

October 10, 1996: Council approves ordinance allowing zoning change near IH-35

October 24, 1996: Council approves ordinance allowing zoning change near IH-35

January 16, 1997: Council approves ordinance deleting original site plan with older property description referencing Interregional Highway No. 35

April 2, 1997: Council approves ordinance allowing bond expenditure in Northtown Municipal Utility District near IH-35

April 24, 1997: Council approves ordinance allowing zoning change near IH-35

May 8, 1997: Council adopts resolution to execute sale of property near IH-35

July 17, 1997: Council approves ordinance creating East Austin Overlay District near Interregional Highway 35

August 7, 1997: Council approves amended ordinance for project at Little Texas Lane and South Congress Avenue, referencing Interregional Highway No. 35

August 14, 1997: Council approves ordinances allowing zoning changes near IH-35

September 4, 1997: Council adopts resolution funding water quality mitigation near IH-35

November 20, 1997: Council approves ordinance for land annexation near IH-35

December 11, 1997: Council approves ordinance for land annexation near IH-35

January 15, 1998: Council approves ordinance allowing zoning change near IH-35

August 20, 1998: Council adopts resolution amending the Brackenridge Urban Renewal Plan near IH-35

September 10, 1998: Citizen reports on motor vehicle deaths on IH-35

January 14, 1999: Council approves ordinance implementing the Urban Renewal Plan for the East 11th and 12th Street Urban Renewal Areas near IH-35

February 25, 1999: Council approves amended ordinance for zoning chapter of City Code, describing the East Austin Overlay District within the boundaries of Interregional Highway 35, Airport Boulevard, and Town Lake; Council approves ordinance for land annexation near IH-35

March 25, 1999: Council approves two ordinance allowing zoning changes referencing Interregional Highway No. 35

April 15, 1999: Council approves ordinance allowing zoning change near IH-35

May 20, 1999: Council approves ordinance setting speed limits near IH-35

June 3, 1999: Council adopts two resolutions to acquire land through eminent domain near IH-35; Council adopts resolution for a traffic study of a day labor center near IH-35

July 1, 1999: Council approves ordinance allowing zoning change near IH-35

July 29, 1999: Council approves ordinance creating the Downtown Austin Community Court delineated by IH-35; Council approves ordinance amending the Austin Metropolitan Area Roadway Plan, which encompasses IH-35

October 28, 1999: Council approves ordinance and restrictive covenant concerning zoning change near IH-35

December 16, 1999: Council approves ordinance funding implementation of the Urban Renewal Plan for the East 11th and 12th Street Urban Renewal Areas near IH-35

January 27, 2000: Council approves ordinances allowing zoning changes near IH-35

April 20, 2000: Council adopts resolution denying amphitheatre construction near IH-35

May 11, 2000: Council approves ordinance allowing zoning change near IH-35

May 18, 2000: Council approves ordinance allowing zoning change near IH-35

June 8, 2000: Council approves ordinance allowing bond expenditure in Northtown Municipal Utility District near IH-35; Council approves ordinance and restrictive covenant allowing zoning change near IH-35

June 22, 2000: Council approves ordinances allowing zoning changes near IH-35

August 3, 2000: Council adopts resolution to set a public hearing about design standards, in which City Code references Interregional Highway 35; Council approves ordinance setting speed limits near IH-35

August 31, 2000: Council approves ordinance which no longer references Interregional Highway 35 in design standards

November 2, 2000: Council approves ordinance annexing land referencing Interregional Highway 35

December 14, 2000: Council adopts resolution establishing construction standards within the East Cesar Chavez Neighborhood Plan Area near IH-35; Council approves ordinance allowing zoning change near IH-35

February 1, 2001: Council approves ordinance allowing zoning change near IH-35

February 8, 2001: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

March 1, 2001: Council adopts resolution awarding contract for traffic signal fiberoptics near IH-35

March 8, 2001: Council discusses the Homeless Self Sufficiency and Responsibility Initiative, referencing IH-35; Council approves ordinance regulating wrecker responses on high-volume streets such as IH-35

April 5, 2001: Council approves ordinance allowing zoning change near IH-35

May 3, 2001: Council tentatively approves ordinance allowing zoning change near IH-35

May 24, 2001: Council approves ordinance and restrictive covenant allowing zoning change near IH-35; Council terminates restrictive covenant on East 11th Street near IH-35; Council adopts resolution to create the Arbors at Creekside Nonprofit Corporation for older, fixed income residents east of IH-35

June 7, 2001: Council approves ordinance allowing zoning change near IH-35

August 2, 2001: Council approves ordinance allowing zoning change near IH-35; Council approves ordinance amending the Urban Renewal Plan for the East 11th and 12th Street Urban Renewal Areas near IH-35

August 30, 2001: Council adopts resolution setting public hearing for a Central East Austin neighborhood plan near IH-35; Council denies zoning request near IH-35

October 4, 2001: Council adopts resolution awarding contract for water system improvements near IH-35

October 25, 2001: Council approves ordinance allowing zoning change near IH-35

December 6, 2001: Council tentatively approves ordinance to implement a Central East Austin neighborhood plan near IH-35

December 13, 2001: Council tentatively approves ordinance allowing zoning change near IH-35; Council approves ordinance to implement a Central East Austin neighborhood plan near IH-35

January 17, 2002: Council approves ordinance allowing zoning change near IH-35

February 7, 2002: Council approves ordinance allowing zoning change near IH-35

February 14, 2002: Council adopts resolution setting a public hearing for a North Loop neighborhood plan near IH-35

March 7, 2002: Council adopts resolution implementing water supply agreement near IH-35

March 21, 2002: Council tentatively approves ordinances allowing zoning changes near IH-35

April 4, 2002: Council tentatively approves ordinances to implement a North Loop neighborhood plan and allow zoning change near IH-35

April 11, 2002: Council approves ordinances allowing zoning changes near IH-35; Council adopts resolution to acquire land through eminent domain near IH-35

April 18, 2002: Council approves ordinance allowing zoning change near IH-35

May 23, 2002: Council approves ordinances to implement a North Loop neighborhood plan and allow zoning change near IH-35

June 22, 2002: Council approves ordinance allowing zoning change in the East Cesar Chavez Neighborhood Plan Area, which references Interregional Highway 35

June 27, 2002: Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

July 11, 2002: Council tentatively approves ordinance allowing zoning change near IH-35; Council approves ordinances allowing zoning change near IH-35

July 18, 2002: Council tentatively approves ordinance allowing zoning change near IH-35

August 1, 2002: Council approves ordinance creating the Upper Boggy Creek Neighborhood Plan Area, near IH-35; Council approves ordinance adopting the first half of the Upper Boggy Creek Neighborhood Plan, which references Interregional Highway 35; Council approves ordinance allowing zoning change near IH-35

August 8, 2002: Council adopts resolution directing City Manager to study truck lane restrictions on IH-35; Council approves ordinance allowing zoning change near IH-35

August 22, 2002: Council approves ordinance adopting the second half of the Upper Boggy Creek Neighborhood Plan, which references Interregional Highway 35; Council approves ordinance setting speed limits near IH-35

September 26, 2002: Council approves contract for IH-35 study; Council approves ordinances allowing zoning changes near IH-35

October 24, 2002: Council approves ordinances allowing zoning changes near IH-35

December 5, 2002: Council approves ordinance allowing zoning change near IH-35

January 9, 2003: Council approves ordinance allowing zoning change near IH-35

January 16, 2003: Council tentatively approves ordinance allowing zoning change near IH-35

January 30, 2003: Council approves ordinance allowing zoning change near IH-35

February 6, 2003: Council approves ordinance allowing zoning change near IH-35

March 6, 2003: Council hears presentation on jurisdictional boundaries of the Downtown Community Court near IH-35

March 20, 2003: Council adopts resolution awarding contract for water quality pond construction near IH-35; Council tentatively approves ordinances allowing zoning changes near IH-35

April 3, 2003: Council approves ordinance allowing zoning change near IH-35

April 24, 2003: Council tentatively approves ordinance allowing zoning change near IH-35

May 8, 2003: Council approves ordinance setting speed limits near IH-35

June 12, 2003: Council approves ordinances allowing zoning changes near IH-35

August 28, 2003: Council approves ordinance allowing zoning change near IH-35

September 25, 2003: Council adopts resolution allowing bond expenditure in Moore's Crossing Municipal Utility District near IH-35; Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35; Council approves ordinance allowing zoning change near IH-35

October 23, 2003: Council approves ordinance regarding citywide business regulations and permit requirements, with boundaries delineated by IH-35; Council approves ordinance regulating prohibited activities with boundaries delineated by IH-35; Council approves ordinance allowing zoning change near IH-35

October 30, 2003: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

November 6, 2003: Council adopts resolution to acquire land through eminent domain near IH-35; Council approves ordinance regarding route designations, including usage of IH-35

November 20, 2003: Council approves ordinances allowing zoning changes near IH-35; Council approves ordinance and terminates restrictive covenant allowing zoning change near IH-35

December 4, 2003: Council approves ordinance regulating streets and public property usage in areas delineated by IH-35

December 11, 2003: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

January 8, 2004: Council approves ordinance allowing zoning change near IH-35

March 6, 2004: Council approves ordinance allowing zoning change near IH-35

April 1, 2004: Council adopts resolution to acquire land through eminent domain near IH-35

August 26, 2004: Council approves ordinances allowing zoning changes near IH-35

October 21, 2004: Council approves negotiation for a contract for work near IH-35; Council approves ordinance allowing zoning change near IH-35

November 4, 2004: Council tentatively approves ordinance allowing zoning change near IH-35

November 18, 2004: Council adopts resolution to acquire land near IH-35; Council approves ordinance allowing zoning change near IH-35

December 2, 2004: Council approves ordinances allowing zoning changes near IH-35; Council approves ordinance for public land improvements near IH-35; Council approves ordinances and restrictive covenants allowing zoning changes near IH-35

December 16, 2004: Council approves ordinance designating a tax increment financing district east of IH-35

February 10, 2005: Council adopts resolution to acquire land through eminent domain near IH-35

March 10, 2005: Council approves ordinance allowing zoning change near IH-35; Council approves ordinance and restrictive covenant allowing zoning change near IH-35

March 24, 2005: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

April 28, 2005: Council adopts resolution allowing bond expenditure in Moore's Crossing Municipal Utility District near IH-35

May 19, 2005: Council approves ordinance designating transit-oriented development districts delineated by IH-35; Council approves ordinance creating Winfield Municipal Utility Districts Nos. 1-4 east of IH-35

May 26, 2005: Council approves ordinance setting speed limits near IH-35

August 18, 2005: Council approves ordinance implementing the South Congress Combined Neighborhood Plan delineated by IH-35; Council approves ordinances allowing zoning changes near IH-35

September 1, 2005: Council tentatively approves ordinance allowing zoning change near IH-35

September 29, 2005: Council approves ordinances implementing the Greater South River City Combined Neighborhood Plan delineated by IH-35; Council approves ordinance allowing zoning change near IH-35

October 20, 2005: Council approves amended restrictive covenant near IH-35

October 27, 2005: Council tentatively approves restrictive covenant near IH-35

November 17, 2005: Council approves ordinances allowing zoning changes near IH-35

December 1, 2005: Council denies zoning change near IH-35; Council approves ordinance amending the Greater South River City Combined Neighborhood Plan delineated by IH-35

December 15, 2005: Council approves ordinance implementing an agreement for water main and appurtenances for Alexan Creek Development near IH-35

January 12, 2006: Council approves ordinance allowing zoning change near IH-35

January 26, 2006: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

February 16, 2006: Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

March 2, 2006: Council tentatively approves ordinance amending the Upper Boggy Creek Neighborhood Plan delineated by IH-35; Council approves ordinances amending the Greater South River City Combined Neighborhood Plan delineated by IH-35

March 9, 2006: Council approves amended restrictive covenants for zoning changes near IH-35

April 6, 2006: Council approves ordinance amending the Upper Boggy Creek Neighborhood Plan delineated by IH-35; Council approves ordinance implementing an agreement with Winfield Municipal Utility District No. 2 east of IH-35

June 22, 2006: Council hears discussion on zoning change in Riverside Corridor, referencing Interregional Highway

July 27, 2006: Council approves ordinance and restrictive covenant allowing a zoning change in Riverside Corridor, referencing Interregional Highway; Council adopts resolutions to acquire waterline easements near IH-35

October 5, 2006: Council executes agreement for urban planning services for the Downtown Austin Plan delineated by IH-35

November 16, 2006: Council approves ordinance adopting the East Riverside/Oltorf Combined Neighborhood Plan, which references Interregional Highway 35

December 7, 2006: Council adopts resolution to design and install traffic calming devices near IH-35

March 1, 2007: Council tentatively approves ordinance allowing zoning change near IH-35

March 8, 2007: Council tentatively approves ordinances allowing zoning changes near IH-35

June 21, 2007: Council approves ordinance designating a tax increment financing district near IH-35

August 9, 2007: Council approves ordinance adopting the University Hills/Windsor Park Combined Neighborhood Plan delineated by IH-35

August 23, 2007: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

October 11, 2007: Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35; Council approves ordinance allowing zoning change near IH-35

November 8, 2007: Council executes agreement for the Urban Renewal Agency and Austin Revitalization Authority for areas near IH-35

March 6, 2008: Council adopts resolution to acquire land through eminent domain near IH-35

March 20, 2008: Council discusses tax increment financing district near IH-35

April 10, 2008: Council approves ordinance implementing an agreement for water main and appurtenances for Alexan Creek Development near IH-35

May 8, 2008: Council executes agreement for developing the Waller Creek Master Plan near IH-35

June 5, 2008: Council approves ordinance implementing a Downtown Street Event Closure task force of an area near IH-35

August 7, 2008: Council approves ordinances allowing zoning changes near IH-35

August 21, 2008: Council executes leasing agreements for space near IH-35

August 28, 2008: Council approves ordinance allowing zoning change near IH-35

October 23, 2008: Council approves ordinance allowing land annexation near IH-35

December 11, 2008: Council approves ordinance allowing zoning change near IH-35

January 29, 2009: Council executes agreement for water reclamation initiative near IH-35; Council approves ordinance allowing zoning change near IH-35

March 26, 2009: Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35; Council approves ordinance allowing zoning change near IH-35

April 2, 2009: Council tentatively approves ordinance related to street closures of Right-of-Event near IH-35

April 30, 2009: Council approves ordinance related to street closures of Right-of-Event near IH-35

June 11, 2009: Council adopts resolution creating the Village on Little Texas Non-Profit Corporation for affordable housing near IH-35

August 6, 2009: Council discusses tax increment financing district near IH-35

October 22, 2009: Council approves ordinances extending water services near IH-35

December 10, 2009: Council adopts resolution to work with Southwood Neighborhood Association, west of IH-35, on design standards

February 25, 2010: Council approves ordinance adopting the East Riverside Corridor Master Plan delineated by IH-35

March 25, 2010: Council approves ordinance establishing Downtown Commission delineated by IH-35

April 8, 2010: Council tentatively approves ordinance allowing zoning change near IH-35

April 22, 2010: Council executes agreement for road repair near IH-35

April 29, 2010: Council approves ordinances extending water services near IH-35; Council executes agreement for IH-35 repairs

May 27, 2010: Council approves ordinance allowing zoning change near IH-35; Council tentatively approves ordinance adopting the North Lamar Combined Neighborhood Plan delineated by IH-35

June 24, 2010: Council approves ordinance adopting the North Lamar Combined Neighborhood Plan delineated by IH-35

July 29, 2010: Council approves ordinances allowing zoning changes near IH-35

August 5, 2010: Council adopts resolution to develop a process expediting developer bonuses and incentives in the East Riverside Corridor near IH-35; Council approves ordinance amending jurisdiction for design standards around South IH-35

August 19, 2010: Council executes agreement for traffic study including IH-35; Council tentatively approves ordinance amending the North Lamar Combined Neighborhood Plan delineated by IH-35

September 23, 2010: Council executes lease agreement near IH-35; Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

October 14, 2010: Council sets public hearing for Heritage Hills/Windsor Hills Combined Neighborhood Plan delineated by IH-35; Council approves ordinance allowing zoning change near IH-35

November 18, 2010: Council approves ordinance and restrictive covenant for zoning change near IH-35

December 16, 2010: Council executes agreements related to East 6th and 8th Street parking lots under IH-35

February 10, 2011: Council approves ordinance allowing zoning change near IH-35

February 17, 2011: Council approves ordinances allowing zoning changes near IH-35; Council approves ordinance amending the East Riverside/Oltorf Combined Neighborhood Plan near IH-35

March 3, 2011: Council approves ordinance and restrictive covenant allowing zoning change near IH-35

May 12, 2011: Council executes agreement for affordable housing near IH-35

June 23, 2011: Council approves ordinance allowing zoning change near IH-35

July 28, 2011: Council adopts resolution to acquire land through eminent domain near IH-35; Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

August 18, 2011: Council adopts resolution allowing bond expenditure in Moore's Crossing Municipal Utility District near IH-35; Council adopts resolution directing City Manager to amend zoning for proximity of predatory financial services near IH-35

September 22, 2011: Council executes agreement for urban planning services for Downtown Austin Wayfinding System delineated by IH-35

December 15, 2011: Council hears discussion on designating a historic landmark, which references Interregional Highway 35

April 5, 2012: Council sets public hearing to discuss proximity of predatory financial services near IH-35

April 26, 2012: Council approves ordinance regulating proximity of predatory financial services near IH-35

June 14, 2012: Council adopts resolution to acquire land through eminent domain near IH-35

June 28, 2012: Council approves ordinance vacating right-of-way on East Avenue near IH-35; Council executes agreement for boardwalk trail construction near IH-35; Council approves ordinance accepting donations from the Trail Foundation for boardwalk trail construction near IH-35

August 2, 2012: Council adopts resolution allowing bond expenditure in Moore's Crossing Municipal Utility District near IH-35; Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

August 16, 2012: Council executes agreement for road improvements near IH-35

October 11, 2012: Council approves ordinance amending membership and duties for the Downtown Commission delineated by IH-35

October 18, 2012: Council adopts resolution to acquire land through eminent domain near IH-35

November 1, 2012: Council hears presentation on East Riverside Corridor Master Plan delineated by IH-35

March 7, 2013: Council approves ordinance designating geographic boundaries for the Community Development Commission delineated by IH-35; Council tentatively approves ordinance amending the East Riverside Corridor Regulating Plan delineated by IH-35

March 28, 2013: Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

April 25, 2013: Council tentatively approves ordinances amending the East Riverside Corridor Regulating Plan delineated by IH-35

May 9, 2013: Council tentatively approves ordinance allowing zoning change near IH-35; Council approves ordinances amending the East Riverside Corridor Regulating Plan delineated by IH-35

May 23, 2013: Council adopts resolution to negotiate contract for boardwalk trail construction near IH-35

June 6, 2013: Council adopts resolution seeking federal funds towards maintenance for IH-35

June 20, 2013: Council approves ordinance allowing zoning change near IH-35

June 27, 2013: Council approves ordinance establishing a Downtown Density Bonus Program delineated by IH-35

August 8, 2013: Council approves ordinance allowing zoning change near IH-35

August 29, 2013: Council approves ordinance to realign Red River Street, adjacent to IH-35

October 3, 2013: Council executes agreement for wastewater services near IH-35

October 17, 2013: Council approves ordinance regulating water quality mitigation on both sides of IH-35

October 24, 2013: Council executes agreement to acquire land near IH-35

December 12, 2013: Council approves ordinances allowing zoning changes near IH-35

January 23, 2014: Council executes agreement for wastewater tunnel project near IH-35

February 13, 2014: Council tentatively approves ordinance creating the Cascades Municipal Utility District No. 1 near IH-35

February 27, 2014: Council executes agreement for wastewater tunnel project near IH-35

May 15, 2014: Council executes agreement for municipal lease near IH-35; Council approves ordinance to reimburse performance held east of IH-35; Council adopts resolution directing City Manager to study road and highway improvements near IH-35; Council adopts resolution affirming city's dissent to State Highway 45, which intersect with IH-35

May 22, 2014: Council approves ordinance regulating water and wastewater rates, including recent annexation near IH-35

June 26, 2014: Council approves ordinances allowing zoning changes near IH-35; Council approves the 2014 Austin Strategic Mobility Plan

August 7, 2014: Council approves ordinance creating the Cascades Municipal Utility District No. 1 near IH-35

August 28, 2014: Council adopts resolution to acquire land through eminent domain near IH-35; Council approves ordinances for bond expenditures near IH-35; Council adopts resolution implementing agreement with Cascades Municipal Utility District No. 1 near IH-35

October 16, 2014: Council approves ordinances allowing zoning changes near IH-35

November 20, 2014: Council executes agreement for lease extension for day labor site near IH-35; Council adopts resolution seeking federal funds towards maintenance for IH-35; Council approves ordinance regulating concrete installation in area delineated by IH-35

December 11, 2014: Council adopts resolution implementing an agreement for traffic signal placement near IH-35; Council executes agreement for storm drain infrastructure construction on CapMetro Red Line near IH-35; Council approves ordinance allowing zoning change near IH-35; Council hears discussion on designating a historic landmark, which references Interregional Highway

March 5, 2015: Council approves amended ordinances regulating Winfield Municipal Utility District Nos. 1-4 east of IH-35

March 26, 2015: Council approves amended ordinance regulating concrete installation in area delineated by IH-35; Council adopts resolution requesting toll reductions based on traffic congestion on IH-35

April 16, 2015: Council approves ordinance allowing zoning change near IH-35

April 23, 2015: Council approves ordinances for bond expenditures near IH-35

May 7, 2015: Council adopts resolution allowing bond expenditure in Northtown Municipal Utility District near IH-35

May 15, 2015: Council adopts resolution to study route alternatives to IH-35

May 18, 2015: Council discusses amending ordinance regulating concrete installation in area delineated by IH-35

June 4, 2015: Council approves ordinances for bond expenditures near IH-35

June 9, 2015: Council discusses amending ordinance regulating concrete installation in area delineated by IH-35

June 18, 2015: Council adopts resolution designating geographic representation zones delineated by IH-35 for the Community Development Commission; Council approves amended ordinance regulating concrete installation in area delineated by IH-35

June 24, 2015: Council discusses proposed State Highway 45 construction, which would intersect with IH-35

August 6, 2015: Council approves ordinance setting speed limits near IH-35

August 20, 2015: Council adopts resolution for senior housing construction near IH-35; Council approves ordinances for bond expenditures near IH-35

September 10, 2015: Council approves ordinances amending regulation for Winfield Municipal Utility District Nos. 1-4—renamed Sunfield—east of IH-35

September 17, 2014: Council approves amended ordinance regulating concrete installation in area delineated by IH-35; Council approves Historic Cemeteries Master Plan, many of which are east of IH-35

October 15, 2015: Council adopts resolution to acquire land near IH-35

November 12, 2015: Council adopts resolution implementing the Austin Convention Center's Long-Range Master Plan, with focus on areas near IH-35

December 17, 2015: Council approves amended ordinance regulating concrete installation in area delineated by IH-35

January 27, 2016: Council discusses amending ordinance regulating the Downtown Commission, delineated by IH-35

January 28, 2016: Council adopts resolution implementing agreement for lighting on IH-35; Council approves amended ordinance regulating the Downtown Commission, delineated by IH-35; Council approves ordinance levying tax assessments in area near IH-35

February 4, 2016: Council sets public hearing on substation operation east of IH-35

February 24, 2016: Council discusses MetroRail Downtown Station near IH-35

February 25, 2016: Council adopts resolution for construction of MetroRail Downtown Station near IH-35

March 31, 2016: Council approves amended ordinance regulating concrete installation in area delineated by IH-35; Council sets public hearing on substation operation east of IH-35

April 21, 2016: Council adopts resolution requesting state funds for water and wastewater infrastructure improvements, encompassing areas near IH-35; Council approves ordinance for bond expenditures near IH-35

May 5, 2016: Council adopts resolution allowing substation operation east of IH-35

May 19, 2016: Council approves amended ordinance regulating concrete installation in area delineated by IH-35

August 4, 2016: Council approves ordinance accepting federal funds for maintenance of IH-35

August 18, 2016: Council executes agreement for water utility improvements near IH-35; Council approves ordinance for bond expenditures near IH-35; Council approves amended ordinance regulating concrete installation in area delineated by IH-35; Council executes

agreement for water and wastewater infrastructure improvements, encompassing areas near IH-35

October 6, 2016: Council approves ordinance amending jurisdiction of Northtown Municipal Utility District near IH-35; Council approves ordinance for bond expenditure near IH-35

November 3, 2016: Council approves ordinance and adopts resolution levying tax assessments in area near IH-35; Council adopts resolution deferring to the East Cesar Chavez Neighborhood Planning Team for East Austin representative nomination; Council sets public hearing for tax assessments near IH-35

November 10, 2016: Council approves amended ordinance regulating concrete installation in area delineated by IH-35

December 1, 2016: Council approves ordinance regulating tax assessments in area near IH-35

December 13, 2016: Interregional Highway is referenced in an East Austin Historic Survey

February 9, 2017: Council adopts resolution for senior housing near IH-35

February 16, 2017: Council adopts resolution directing City Manager to study extending Capitol View Corridor protections to areas east of IH-35; Council adopts resolution seeking federal funds for maintenance of IH-35

March 2, 2017: Council amends resolution including Rosewood Park Corridor for consideration for extending Capitol View Corridor protections to areas east of IH-35

May 4, 2017: Council executes agreement for construction easement near IH-35

May 18, 2017: Council approves ordinance allowing zoning change near IH-35

August 3, 2017: Council executes agreement for water and wastewater improvements near IH-35

August 10, 2017: Council approves ordinance regulating tax assessments in area near IH-35

August 31, 2017: Council approves ordinance allowing zoning change near IH-35

September 28, 2017: Council adopts resolution adding childcare facilities at Austin Community College Highland Campus near IH-35

October 5, 2017: Council executes agreement for homelessness mitigation in area delineated by IH-35

October 19, 2017: Council adopts resolution initiating the elimination of areas east of IH-35 from the Central Urban Redevelopment combining district based on neighborhood demolition

December 14, 2017: Council executes agreement for East Austin wastewater line improvements

March 22, 2018: Council approves ordinance eliminating areas east of IH-35 from the Central Urban Redevelopment combining district based on neighborhood demolition

May 10, 2018: Council approves ordinance designating the Mary Street Historic District, with historic references to Interregional Highway

June 5, 2018: Council discusses amending the Land Development Code, including regulation of space east of IH-35

June 12, 2018: Council discusses amending the Land Development Code, including regulation of space east of IH-35

June 13, 2018: Council discusses amending the Land Development Code, including regulation of space east of IH-35

June 21, 2018: Council discusses amending the Land Development Code, including regulation of space east of IH-35

June 26, 2018: Council discusses amending the Land Development Code, including regulation of space east of IH-35

June 27, 2018: Council discusses amending the Land Development Code, including regulation of space east of IH-35

August 9, 2018: Council tentatively approves ordinance amending the North Lamar Combined Neighborhood Plan near IH-35; Council tentatively approves ordinance amending zoning change near IH-35

August 23, 2018: Council approves ordinance amending the North Lamar Combined Neighborhood Plan near IH-35; Council approves ordinance amending zoning change near IH-35; Council approves ordinances for bond expenditures near IH-35

October 18, 2018: Council adopts resolution directing City Manager to design a program incentivizing corporate “investment” in areas east of IH-35

December 13, 2018: Council adopts resolution seeking federal funds for maintenance of IH-35

January 31, 2019: Council approves ordinances allowing zoning changes near IH-35

April 11, 2019: Council approves ordinance for bond expenditure near IH-35; Council adopts resolution directing City Manager to provide an update on childcare circumstances around the city

April 25, 2019: Council adopts resolution to improve access to Workforce Solutions centers east of IH-35

May 9, 2019: Council approves ordinance for bond expenditure near IH-35

June 6, 2019: Council adopts resolution to acquire land through eminent domain near IH-35; Council tentatively approves ordinance amending the Upper Boggy Creek Neighborhood Plan

June 19, 2019: Council approves ordinances for bond expenditures near IH-35

June 20, 2019: Council approves ordinance designating the Robertson/Stuart & Mair Street Historic District, with historic references to Interregional Highway; Council approves ordinance amending the Upper Boggy Creek Neighborhood Plan; Council executes agreement for land usage east of IH-35

August 8, 2019: Council approves ordinance amending jurisdiction of Moore's Crossing Municipal Utility District near IH-35

August 22, 2019: Council approves ordinances for bond expenditures near IH-35

September 19, 2019: Council agrees to reimburse multifamily complex near IH-35 for energy efficiency improvements; Council approves ordinance vacating right-of-way on Red River near IH-35

November 14, 2019: Council approves ordinance implementing the Parks and Recreation Long-Range Plan, which includes parks east of IH-35; Council approves ordinances allowing zoning changes near IH-35; Council executes agreement for land acquisition near IH-35

February 20, 2020: Council adopts resolution to develop multifamily housing near transit center east of IH-35

March 12, 2020: Council approves ordinance funding relocation fees for tenants each of IH-35

April 9, 2020: Council executes agreements to house citizens for COVID isolation near IH-35; Council tentatively approves ordinance allowing zoning change near IH-35

May 7, 2020: Council approves ordinance allowing zoning change near IH-35; Council executes agreement to house citizens for COVID isolation near IH-35

May 21, 2020: Council executes agreement for land acquisition near IH-35

June 11, 2020: Council approves ordinance allowing zoning change near IH-35

July 29, 2020: Council executes agreement to house citizens for COVID isolation near IH-35

August 27, 2020: Council executes agreements to house citizens for COVID isolation near IH-35

September 3, 2020: Council executes agreement to house citizens for COVID isolation near IH-35

September 17, 2020: Council approves ordinance allowing zoning change near IH-35; Council executes agreements to house citizens for COVID isolation near IH-35

October 15, 2020: Council adopts resolutions allowing bond expenditure in Northtown Municipal Utility District near IH-35; Council approves ordinance for substation operation east of IH-35

November 12, 2020: Council adopts resolution seeking federal funds for maintenance of IH-35; Council agrees to amend bylaws regulating the Downtown Commission delineated by IH-35

December 10, 2020: Council approves ordinance allowing zoning change near IH-35

January 27, 2021: Council executes agreements to house citizens for COVID isolation near IH-35

February 4, 2021: Council tentatively approves ordinance granting density bonus for property near IH-35

March 25, 2021: Council executes agreements to house citizens for COVID isolation near IH-35; Council tentatively approves ordinance allowing zoning change near IH-35

April 8, 2021: Council adopts resolution approving bond expenditure near IH-35; Council approves ordinance granting density bonus for property near IH-35; Council tentatively approves ordinance allowing zoning change near IH-35

May 6, 2021: Council approves ordinance allowing zoning change near IH-35

May 20, 2021: Council approves ordinance allowing zoning change near IH-35

June 10, 2021: Council approves ordinances allowing zoning changes near IH-35

Afterwards

So much of research involves reading mountains of books that take months to read and require navigation of biases from the author. Earlier this year, I started working on a research project involving dates, and I found myself working on a timeline telling the story of Juneteenth. Primary source work is infinitely more satisfying because the story tells itself, and the actual words of key players make it more obvious how history has transformed into our current reality. This timeline was developed from the results of 6 mentions of “East Avenue Expressway,” 1,843 mentions of “Interstate Highway 35,” and 1,148 mentions of “Interregional Highway.” Despite being pressed for time, I checked on duplication as the vernacular began to change, but I did not change how the highway was referenced.

For this timeline, I intentionally excluded racial information for the most part because there was already implicit bias throughout the history of IH-35, whether or not it was expressly stated. Council is always capitalized, because it was selected and touted as a solution to all ills, and citizens elect Council to serve in their best interest. This timeline and the essay are explicitly based on the city records, without any additional materials. Research was sometimes challenging because sometimes the ordinance/resolution was included as a search result, but other times, the reference to the ordinance/resolution was in the minutes, and vice versa.

Special thanks to Priya Patel for creating these maps and amplifying the voices of these property owners.

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