

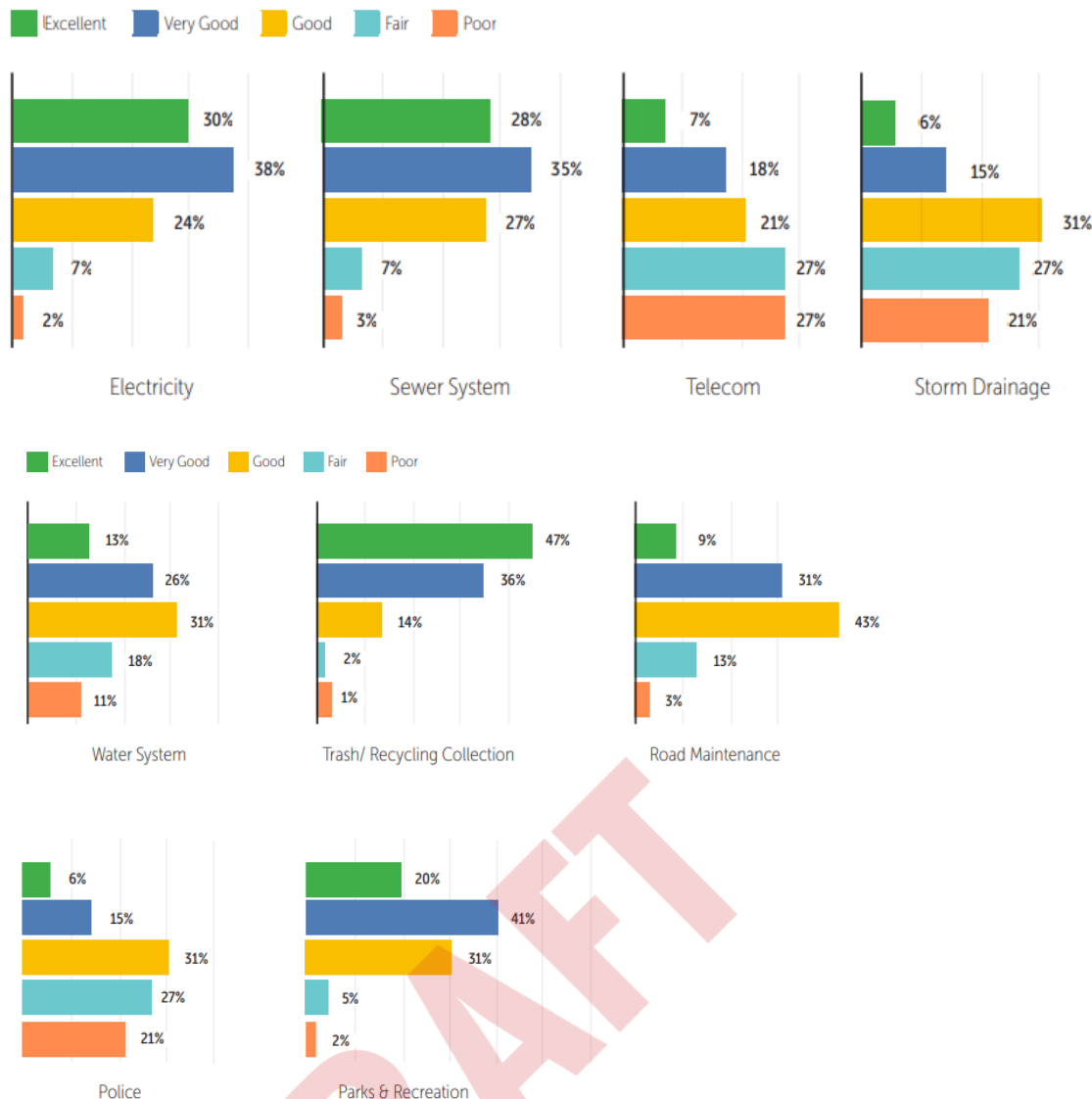
EXISTING CONDITIONS: INFRASTRUCTURE AND UTILITIES

Infrastructure and utilities are vital to a community. Planning for the impact of growth on public facilities is necessary for Rollingwood's safety and sustainability. The following outlines the existing utilities, infrastructure, and community services available in Rollingwood. Following this discussion are policies related to infrastructure and Utilities.

Public Engagement

During this comprehensive planning process, two surveys were shared with Rollingwood residents. The second survey, developed by the Comprehensive Plan Strike Force and distributed in April 2021, reinforced concerns about the City's aging infrastructure and reliability of utilities.

Households were asked via the first survey in July 2020 to rank the quality of dependability of the services/systems within the community. Below are the results:



Roads

The City of Rollingwood owns and maintains all the roads within the City, except for Bee Cave Rd, which is owned and maintained by the Texas Department of Transportation (TxDOT). The Mopac Expressway is also owned and maintained by TxDOT and is under study to expand HOA lanes south of the Colorado River. While the Mopac Expressway is not in the City, it abuts the east side of Rollingwood. The City should continue to closely monitor this development. It is recommended to maintain the main off-ramp from the Mopac Expressway to Bee Caves Road for Rollingwood's benefit.

Electric and Gas Services

Electric Service for the City of Rollingwood is provided by Austin Energy. Gas Service for the City of Rollingwood is provided by Texas Gas Service.

Water and Wastewater

Water and wastewater services are provided by the City of Rollingwood. The City provides surface water from the Colorado River, Lake Austin, and Lake Travis located in Travis County. The City provides an annual water quality report, which can be found on their website.

Before 2005, all homes in Rollingwood were on septic systems that required a drain field. Due to the drain field needed for septic tanks, many residential lots were not large enough to meet TCEQ standards. In 2005, the City of Rollingwood decided to transition from septic to a centralized water system.

Stormwater Drainage

The City of Rollingwood has no official stormwater drainage system within the residential area. Drainage has been acknowledged as one of the biggest challenges facing the City. This problem prompted the City to commission an Infrastructure Improvements Plan (IPP) in 2020 to investigate the issue and provide estimates for repair costs. Repairing the drainage deficiencies is complex and costly; more details on the IPP have been provided later in this chapter.

CITY OF ROLLINGWOOD INFRASTRUCTURE IMPROVEMENTS PLAN

FINAL REPORT

PREPARED FOR:
CITY OF ROLLINGWOOD
403 NIXON DRIVE
ROLLINGWOOD, TEXAS 78746



FEBRUARY 2020

TELECOMMUNICATIONS – CELL SERVICE AND INTERNET

The past 20 years have proven that communications, phone, internet, and television are rapidly developing, changing frequently, and quickly becoming obsolete. Updating infrastructure to state-of-the-art systems requires large scale initiatives and investment.

The COVID-19 pandemic has forced many to work from home, which has resulted in an increased demand for consistent and reliable internet service. Many Rollingwood residents would like to see improved cell phone and internet service in the community. Per the first Comprehensive Plan Community Survey, 54% of survey respondents ranked the telecommunications in the city as either “fair” or “poor”.

INFRASTRUCTURE IMPROVEMENTS PLAN (2020)

The City of Rollingwood contracted K Friese & Associates, Inc. to develop a city-wide Infrastructure Improvements Plan to identify and mitigate local infrastructure concerns, with a focus on stormwater drainage and flooding issues. The plan provides potential mitigations for these issues and a summary of potential funding sources to guide the City’s development of a Capital Improvement Program (CIP).

To identify drainage issues in the city, the project team spent the first half of 2019 gathering data by distributing a public survey, holding an open house, and reviewing drainage concerns and solutions that were documented prior to this plan. The team also conducted fieldwork, created a web-based geodatabase of existing infrastructure, and developed an inundation model to assess flooding depths and velocities within the city.

Following the data collection and modeling efforts, the project team identified areas of interest (AOIs) and developed project concepts to address the highest priority issues. This final report includes summary sheets and cost estimates for these project concepts, as well as an analysis of potential external funding sources. Twenty-three areas of interest were identified and then prioritized, with consideration given to project dependencies.

Infrastructure Plan: Areas of Interest Prioritization

ID	Watershed	Description	200-ft Area of Influence		Score	Ranking
			% of Parcels Score Ranking with Velocity > 6 fps	% of Parcels with Depth > 6' at Structures		
B	Eanes	Bee Caves Road low water crossing	75%	25%	1.00	1
G	Eanes	Edgegrove low water crossing	63%	13%	0.76	2
M	Town Lake	Nixon/Pleasant property/roadway flooding	20%	40%	0.60	3
K	Town Lake	303 Pleasant Drive property flooding	0%	71%	0.71	4
D	Eanes	Timberline-South Crest roadway and property flooding	50%	17%	0.67	5
W	Town Lake	Hatley Drive and Riley Road flooding	33%	33%	0.66	6
L	Town Lake	Pleasant Cove flooding	18%	36%	0.54	7
H	Town Lake	City Hall property flooding	29%	29%	0.58	8
J	Eanes	Rollingwood Drive ponding across from underground pond	0%	43%	0.43	9
T	Eanes	Rollingwood Drive property flooding	0%	30%	0.30	10
N	Eanes	Timberline ravine property flooding	0%	25%	0.25	11
Q	Town Lake	Rock Way Cove flooding and ponding	0%	20%	0.20	12
S	Eanes	Timberline bend water ponding	0%	18%	0.18	13
R	Town Lake	Hatley flooding and ponding	0%	18%	0.18	14
F	Town Lake	Nixon/Gentry property and road flooding	0%	17%	0.17	15
V	Town Lake	Pleasant Drive property flooding	0%	15%	0.15	16
O	Town Lake	Kristy Drive flooding	0%	10%	0.10	17
E	Town Lake	Randolph property flooding	0%	8%	0.08	18
I	Town Lake	Park Hills flooding and ponding	0%	0%	0	19
A	Eanes	Rollingwood Drive ponding in yards	0%	0%	0	20
P	Town Lake	Wallis/Hatley yard flooding	0%	0%	0	21
U	Town Lake	Vance/Riley ponding in road	0%	0%	0	22

*AOI is downstream of an AOI with a higher rating. It is given higher priority than the upstream AOI because downstream AOI's should be addressed first to mitigate adverse impacts.

**No project is recommended at this AOI due to further analysis, so this AOI is listed as the lowest priority level.

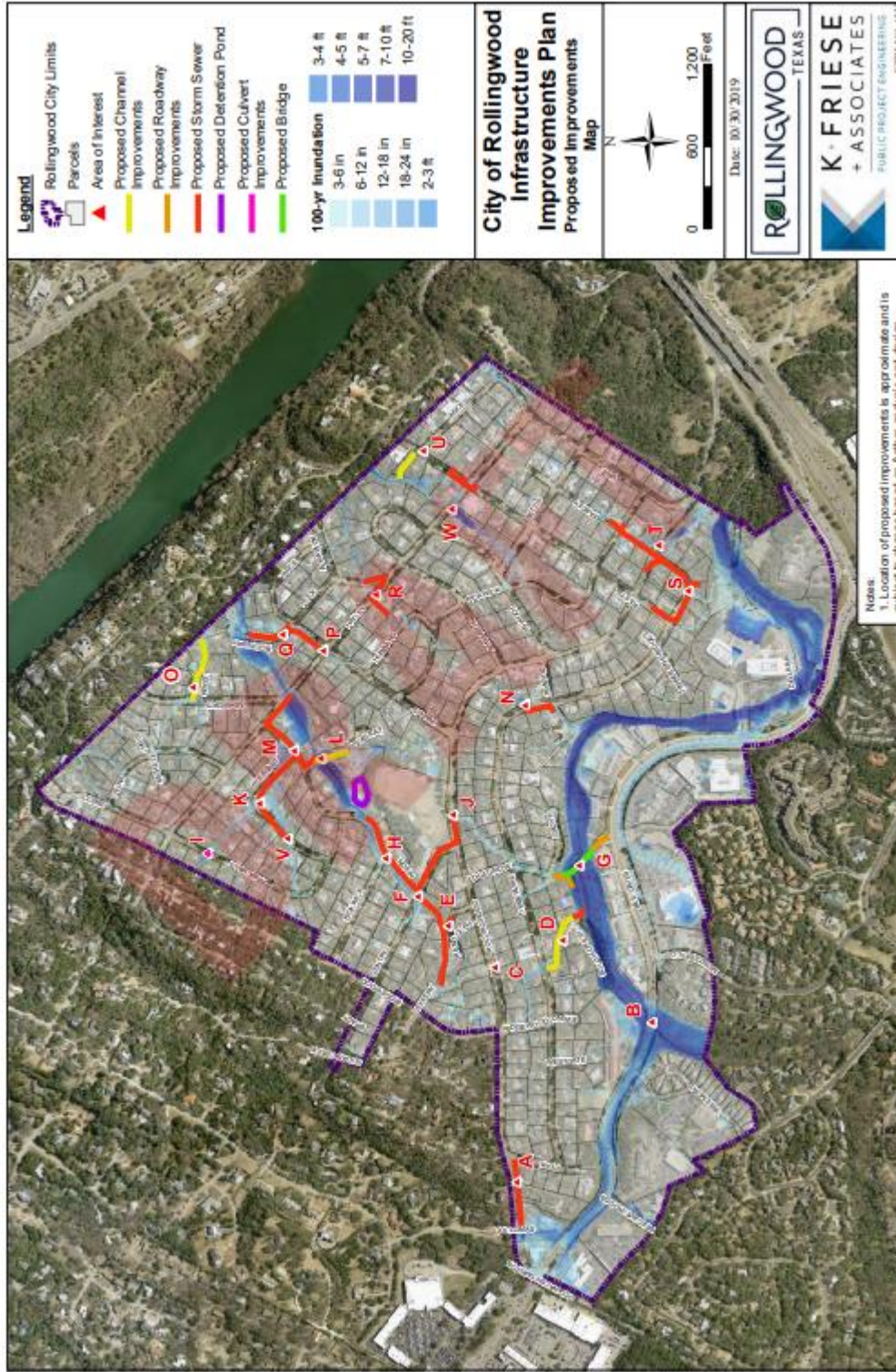
Planning-level cost estimates were developed for the proposed projects. These cost estimates are based on the preliminary project concepts developed to mitigate the issue at each area of interest and are likely to vary when detailed design is completed for each project.

Infrastructure Plan: Project Ranking & Project Cost Summary

ID	Project Name	Cost	Ranking
B	Bee Caves Road Drainage Improvements	Not Estimated	1
G	Edgegrove Drainage Improvements	\$2,631,000	2
M	Nixon/Pleasant Roadway Drainage Improvements	\$5,283,000	3
K	Pleasant Drive Drainage Improvements	Included in M	4
D	Timberline-South Crest Drainage Improvements	\$558,000	5
W	Hatley Drive Drainage Improvements	\$654,000	6
L	Pleasant Cove Drainage Improvements	\$490,000	7
H	City Hall Property Drainage Improvements	\$475,000	8
J	Underground Infiltration Basin Drainage Improvements	\$883,000	9
T	East Rollingwood Drive Drainage Improvements	\$2,122,000	10
N	Timberline Drive Drainage Improvements	\$380,000	11
Q	Rock Way Cove Drainage Improvements	\$816,000	12
S	East Timberline Drive Drainage Improvements	Included in T	13
R	Hatley Drive Drainage Improvements	\$400,000	14
F	Nixon/Gentry Drainage Improvements	\$2,024,000	15
V	Pleasant Drive Drainage Improvements	Included in M	16
O	Kristy Drive Drainage Improvements	\$217,000	17
E	Randolph Place Drainage Improvements	Included in F	18
I	Park Hills Drainage Improvements	\$238,000	19
A	Rollingwood Drive West Drainage Improvements	\$589,000	20
P	Wallis and Hatley Drainage Improvements	Included in Q	21
U	Riley Rd and Vance Ln Drainage Improvements	\$141,000	22
C	Rollingwood Drive South Drainage Improvements	Not Estimated	23
Total		\$17,901,000	

*Rank is based on velocities and flooding depths at structures from the inundation model.

Infrastructure Plan: Proposed Improvements Map

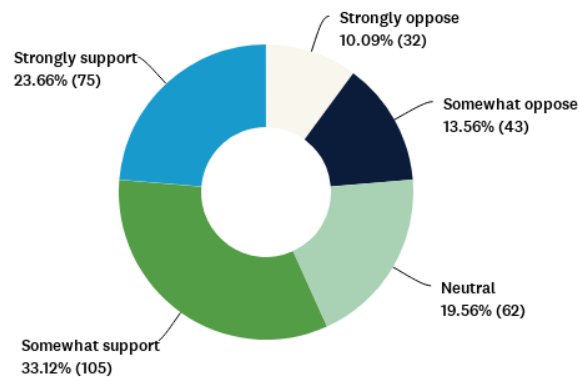


As part of the Comprehensive Plan Strike Force survey distributed in April 2021, Rollingwood residents were asked to rank potential projects in order of their preferred priority. The results are below:

- #1 Drainage and stormwater projects (51.67%)
- #2 - Parks and recreation projects (36.81%)
- #3 - City Hall renovation or rebuilding (12.73%)

Specific to Drainage and Stormwater Management, 56.78% of respondents indicated some level of support for pursuing all stormwater runoff projects identified in the IIP in order of greatest-to-lowest need.

Q10 Pursue all stormwater runoff projects identified in the Infrastructure Improvement Plan in order of greatest-to-lowest need.



SPECIAL NEEDS ASSESSMENT PLAN (2019)

In 2019, the City of Rollingwood commissioned a Needs Assessment and Facilities Master Plan to assist in the future planning of facilities. The development of the Needs Assessment and Facilities Master Plan for the City of Rollingwood is the result of its civic leaders' recognition of the need for a long-range facility needs assessment to ensure the City not only will maintain but also improve its high level of service to residents.

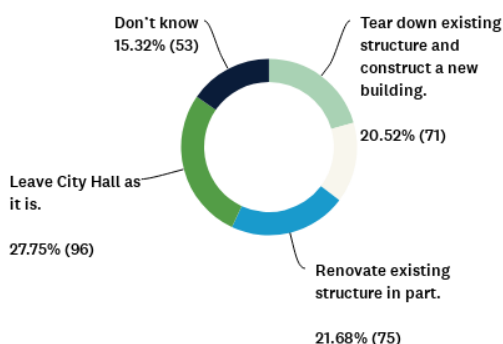
Brinkley Sargent Wiginton Architects, in cooperation with the City of Rollingwood, performed a thorough evaluation of the short- and long-range facility needs for both City Hall and the police department. This report presents an analysis of existing facility and surrounding site conditions and integrates projected space needs. The result is a master plan that allows Rollingwood officials to make informed, creative, and cost-effective decisions when addressing their current and future municipal building needs.

The City of Rollingwood and its departments are presently operating in a shared-use building constructed in 1974, when fewer than 800 residents lived within the city limits. Over the past 45 years, the population has nearly doubled — to 1,562 — and the need to provide continued services and support staff for residents is evident. Despite multiple renovations and additions to City Hall, the space shortage has evolved into an acute problem. In 2020, the police department was relocated to a trailer near City Hall,

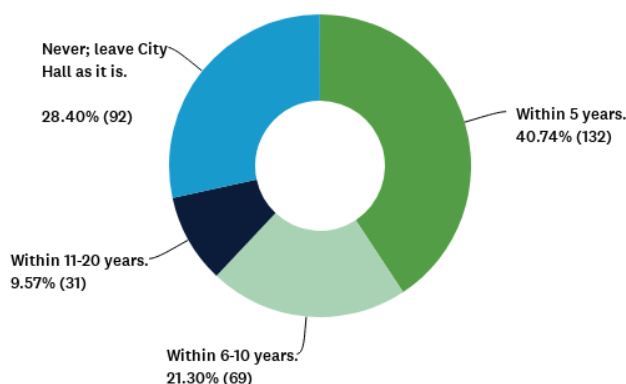
precipitated by space constraints combined with drainage and mold issues in a specific section of the building. Additionally, City Hall is showing its age and is nearing the end of its ability to efficiently house the various city departments, prompting the need to weigh continued investment in a 45-year-old structure against other options.

Through the Comprehensive Plan Strike Force survey distributed in April 2021, Rollingwood residents were split on whether to leave City Hall as is, to renovate the existing structure in part, or to tear down the existing structure and construct a new building, and when, if at all, any update to City Hall should take place. The results are below:

Q7 When you think of the future of City Hall, which of the following options do you most prefer?



Q8 When, if at all, would you most like the City to build a new City Hall or renovate the existing building?



The Needs Assessment and Facilities Master Plan identifies and reviews future staffing and spatial needs within city departments, with the purpose of developing a strategy for meeting those needs in a combined facility that houses both city management and police department operations. As part of the process,

participating staff members were encouraged to share their visions of an ideal workplace environment without being influenced by existing constraints of current space.

Space Needs

Required spatial needs and site issues were developed over a series of meetings with city staff members, as well as three City Council presentations. The final square footage needs for a new combined city/police facility are as follows:

City Hall	5,893 sqft
Police	1,783 sqft

Gross Total	8,436 sqft
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Policies – Facilities and Infrastructure

1. Infrastructure
 - a. Water- ____
 - b. Wastewater – ____
 - c. Drainage - ____
2. Transportation and Roadways
 - a. Public Facilities
 - i. City Hall
 - ii. Police Station
 - iii. Other ____
 - b. Mobility (covered in separate Chapter but important to place here as well)
 - i. Identify locations that are most appropriate to encourage future or support existing demand for bicycle/pedestrian mobility along or across roadways in Rollingwood.
 - ii. Partner with TXDot, City of Austin and Westlake on regional mobility improvements on Bee Cave Road and/or throughout Rollingwood.
 - c. MoPac
 - i. Monitor TXDot discussions and plans related to MoPac south of Lady Bird Lake, and in particular pay close attention to the location of on- and off-ramps planned for any MoPac improvements.
 - d. Bee Cave Road
 - i. Monitor TXDot improvements and advocate for Rollingwood residents and businesses to maintain safety, reduce congestion and improve overall multimodal transportation options.