ROUND ROCK 2030

INFRASTRUCTURE

Water tower on Mays Street

INTRODUCTION

Round Rock 2030 is a plan focused on land use planning, implemented by the Planning and Development Services (PDS) department. As mentioned previously, the already adopted Utilities and Environmental Services, Parks and Recreation, and Transportation plans are adopted as addenda to *Round Rock 2030* to ensure coordination of all planning efforts. These departments all have policies that are relevant to land use. PDS reached out to these departments to summarize their achievements of the last decade and goals for the next ten years. PDS is focused on the implementation strategies included in *Round Rock 2030*; other departments are responsible for the goals and implementation of their departmental plans.

UTILITIES AND ENVIRONMENTAL SERVICES

The Utilities and Environmental Services Department provides several core services for the citizens and businesses of Round Rock. The four primary services include water, wastewater, stormwater, and environmental services.

The utility infrastructure for the City of Round Rock has expanded along with the city's population. The adequate provision of utilities is important for the city as it strives to maintain a desired level of service for residents and businesses and promote economic development. Utilities represent substantial financial outlays. Consequently, utilities must be planned well in advance to meet projected peak community demands and must be commensurate with city financial capabilities.

Water

One of the most difficult periods for Round Rock's utilities was 1970 to 1980. The city's population increased by 353%, from 2,811 in 1970 to 12,740 in 1980. This rapid population rise placed tremendous pressure on city utilities and, in 1978, city wells ran dry. The 1978 crisis prompted the city to expand its water resources and aggressively plan for future growth.

Population growth continued unabated through the 1980s. To ensure adequate service for this burgeoning population and to prevent the reoccurrence of the 1978 water shortage, a study of the basic utility structure and community needs was undertaken in 1986. The resulting 1986 *City of Round Rock Master Water and Wastewater Study* now forms the basis for utility planning in the city. The 1986 study has been subsequently evaluated and updated approximately every three years to meet current growth needs.

Over the past decade, several notable utility projects were created and numerous new programs were implemented to ensure that the city's water utility keeps pace with growth and provide necessary services.

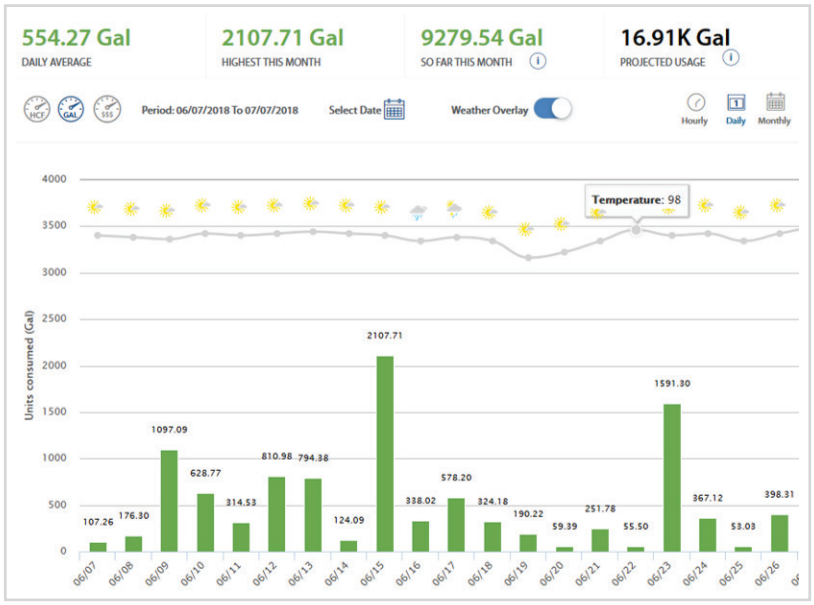
In 2009, Round Rock formed a partnership with the cities of Cedar Park and Leander, known as the Brushy Creek Regional Utility Authority (BCRUA), to build a regional water treatment and distribution system designed to deliver water from Lake Travis to the three partner cities. Not only will this partnership meet Round Rock's long-term needs, it will increase the city's drought tolerance and improve reliability in the event of a crisis.

Additionally, the economies of scale created by the partnership have saved millions of dollars and allows Round Rock to continue providing one of the lowest water rates in the region. In 2012, the city completed Phase 1A of the BCRUA regional water plant which provides up to seventeen million gallons per day (MGD) of treated water for the cities.

Water reuse tank

In 2012, the reuse water system was expanded to provide up to six MGD of reuse water to Northeast Round Rock. Reuse water is a low-cost alternative to treated water for irrigation and landscaping. By expanding the reuse water system, the city conserves the drinking water supply, decreases the need for major capital expenditures and future surface water rights acquisitions, provides a good source of processed water for industries to use at a lower cost to the city, and is an incentive for economic growth and development.

From 2012 to 2017, all residential water meters were replaced with Automatic Meter Reading technology. Prior to 2012, staff manually read every water meter in the city on a monthly basis. Initially, the system was set up for drive-by only; however, the program was expanded to an Automated Metering Infrastructure which automatically transmits data to a server. This has allowed the city to obtain daily meter reads that are available to our water customers through the customer portal.



RRTX customer portal

The city maintains a *Water Master Plan* to ensure necessary infrastructure is in place to meet the growing demands of the city. The city utilizes land use assumptions and population projections when determining the infrastructure that is required for various areas. The Master Plan has allowed the Water Utility to build infrastructure in order for the city to continue to grow and meet the economic development needs.

Substantial time is required to develop additional water supplies; therefore, strategically planning for the future, 30 to 50 years, is vital. As described above, in 1978, the city experienced the vulnerability of being reliant on just one water supply. Currently, the city has two water supplies, the Edwards Aquifer and Lake Georgetown/Stillhouse Hollow Lake. Round Rock's projected growth, however, will require more water by approximately 2021, which will come from another surface water source, Lake Travis. The city must plan and build new facilities based on peak demand, the highest use that the water system will ever undergo, even though average use is substantially less. Conservation measures are a means to flatten the peak demand and more efficiently utilize existing facilities. A lower peak demand extends the life of current facilities which prevents costly upgrades or new facilities. Delaying new construction and better utilizing current capacity helps to keep water rates low.

Wastewater

The city's wastewater collection system is based on the alignment of major wastewater interceptors along creek beds to provide service through gravity mains for all areas within a creek's watershed. This strategy is the most cost-effective in terms of minimizing areas which must be served by lift stations due to the varying ground elevations in and around the city.

There are five major creeks within the City of Round Rock: Brushy, Chandler, Lake, Onion, and McNutt Creeks. Currently, significant development exists in these watersheds, and major wastewater interceptors are installed along each creek. All the interceptors flow by gravity to the existing wastewater treatment plant located along Brushy Creek.

In response to increasing development within the Brushy Creek watershed, the cities of Round Rock, Austin, Cedar Park, and Leander have implemented a regional wastewater system to provide centralized treatment facilities. The system, owned by the Brushy Creek Regional Wastewater System (BCRWWS), was first conceived in the early 1980s. Overall, the regional system is a means to remove small, less effective wastewater plants from the basin and to improve water quality and protect the environment. Previously, each municipality treated wastewater in separate facilities and discharged the treated water into nearby creeks. Under the regional plan, all wastewater is treated at two regional treatment plants located in Round Rock.

Brushy Creek Regional wastewater treatment plant

In 2017, the City of Round Rock commenced with the preliminary engineering for the BCRWWS Plant expansion, increasing the treatment capacity from 20 MGD to 30 MGD. Final engineering should be completed by 2020.

In October 2018, the city took over the operations and maintenance of the BCRWWS, previously performed by the Brazos River Authority (BRA) since the 1990s. As Round Rock's utility has grown, the city has become well positioned to take over these functions and we anticipate a financial benefit to all partner cities.

Wastewater line maintenance

In accordance with the Texas Commission on Environmental Quality's (TCEQ) Edwards Aquifer Program, the city continues to inspect and repair the wastewater collection system. This program not only protects the aquifer from exfiltration of sewage, it also reduces the amount of inflow and infiltration into the collection system which costs the city more in treatment.

By the end of 2023, the city anticipates completing the BCRWWS Plant expansion. This expansion not only increases capacity, it also rehabilitates parts of the existing plant and installs the latest technology in odor monitoring equipment.

The water the city receives from Lake Travis incurs a surcharge established by the Lower Colorado River Authority (LCRA). The city and BRA are interested in a solution that would return flows back to the Colorado River Basin for a "No Net Loss". The city is interested in this project to reduce the surcharge amount which ensures rate stabilization for our water customers. Potential solutions include constructing a project that will take treated water from the wastewater plant and discharge it back into the Colorado River Basin. The feasibility of this project will be determined once the project costs are finalized.

Stormwater

The city operates and maintains a drainage system that conveys stormwater through a series of channels, pipe network, box culverts, etc. to tributaries and creeks which ultimately ends up in Brushy Creek. In addition, the city follows Federal Emergency Management Agency (FEMA) floodplain regulations ensuring new development is not constructed within the designated floodplains.

In the mid-2010s, the city established a Drainage Utility Fund to incur the costs of all stormwater and drainage functions previously incurred by the General Fund. The initial residential fee was $2.75 per month which has since been updated to $4.75 per month. The monthly drainage fee for commercial properties is determined based on impervious cover.

Stormwater channel Onion Branch before (left) and after (right)

In 2014, the *Stormwater Master Plan* was created to:

- Establish a process to access the city's stormwater infrastructure;
- Identify and assess existing and potential flood and erosion risk;
- Develop conceptual engineering solutions to mitigate risk; and
- Provide a systematic approach to allocate funds for the city's stormwater capital improvement projects (CIP).

Several CIPs have been completed over the years that have improved channels, conveyance capacity of pipes, and detention improvements.

The city prepared a Storm Water Management Program (SWMP) which documents a comprehensive plan to manage the quality of the discharges from the Municipal Separate Storm Sewer System (MS4) and ultimately protect and improve water quality in our creeks and waterways.

The city is required under the Texas Pollution Discharge Elimination System to obtain permit coverage from the TCEQ for discharges from its MS4. The SWMP describes the five Minimum Control Measures (MCMs) and Best Management Practices (BMPs) that the city will implement over a five-year period. The city will enhance existing activities that are designated to protect the environment and water quality and supplement those activities with new BMPs. The BMPs were selected based on the requirements of the TCEQ general permit, general assessment of their effectiveness, applicability to the city, and implementation cost.

In October 2019, all drainage operation functions were moved from the Transportation Department to the Utilities and Environmental Services Department. Previously, only the drainage planning and engineering functions were performed in the Utilities and Environmental Services Department. Combining these work groups will improved communication and effectiveness of the employees within the Drainage Utility.

The city will continue to analyze and construct drainage improvements in order to reduce the risk to properties that have experienced flooding in the past. The partnership between the Upper Brushy Creek Water Control and Improvement District (WCID) and the city will identify funding in order to construct Dam 101. This project will reduce flooding for many properties that are currently located with the floodplain.

Environmental Services

The Environmental Services Division is responsible for solid waste/recycling, household hazardous waste, water and wastewater laboratory, and pretreatment.

In 2011, the city implemented a new residential curbside single-stream recycling program. This program has been extremely successful in increasing the amount of waste recycled, diverting waste from the landfill, cleaning city streets by providing standardized containers, and applying recycling credits to residential utility bills. The city evaluates the program on a regular basis to ensure rates are kept low and the best services are provided.

The treatment of wastewater is adversely affected when certain industrial or hazardous materials are added. Round Rock's wastewater treatment system capacity exceeds five MGD; therefore, federal law requires the development of a wastewater pretreatment program for industrial waste. The purpose of the program is to ensure that discharged industrial waste does not interfere with the operation of the treatment system and can be treated properly by the city's system. Pretreatment occurs at the site of the business or industry that produces the waste. Round Rock's pretreatment program has been approved by the U.S. Environmental Protection Agency.

The city has successfully operated a water laboratory for several years. In October 2018, the city began operating a wastewater laboratory as part of taking over operations and maintenance of the BCRWWS. Both laboratories are valuable assets to the department and reduce costs incurred by sending samples to a third-party laboratory.

In 2013, the city partnered with Balcones Shred to host semi-annual Shred for a Paws Cause events to benefit the Williamson County Regional Animal Shelter. With a pet food or cash donation, residents have confidential files and hard drives securely shredded and recycled. This program has exceeded expectations with over 180,000 pounds of material shredded and recycled, and over 18,000 pounds of pet food and $17,292 raised for the Williamson County Regional Animal Shelter.

The city's Household Hazardous Waste (HHW) Program has been very successful for the citizens of Round Rock and in 2016, the program was extended to residents in the Brushy Creek and Fern Bluff Municipal Utility Districts (MUD). HHW is collected during scheduled events and is an avenue for citizens to properly dispose of paint, cleaners, and other household chemicals while protecting the environment.

The city will continue looking for tactics to divert waste from the landfill, as landfill costs will continue to rise over the coming years. The city will also escalate recycling efforts by educating and promoting recycling to citizens, conducting collection events, and expanding the recycling program to include multifamily residents. The more material recycled will help keep this material out of the landfill which will keep our rates low.

The city will also expand the HHW program by extending participation in the program to the other MUDs and residents outside of the city limits. This will provide these out-of-city residents an avenue for proper disposal of hazardous materials.

Overall goals for the Utilities and Environmental Services department for the next decade include:

- The city will continue to anticipate the need for increased water capacity, coupled with strong conservation initiatives, to meet the peak demands generated by a growing population;
- Capacity improvements, consistent system monitoring and upgrades, usage projections, and initiatives to promote the efficient use of existing supplies will all be utilized to provide cost-effective and dependable water and wastewater service for residents and businesses into the future;
- The city will promote and expand its water conservation program through public education and community outreach initiatives. This program should also be enhanced through the use of a designated watering schedule, structured water rates to discourage excessive water usage, and partnering with other governmental entities to protect the city's current and future water sources;
- The city will maximize its water reuse program to help offset future water treatment plant expansions and reduce the costs of using potable water for irrigation purposes;
- The city will continue to update its water, wastewater, and stormwater Master Plans on a regular basis to ensure that its water and wastewater impact fees and drainage fees will adequately contribute to funding future infrastructure necessary for new development;
- The city will continue to work with the development community to ensure that the city's future utility infrastructure meets the requirements of its water, wastewater, and stormwater Master Plans; and
- The city will continue to utilize the latest technologies, as well as best management practices, modern equipment, and properly trained personnel, in order to maintain its water, wastewater, and stormwater infrastructure.

TRANSPORTATION

In addition to the land use considerations of transportation infrastructure, mobility and connectivity are central to the city's vibrancy, health, and overall growth. An effective transportation network allows people and goods to move through the city effectively and safely. Getting people and things where they need to be, when they need to be there, in a safe manner, is a key quality of life issue for residents and visitors to the city.

The city has established goals for the transportation network that provide for a balanced system, maintain compatibility with current land uses, protect future rights-of-way, and plan for future mobility and connectivity throughout the network. The 2017 *Transportation Master Plan* identified and prioritized mobility improvements that encourage safe and efficient travel within and through the network. In conjunction with the city's *Transit Master Plan* and trail system plans, the *Transportation Master Pla*n is intended to provide a framework for future transportation decisions for Round Rock. The city has been and will continue to be proactive in planning an adequate transportation network for the future. In order to do so, the Transportation Department will focus on the following goals:

- Develop a transportation system that balances pedestrian, bicycle, automobile, and transit links to destinations both work and non-work related;
- Ensure citizens of Round Rock are afforded a transportation system that supports or improves their quality of life;
- Address major deficiencies in the existing transportation network and provide capacity necessary to support new development;
- Protect roadway efficiency and safety with smart access control, intersection improvements, and roadway design;
- Match current and future land uses, anticipated travel patterns, and population and employment forecasts with transportation infrastructure;
- Identify and protect environmentally-sensitive areas;
- Maintain roadway design standards;
- Maintain inclusive citizen participation into the planning process;
- Develop an ultimate transportation network to serve the community needs;
- Plan for future connectivity and mobility needs by protecting right-of-way necessary for transportation corridors; and
- Foster transportation systems that support the development of major density centers.

Rendering of downtown parklet project

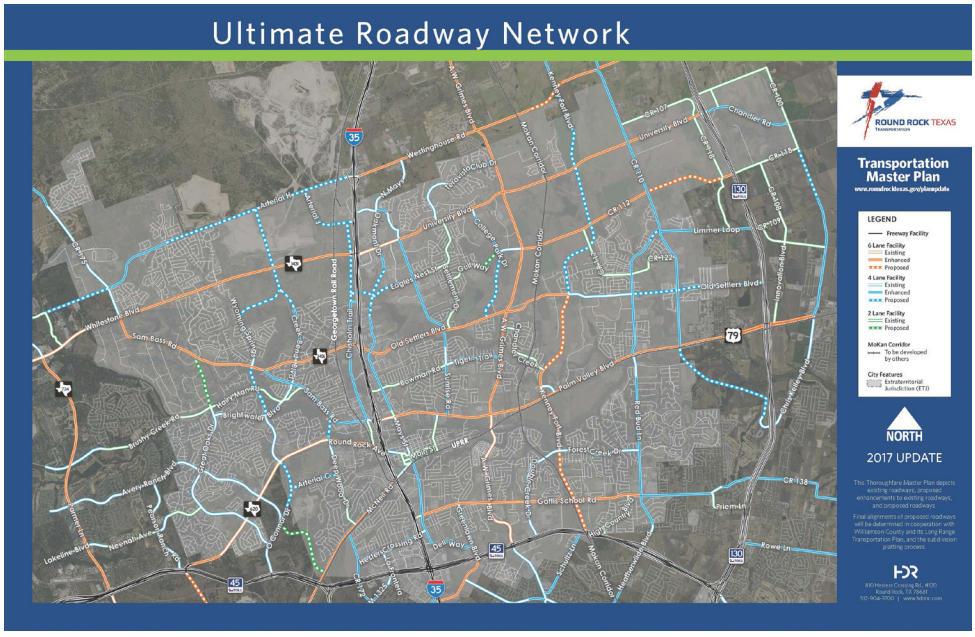
Person biking on trail at Old Settlers Park

These transportation goals can be met by completing the network, defining roadway classifications, designing complete streets, implementing access management, using innovative intersections, planning for a future with transit, coordinating with outside agencies, and implementing Intelligent Transportation Systems (ITS).

Completing the Network

As development continues in Round Rock, new roadways will be needed to connect people safely and efficiently to these new destinations. Existing roadways already at capacity will need to be improved. Planning for the ultimate transportation network ensures the citizens of Round Rock are afforded an adequate future transportation system. The city's *Transportation Master Plan* outlines recommendations to the ultimate roadway network that are anticipated to be implemented with new development and as funding is identified.

FIGURE 15. ULTIMATE ROADWAY NETWORK MAP



Source: Round Rock Transportation Department

Defining Roadway Classifications

Roadways are classified for specific uses within the transportation network. The City of Round Rock defines four types of classifications within its roadway system to provide context sensitive transportation options within the network. Defining how a roadway will function helps planners design a network that operates more efficiently, with more connectivity and improved safety.

Freeways

These are intended to move high volumes of automobile traffic at relatively high speeds over long distances. Freeways, or highways, also have limited access to help maximize traffic flow and safety. Freeways are generally accessed via on-ramps from frontage roads or direct connectors from other high-speed facilities. Freeways' primary function is to connect local areas to other regions, rather than serve local traffic needs. Currently, IH-35 provides north-south freeway access to the Round Rock area, and SH-45 and SH-130 provide east-west and north-south access respectively to the Round Rock area. The city does not directly own or operate any roadways of this classification.

Arterials

These are continuous routes whose function is to serve high volume needs of local traffic and regional traffic. Speeds are relatively high on arterial streets, and access is controlled by planning the locations of intersecting streets, left turn lanes, and traffic signals. Arterial roads will function more efficiently when the number and location of median breaks and driveway cuts is managed. Arterial streets provide connectivity across the transportation network, so it is best practices to consider all modes on these streets. Due to the high automobile speeds, protective measures should be established for cyclists and pedestrians along these routes.

Collectors

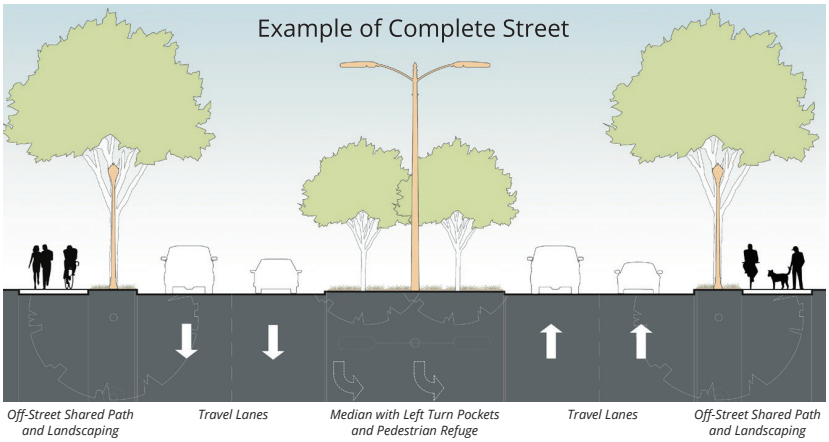
These are designed for medium volumes of vehicles operating at lower speeds (i.e., 30 – 35 mph). Collectors provide access and movement within residential, commercial, and industrial areas. Direct access to higher intensity development, such as commercial, daycare, places of worship, schools, and multifamily uses calls for lower speed limits on collectors than arterials due to more turning movements on collectors. Slower speed limits increase safety. Direct access to single-family development is generally not encouraged, with access from local streets being preferred.

Local Streets

These streets give access to smaller, often destination-oriented areas, such as neighborhoods, subdivisions or local business districts. Pedestrian activity can be expected to be higher on local streets, while traffic volumes are lower, so lower speed limits are appropriate. Because local streets are intended to carry traffic off of the main transportation network rather than through it, these streets generally do not travel across districts and usually are more residential in character.

Designing Complete Streets

Within the transportation network, different roadways are designed to serve different functions. Major arterials typically serve high volumes of local traffic and are intended to move traffic through the network. Local streets give access to smaller destination-oriented areas, such as neighborhoods. The underlying themes of Complete Streets, community, connectivity, capacity, calming, and choices, serve as guides to balance mobility goals. Complete Streets seek to enhance roadway capacity while contributing to a balanced transportation network.

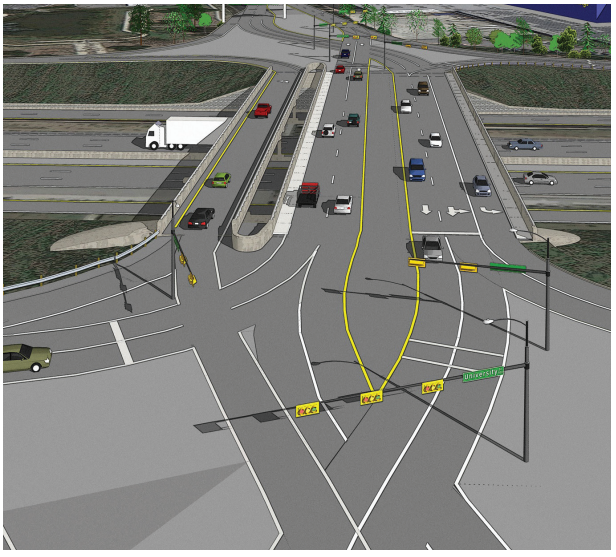


Implementing Access Management

Successful access management programs provide safe and efficient access to businesses, institutions and residences, and keep traffic flowing optimally along streets. City Design and Construction Standards (DACS) establish policies that regulate locations of driveways and other points of access from city streets to the developments and destinations along them. Best practices in access management enhance the overall safety and mobility of the transportation network.

Using Innovative Intersections

At many roadway junctions, congestion continues to worsen. Conventional intersection designs may not always be the solution to today's traffic problems. Innovative intersections such as diverging diamonds, continuous flow intersections, and median u-turns have been shown to reduce traffic congestion affordably, sustainably, and in situations where right-of-way is limited. As growth continues, the city of Round Rock may choose to explore innovative intersection solutions and grade separations to alleviate congestion.

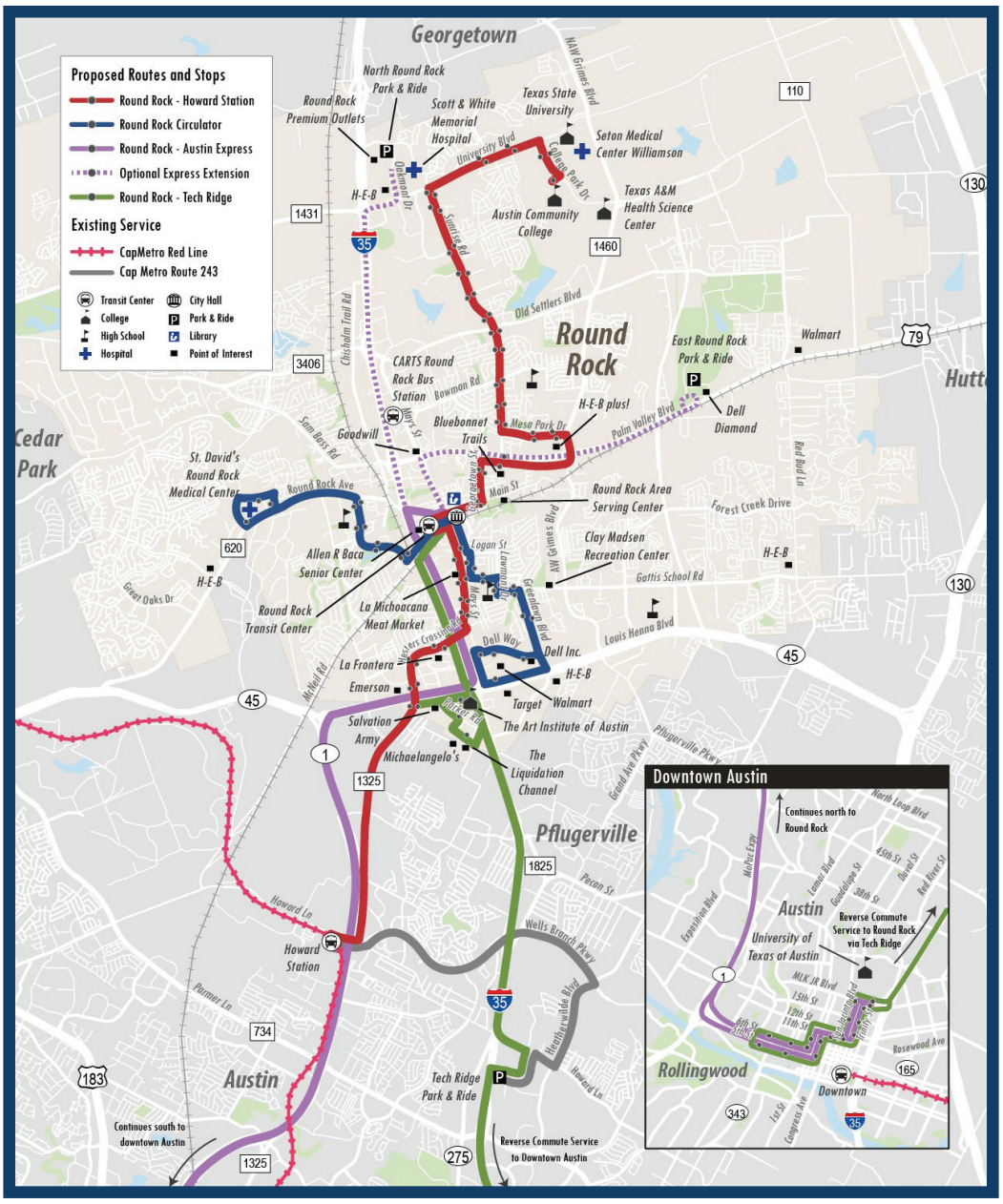


Rendering of diverging diamond at IH-35 and University Boulevard

Planning for a Future with Transit

The City of Round Rock has been proactive in creating increased transit opportunities for its residents. The City partners with Capital Metro for transit service on local and commuter routes. Paratransit opportunities are also provided. Public transportation helps to lessen transportation impacts on the environment, provides more personal opportunities for mobility, and contributes to time savings and reduced fuel costs. Implementing new transit services and connections to regional destinations will help meet the demands of growing population, employment and travel patterns.

FIGURE 16. TRANSIT MASTER PLAN PROPOSED ROUTE NETWORK



Source: Round Rock Transportation Department

Coordinating with Outside Agencies

As the city continues to implement planned developments and build new roadways, close coordination with other agencies managing the area's roadways will provide continuity across the regional network. The city's *Thoroughfare Plan* integrates with plans in place for adjacent counties, long-term improvements implemented by the Texas Department of Transportation and other planning authorities such as the Capital Area Metropolitan Planning Organization and the Central Texas Regional Mobility Authority.

Implementing Intelligent Transportation Systems (ITS)

ITS provide innovative solutions to traffic management. Real-time information about travel conditions can be readily communicated, allowing users to be better informed and to make more educated choices about how and when they travel. The Transportation Department has been proactive in implementing ITS.

Staff monitoring real-time travel conditions in Round Rock

Autonomous vehicle

A plan is already in place to improve the communication, operations, and data collection needed for smarter traffic management. The city also plans to release a mobile app for smart phones, websites, and kiosks to share traffic relevant information. Future transportation infrastructure should incorporate automated and connected vehicle technology to be ready for future tech infusion.

The Transportation Department is also keenly aware that technology is changing the way traffic has been managed for decades. New technology may impact future land use decisions, access management, and development requirements. The city is committing the appropriate resources to keep up with this rapidly changing industry so that we are positioned to capitalize to the community's benefit whenever possible.

PARKS, RECREATION FACILITIES, AND OPEN SPACE

One of the most important aspects of a community's character is the availability of high quality parks and recreation opportunities in the city. Parks and recreation influence every aspect of our lives. They allow us to experience new activities and encourage us to lead a healthy lifestyle. Attractive parks and natural areas are often the first place that visitors view in a community. Parks provide a very visible reminder of the beauty of the land that people choose to live in. Parks are also one of the most visible elements of a city government at work and can instill a strong sense of pride in the residents of a community. A good park and recreation system lets both residents and visitors know that the leadership of the city is interested in the well being of its citizens. Given this, the Parks and Recreation Department (PARD) has created a vision statement to ensure the city is "*an active, vibrant, and beautiful city with a diversified and quality parks and recreation system that produces economic, health, and social benefits for the entire community*."

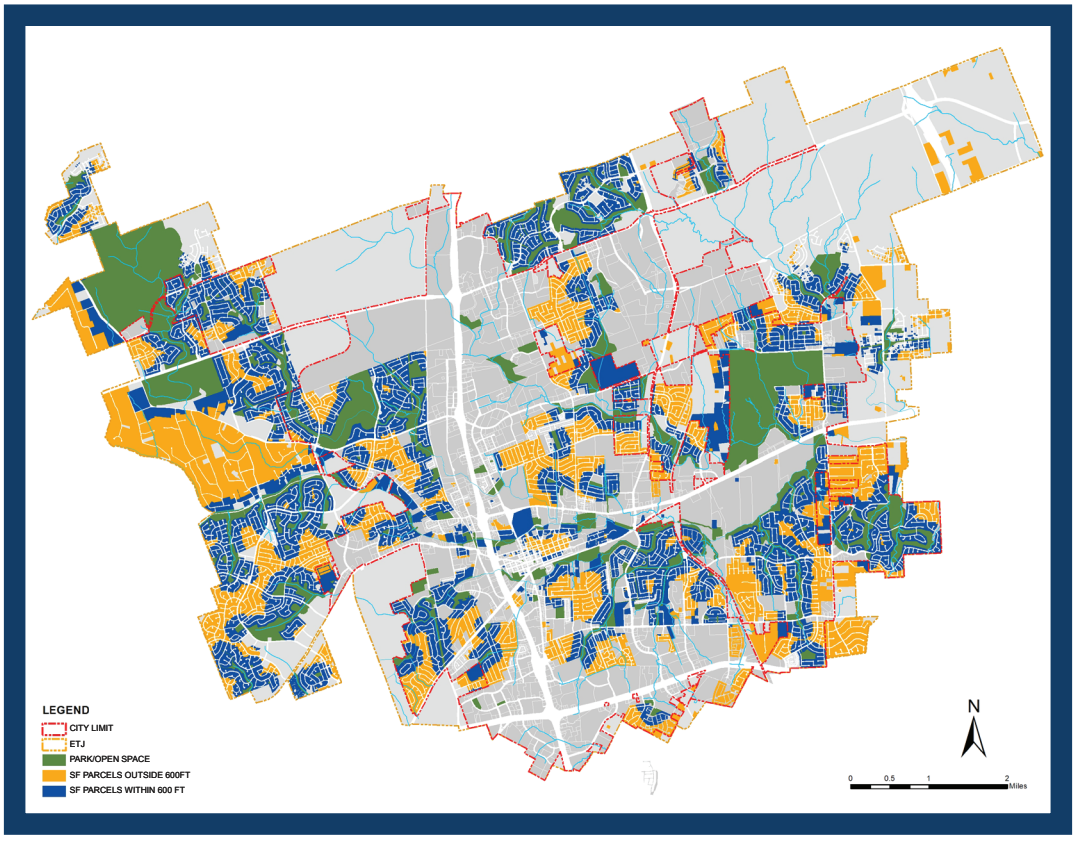
In order to fulfill the goals of the vision statement, PARD completed a master plan update in 2018 entitled *Play Book 2030: Building a Connected Community*. As part of this Plan, a complete economic analysis was completed to determine the role parks play in increasing property values based on the proximity principle. This principle states that the closer a property is to a park, the more value or premium that property has. In 2016, approximately 61.4% of developed single-family parcels were located within 600 feet of a park or open space, not including open space classified as drainage by the city.

Play for All Park

FIGURE 17. SINGLE-FAMILY PROPERTY VALUES CASE STUDY

Source: Round Rock Parks and Recreation Department

FIGURE 18. SINGLE-FAMILY PARCELS WITHIN AND OUTSIDE OF 600FT OF PARKS/OPEN SPACE



Source: Round Rock Parks and Recreation Department

Utilizing this information, PARD was able to conduct an analysis on the citywide and subdivision scale to determine property value increases. The citywide analysis showed a strong correlation (15.9%) between appraisal property values and proximity to a park. However, it did not account for other factors, such as lot size, year built, home quality, etc. The subdivision analysis also showed a correlation (6.3%) and took into account some of the previously mentioned factors. However, this analysis also had some flaws and was not able to select for mitigating factors such as mixed parcel size, too many or too few parcels within 600 feet of a park, etc. Therefore, a hybrid or average of the two analyses seemed most appropriate. Overall, it was determined that parks do increase the property values by approximately 11.1%, which translates to approximately $1.9 million additional tax dollars for Round Rock. This accounts for nearly 20% of PARD's annual budget.

FIGURE 19. PROPERTY VALUE NEAR PARKS/OPEN SPACES

	CITYWIDE ANALYSIS	SUBDIVISION ANALYSIS	AVERAGE OF ANALYSES
Total Value inside Round Rock	$6,441,616,204	$6,441,616,204	$6,441,616,204
Value of properties within 600 ft	$4,016,625,285	$4,016,625,285	$4,016,625,285
Assumed average of a park	15.9%	6.3%	11.1%
Value of properties attributed to parks	$638,643,420	$253,047,393	$445,845,407
Effective annual residential tax rate	0.00425	0.00425	0.00425
Annual property tax capture from value of property tax due to parks	$2,714,235	$1,075,451	$1,894,843

Source: Round Rock Parks and Recreation Department

Pond at Old Settlers Park

Growing the Park and Recreation System in Round Rock

Due to the rapid growth in Round Rock's population, the city makes every effort to target strategic land preservation and acquisition to continue moving towards its vision of preserving fourteen percent of the city and ETJ as parks and open space. One method used by PARD to grow the system is by receiving parkland dedication as part of the subdivision process, as well as encouraging parks to be developed and maintained by homeowners associations. Additionally, PARD staff and city management continually pursue large land acquisitions in areas of projected growth, such as the Northeast area of the city, to compliment the existing community and regional parks.

Size of the Park and Recreation System in Round Rock

Currently the Round Rock parks and recreation system includes 197 park sites and amenity centers (city-owned, HOA, MUD, county-owned, etc.) and contains 4,437 acres. City-owned park and amenity sites include 64 locations and a total of 2,270 acres. The figure below summarizes the existing park facilities.

FIGURE 20. SIZE OF PARK AND RECREATION SYSTEM

	OVERALL AREA PARKS (INCLUDING PRIVATE AND PUBLIC)	CITY-OWNED FACILITIES ONLY
Total Number of Parks	197 Parks and Amenity Sites	64 Park and Amenity Sites
Total System Acreage	4,437 Acres	2,270 Acres
Neighborhood Parks	259 Acres	123 Acres
Community Parks	312 Acres	247 Acres
Linear Parks	1,293 Acres	578 Acres
Regional Parks	1,452 Acres	641 Acres
Metropolitan Parks	469 Acres	469 Acres
Special Purpose Parks	518 Acres	212 Acres
Amenity Centers	134 Acres	2 sites
School Areas (not included in totals)	510 Acres	N/A
Largest Park	Southwest Williamson County Regional Park	Old Settlers Park
Smallest Park	Water Tower Park	Water Tower Park
Developed vs. Undeveloped	3,502 Acres vs. 935 Acres	1,529 Acres vs. 740 Acres

Source: Round Rock Parks and Recreation Department

Types of Parks

Round Rock has several different classifications of parks as shown below, each with distinguishing characteristics and specific needs. The classifications are determined by location, size of park, amenities offered, and service area.

Neighborhood Parks

Neighborhood parks typically serve one or several smaller neighborhoods. They are generally three-to-ten acres in size and should serve no more than 2,000 to 4,000 residents per park. It should be accessible to residents who live within one-quarter-mile to one-half-mile radius of the park. Typical amenities include a combination of the following: playgrounds, picnic facilities, unlighted practice fields, areas for unstructured play, jogging trails, and sport courts. Restroom facilities and parking are typically not offered at neighborhood parks.

Community Parks

Community parks are larger parks that serve a group of neighborhoods or a portion of the city. The average size of a community park is ten-to-fifty acres. They are usually reached by automobile, so parking and restroom facilities are typically present. Additional amenities could include: playgrounds, lighted sports fields, lighted sports courts, picnic facilities, jogging trails, security lighting, and other special facilities utilizing specific park features.

Linear Parks

Linear parks are open park areas that generally follow a natural or man-made feature that is linear in nature, such as creeks, abandoned railroad, rights of- way, power line corridors, or utility corridor easements. In Round Rock, most linear corridors are along natural drainage ways. Properly developed to facilitate pedestrian and bicycle travel, these parks serve as linkages to connect neighborhoods, schools, and other parks.

Metropolitan Parks

Metropolitan parks are large parks that serve an entire sector of the city. Metropolitan parks are typically located next to thoroughfares and are reached by automobiles, although users adjacent to the park and trail users may walk or ride a bicycle to it. The average metropolitan park size is 100 to 250 acres. Typical amenities include: play areas, parking, restrooms, security lighting, lighted play fields, lighted sport courts, multipurpose fields, etc.

Regional Parks

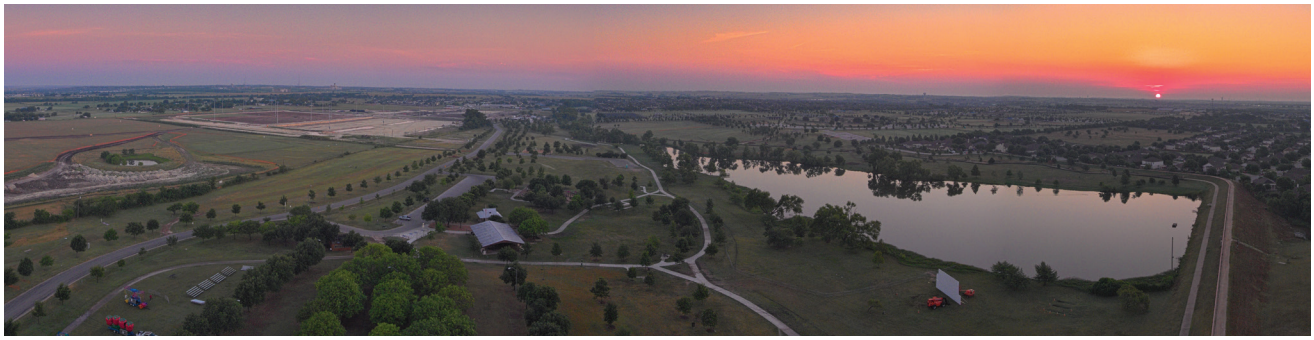
Regional parks are massive parks that serve an entire region and cater to people beyond the city. The typical size of a regional park is 300 or more acres. Typical amenities include: play equipment, picnic areas, multiuse trails, lighted sports fields and courts, sporting complexes, disc golf, multipurpose fields, aquatic complex, etc.

Open Space/Citywide Acreage Needs

In order to move towards the city's vision of preserving fourteen percent of the city and ETJ as parks and open space, targeted acquisition and preservation is needed over the coming years to ensure that sufficient land remains available while the population grows and developed areas expand. The city will need to preserve approximately 1,050 more acres of land by the time it reaches build-out.

Amenity Centers

The Clay Madsen Recreation Center is the city's premier recreational facility. The center has athletic and instructional programs and also holds community events. Additionally, the Allen R. Baca Center for Senior and Community Activities offers a variety of classes including arts and crafts, fitness, education, aerobics, and a lunchroom program. The facility provides a weight room, aerobics room, full kitchen, several meeting rooms, and an outdoor amphitheater.

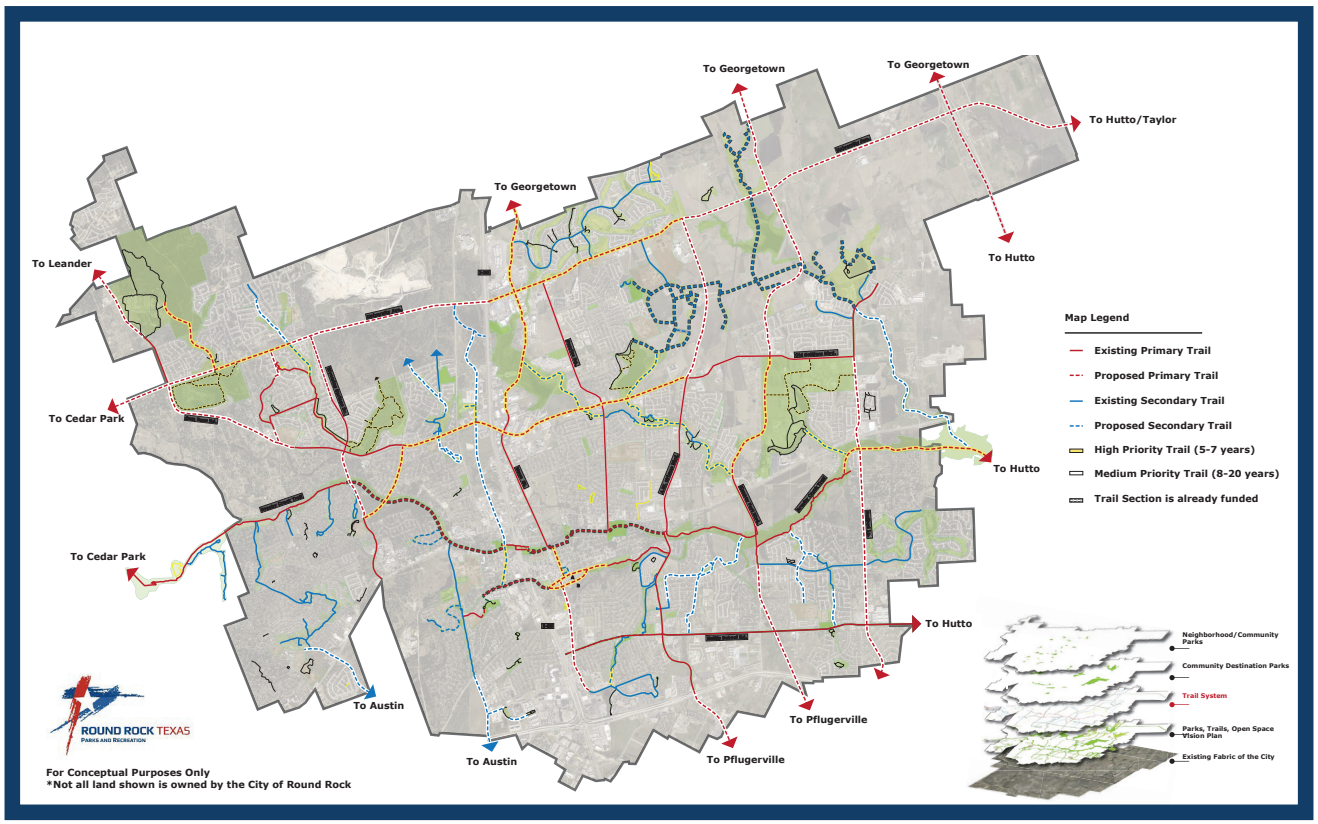


Old Settlers Park at sunset

Desired State of Round Rock Parks and Recreation

Round Rock has the opportunity to develop an enviable parks system: the city has an abundance of significant natural features, a rich historical heritage, a growing residential population, and the potential for pedestrian and bike linkages throughout the community. *Play Book 2030: Building a Connected Community* provides a strategic guide to take PARD to the next level. The Plan details the desired state for the Round Rock PARD and is based on a careful combination of trend analysis and projection, public input data collection, and input from the Round Rock City Council and Mayor. From this information, PARD has determined the ideal state in which to operate and function as a whole and has identified five goals to help them reach the desired state.

FIGURE 21. TRAIL SYSTEM PRIORITY MAP

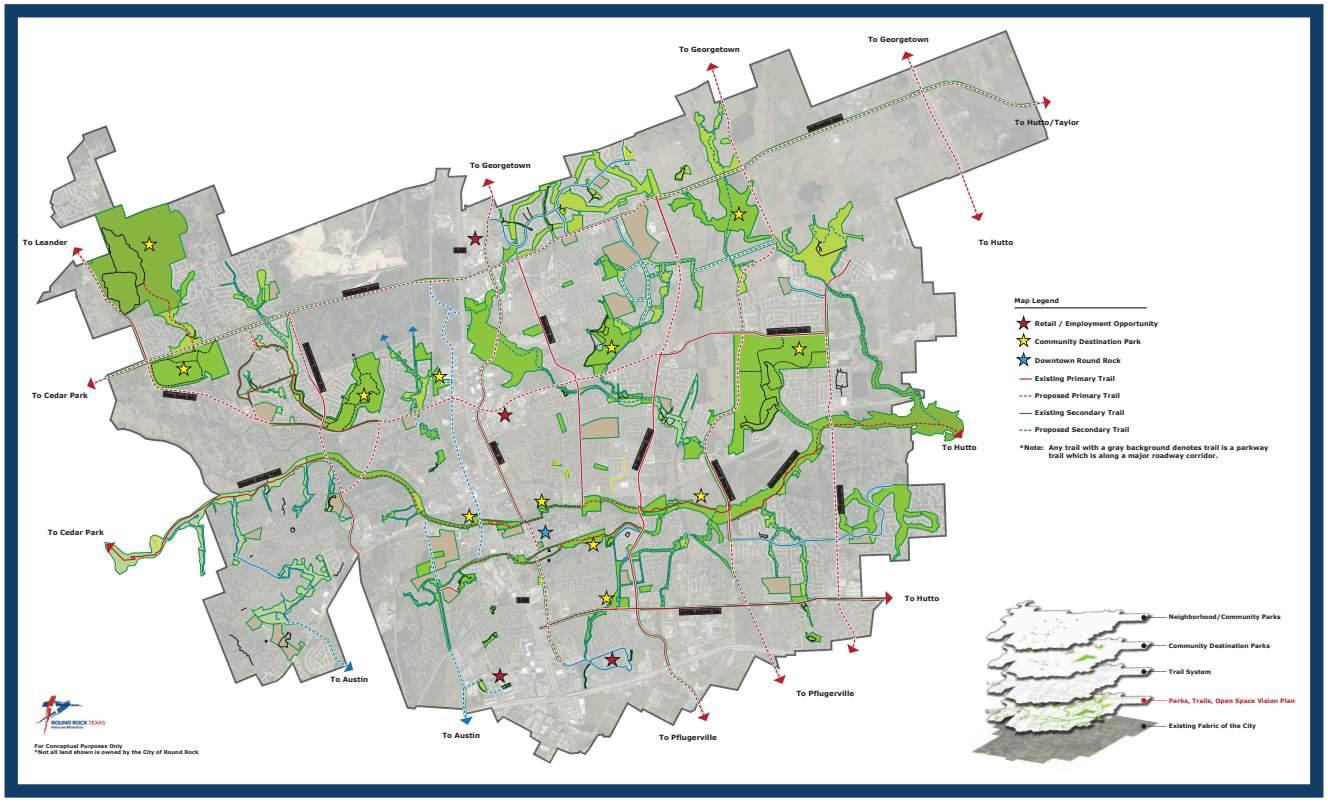


Source: Round Rock Parks and Recreation Department

Summary of Goals of the Strategic Parks and Recreation Master Plan

- **Goal #1: Link the Community:** One of the highest needs in the city, as demonstrated by surveys and open house responses, is the addition of more trails. As part of Round Rock's desire to have mobility and connectivity, the city should provide an open space system which links parks, schools, greenbelts, neighborhoods, places of employment, retail shops, restaurants, and open spaces. PARD has established a Trails Priority Map to aid in land acquisition and to target funds for construction.
- **Goal #2: Community Cohesion – Creating a Sense of Place:** Round Rock is a place people can feel proud to live. It is the goal of the PARD to foster that positive emotional attachment to the city by continuing projects and programs that make Round Rock special and unique. By intentional place making, PARD will continue to create spaces that people want to congregate in and tell others about. PARD plays a vital part in branding Round Rock as one of the best places to live.
- **Goal #3: Sustainable Park and Recreation System:** Creating a sustainable parks and recreation system means providing diverse and attractive parks and greenways that enhance the quality of life in Round Rock while also increasing the economic vitality of the community. More than that, it is ensuring the long-term sustainability of the park and recreation system for the benefit and enjoyment of future generations by utilizing residents' dollars in a fiscally responsible way and maximizing the return on investment.
- **Goal #4: Environmental Stewardship**: PARD should continue efforts to be good stewards of the environment. Through landscape management and maintenance decisions, natural resource preservation, and outdoor education, PARD can continue to conserve, protect, and enhance the community's environmentally and culturally sensitive areas.
- **Goal #5: Equity – Distribution of Resources**: PARD's mission statement is to create positive and memorable experiences in people's lives. In order to fulfill this mission statement, PARD should ensure equitable distribution of resources to all members of the community. Equity is one of the most important goals a parks and recreation department can have because it encompasses many facets of recreation. Parks and recreation equity includes, but is not limited to, providing easy access to recreational facilities and programs, offering varying types of facilities and programs, ensuring affordable access to programming, providing inclusiveness in facilities and programming, and designing facilities and programs intended for all demographics. Equity is about providing the same level of service to all residents of the community regardless of age, income level, ability level, or geographical location.

FIGURE 22. PARKS, TRAILS, OPEN SPACE SYSTEM VISION PLAN



Source: Round Rock Parks and Recreation Department