

- b. The estimated per square foot cost of the new building is less than the proposed Rollingwood city hall and police station project and less than the Lakeway and Bee Cave police station projects.
- c. The design should incorporate ground level safety improvements to protect pedestrian and vehicular access.
- d. Depending on cost considerations and pay-back calculations, solar panels could be installed on the roof.
- e. Depending on cost considerations, the proposed patio space on the east end of the building could be extended southward to the rear of the building and additional structural footings could be constructed to support possible future first and second floor additions.

Road/Drainage Projects: Council has proposed that five (5) road/drainage projects be considered for inclusion in a separate bond. Each project has been thoroughly vetted by the City's engineers who ranked the projects, considering : a. Risk to Public Safety; b. Potential Damage; c. Maintenance; and d. Project Cost.

- a. Camp Craft Drainage (Project #1) Rank: #1
 Replace Eanes Creek crossings at Camp Craft Road and Eanes School Road with improved culverts; raise Camp Craft Rd. by about 6'; Eanes School Road by 1.5'.
 Cost: \$2,084,900

- b. Westlake Drive Drainage and Pavement (Project #3) Rank #2
 Replace Little Bee Creek crossing Westlake Drive with larger culverts; includes 645 feet of ditch improvements westward along Laurel Valley Road; 1,335 feet of ditch improvements along Westlake Drive; and 450 feet of ditch improvements along Redbud Trail east and west of Westlake Drive.
 Cost: \$1,572,075

- c. Laurel Valley Drainage and Pavement (Project #4) Rank #3
 Replace four culvert sites from Westlake Drive west to Yaupon Valley...two intersecting points, Ledgeway and a tributary of Little Bee Creek. Little Bee Creek crosses Laurel Valley at three locations; the tributary to Little Bee Creek crosses at another location. Also involves 840 feet of ditch improvements from Double Fork Road to Ledgeway.
 Cost \$1,581,090

- d. Yaupon Valley Drainage and Pavement (Project #5) Rank #4
 Involves ditch improvement on the western end of Yaupon Valley, which includes culverts and reinforced concrete pipe from Juniper to Madrone Road.
 Cost: \$650,000
- e. Redbud Trail Drainage and Pavement (Project #2) Rank #5
 Projects along Redbud Trail involve 6500 feet of ditch improvements, two culverts replaced, and a retaining wall along the northern ROW to grade the proposed ditch. Also includes obtaining a 25' drainage easement from the proposed cross culvert to Little Bee Creek.
 Cost: \$2,806, 100

Road/Drainage Projects Recommendations: The BAC concurs with the engineers' recommendations and specifically notes the health and safety concerns associated with these projects, the years of apparent deferred maintenance, and the financial challenges of including these projects in any foreseeable maintenance or reconstruction cycle.

- a. Certain projects must come before other projects. Projects 2, 3, and 4 must be constructed in that sequential order. Repair of the Westlake Drive crossing Little Bee Creek is critical prior to repairing culverts upstream.
- b. Selected portions of drainage ditches could have metal grates installed over the ditches to allow for parking in front of resident housing.
- c. A funnel-type of "wings" to better direct the flow of water into the culverts was suggested, and there was agreement to determine the cost-differential of such construction.
- d. It should also be noted that the Laurel Valley Project was of greater public interest than the other projects and Council may want to look at additional information and receive additional public comment related to this project.

Note: This comment "d." warrants additional attention. The BAC received multiple public comments from Laurel Valley residents who have lived on the street for periods ranging from 20 to 55 years, all of whom questioned the necessity of the drainage improvements. The BAC members understand that the Council has carefully considered a large number of road/drainage projects over nearly four years and has determined that those included in the proposed bond package are of vital importance to the community. After a relatively short time, the BAC unanimously supported both the building project and the road/drainage project at Camp Craft Road.

While the BAC believe the benefits of both of those projects are readily apparent and widespread, it took longer for the BAC to arrive at a support point for the remaining drainage projects due to devoting time to learn of community concerns. Community reaction is not an uncommon phenomenon when local community projects are proposed that may –or may not—have positive/negative impacts on the residents' comfort levels. While we defer to the Council members as the officials most aware of the public political mood, it is suggested that the Council take one more read on the neighborhood support for the non-Camp Craft drainage projects while stressing the safety and community aspects of those projects.