

**NOTICE OF SPECIAL TOMBALL CITY COUNCIL AND THE  
TOMBALL ECONOMIC DEVELOPMENT CORPORATION MEETING  
CITY OF TOMBALL, TEXAS**



**MONDAY, SEPTEMBER 21, 2020**

**5:00 P.M.**

Notice is hereby given of a meeting of the Tomball City Council and the Tomball Economic Development Corporation, to be held on Monday, September 21, 2020 at 5:00 P.M., City Hall, 401 Market Street, Tomball, Texas 77375, for the purpose of considering the following agenda items. All agenda items are subject to action. The Tomball City Council and the Tomball Economic Development Corporation reserves the right to meet in a closed session for consultation with attorney on any agenda item should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

1.0 Call to Order

- 1.1 IN ACCORDANCE WITH ORDER OF THE OFFICE OF THE GOVERNOR ISSUED MARCH 16, 2020, THE CITY COUNCIL OF THE CITY OF TOMBALL, TEXAS AND THE TOMBALL ECONOMIC DEVELOPMENT CORPORATION, WILL CONDUCT THE MEETING SCHEDULED FOR SEPTEMBER 21, 2020, 5:00 P.M., AT 401 MARKET STREET, TOMBALL, TEXAS, 77375. IN ORDER TO ADVANCE THE PUBLIC HEALTH GOAL OF LIMITING FACE-TO-FACE MEETINGS (ALSO CALLED "SOCIAL DISTANCING") TO SLOW THE SPREAD OF THE CORONAVIRUS (COVID-19), THERE WILL BE LIMITED PUBLIC ACCESS TO THE LOCATION DESCRIBED ABOVE. THIS MEETING AGENDA AND THE AGENDA PACKET ARE POSTED ONLINE AT <https://tomballtx.gov/Archive.aspx?AMID=38>; A RECORDING OF THE MEETING WILL BE MADE AND WILL BE AVAILABLE TO THE PUBLIC IN ACCORDANCE WITH THE OPEN MEETINGS ACT UPON WRITTEN REQUEST.

The public toll-free dial-in numbers to participate in the telephonic meeting are any

one of the following (dial by your location): +1 346 248 7799 US (Houston); +1 253 215 8782 US (Tacoma); +1 669 900 9128 US (San Jose); +1 646 558 8656 US (New York); +1 301 715 8592 US (Germantown); or +1 312 626 6799 US (Chicago) – Meeting ID 989 1447 2560. **The public will be permitted to offer public comments telephonically, as provided by the agenda and as permitted by the presiding officer during the meeting.**

2.0 Public Comments and Receipt of Petitions *[At this time, anyone will be allowed to speak on any matter other than personnel matters or matters under litigation, for length of time not to exceed three minutes. No Council/Board discussion or action may take place on a matter until such matter has been placed on an agenda and posted in accordance with law.]*

3.0 Workshop Session:

3.1 The Tomball City Council and the Tomball Economic Development Corporation will enter into a Joint Workshop Session regarding Downtown Tomball Alley Enhancements

4.0 Adjournment

### CERTIFICATION

I hereby certify that the above notice of meeting was posted on the bulletin board of City Hall, City of Tomball, Texas, a place readily accessible to the general public at all times, on the 17th day of September 2020 by 5:00 p.m., and remained posted for at least 72 continuous hours preceding the scheduled time of said meeting.

Doris Speer

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Doris Speer  
City Secretary, TRMC

This facility is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 48 hours prior to this meeting. Please feel free to contact the City Secretary's office at (281) 290-1002 or FAX (281) 351-6256 for further information.

AGENDAS MAY ALSO BE VIEWED ONLINE AT [www.ci.tomball.tx.us](http://www.ci.tomball.tx.us).

Special Joint  
Agenda Item  
Data Sheet

Meeting Date: September 21, 2020

**Topic:**

**Background:**

**Origination:**

Kelly Violette, Executive Director, Tomball Economic Development Corporation

**Recommendation:**

**Party(ies) responsible for placing this item on agenda:**

Kelly Violette, Executive Director, Tomball Economic Development Corporation

**ACTION TAKEN**

<b>Approval</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Readings Passed</b> <input type="checkbox"/> 1 <sup>st</sup> <input type="checkbox"/> 2 <sup>nd</sup>	<b>Other</b>
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Special Joint  
Agenda Item  
Data Sheet

Meeting Date: September 21, 2020

**Topic:**

The Tomball City Council and the Tomball Economic Development Corporation will enter into a Joint Workshop Session regarding Downtown Tomball Alley Enhancements

**Background:**

**Origination:**

Community Development Department

**Recommendation:**

**Party(ies) responsible for placing this item on agenda:**

Craig T. Meyers, Community Development Director

**ACTION TAKEN**

<b>Approval</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Readings Passed</b> <input type="checkbox"/> 1 <sup>st</sup> <input type="checkbox"/> 2 <sup>nd</sup>	<b>Other</b>
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**ATTACHMENTS:**

Presentation

Downtown Alley Study-2018

# Downtown Alley Enhancements-Phase 1 City Council/TEDC Joint Workshop





# Livable Centers | Downtown Plan

## TOMBALL, TEXAS



September 2009





# Downtown Alley Enhancements-Phase 1





## Items to Consider

- Pavement options (standard reinforced concrete, stamped/colored reinforced concrete, pavers, asphalt with thermoplastic pattern)
- Service corridor (trash and delivery vehicles)
- Centralized dumpsters vs. individual dumpsters
- Sidewalk connections avoiding existing trees (loss of 6 street parking spaces)
- Loss of parking in front of tax office (9 spaces)
- Elevated sidewalk to protect existing trees (will meet ADA)
- Lighting (not included in construction estimates)
- Overhead utility lines to remain
- Construction timeline, alley closures
- Utility maintenance/pavement repairs

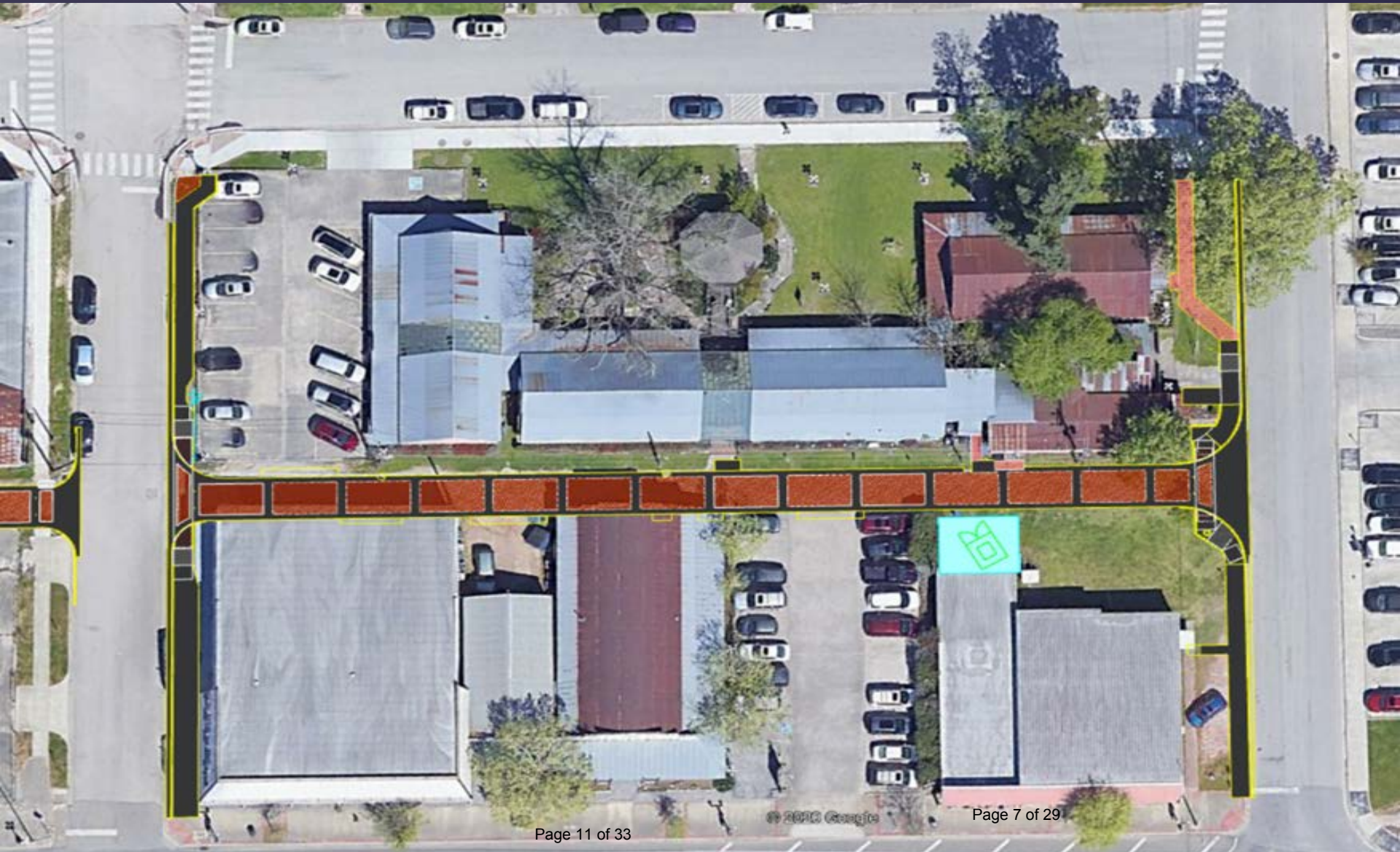
# Commerce Street/Main Street/Cherry Street/Walnut Street



Commerce St



# Commerce Street/Main Street/Walnut Street/Elm Street





# Main Street/Market Street/Walnut Street/Elm Street





## Standard Reinforced Concrete (No Pattern)

- Alley closure for construction (approx. 3-4 weeks)
- Estimated total project cost of \$760,500
- Pros
  - Lower cost
  - Easier repairs
  - Shorter construction duration
- Cons
  - Aesthetics



# Stamped/Colored Reinforced Concrete

- Alley closure for construction (approx. 4-6 weeks)
- Estimated total project cost of \$985,525
- Pros
  - Aesthetics
- Cons
  - Higher cost
  - More difficult repairs
  - Longer construction duration





# Pavers

- Alley closure for construction (approx. 6-8 weeks)
- Estimated total project cost of \$1,207,250
- Pros
  - Aesthetics
- Cons
  - Higher cost
  - More difficult repairs
  - Longer construction duration



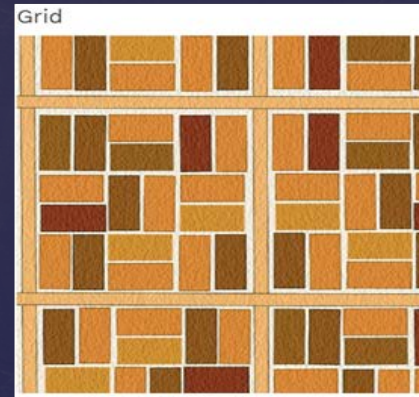
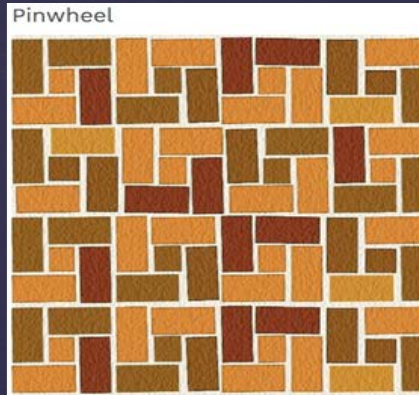
# Asphalt Paving with Thermoplastic Pattern

- Alley closure for construction (approx. 2-4 weeks)
- Estimated total project cost of \$967,950
- Pros
  - Aesthetics
  - Lower cost
  - Shorter construction duration
- Cons
  - More difficult repairs



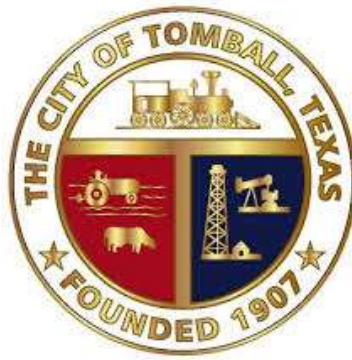


# Possible Pavement Patterns



# Discussion/Questions





## Livable Centers Implementation Studies – Proposed Alley Improvements

501 James Street

Tomball, TX 77375



**GUNDA CORPORATION**  
*Engineers, Planners & Managers*

32731 Egypt Lane, Suite 501 • Magnolia, Texas 77354

(P) 713.541.3530 (F) 713.541.0032

[www.gundacorp.com](http://www.gundacorp.com)

TBPF Firm Registration No.: F-3531

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# GUNDA CORPORATION

*Engineers, Planners & Managers*

August 31, 2018

Mr. Robert S. Hauck, City Manager  
City of Tomball  
501 James Street  
Tomball, TX 77375

**RE: Livable Centers Implementation Studies  
Alley Improvements  
Tomball, Harris County, TX  
GUNDA Project Number: 18007-01**

Dear Mr. Hauck:

As a result of our engineering services agreement, GUNDA is pleased to provide for your use information regarding the feasibility of updating the alley ways shown above and described below for shared use.

The Alley Improvements were initiated to determine:

1. Potential impacts to City utilities located in the subject alley ways.
2. Grading and drainage impacts.
3. Requirements for conversion of overhead power to underground including coordination with CenterPoint Energy.
4. Pedestrian safety lighting options.
5. Paving options to such as reinforced concrete, asphalt, pavers, and/or combination thereof.

We appreciate the opportunity to provide GUNDA's expert engineering services and look forward to working with you on future projects.

Yours truly,

**Gunda Corporation, LLC**

Kyle A. Bertrand, P.E.





**Livable Centers Implementation Studies – Alley  
Improvements  
For  
City of Tomball  
501 James Street  
Tomball, TX 77375**

Location: Alley Ways Between N and S Walnut Street, N and S Elm Street, Commerce Street, and Market Street, Along W Main St, Tomball, Harris County, TX

Alley ROW Width: 20 ft

**SITE CHARACTERISTICS**

The subject alleyways are located on the north and south sides of West Main Street in Tomball, Harris County, TX. The north alley is located between Commerce Street and West Main Street, while the south alley is located between Market Street and West Main Street. Both alleys are confined on the east by North & South Elm Street and on the west by North Walnut Street & Walnut Street. The approximate address of the northern alley is between 161 N Walnut St and 152 N Elm St. The approximate address of the southern alley is between 153 Walnut St and 153 S Elm St. The alleyways are asphalt paved with concrete gutters on the east and west ends. Both alleyways provide access to businesses on either side, as well as access to some parking lots and stalls.

**UTILITIES**

Each alley currently serves the adjacent homes and businesses with the following utilities:

- Gas Line (City of Tomball)
- Water Line (City of Tomball)
- Wastewater Line (City of Tomball)
- Overhead CenterPoint Energy Powerlines
- Overhead AT&T Communication Lines
- Overhead Miscellaneous Communication and Cable Lines

With regard to these utilities, the alleys also include the following utility service points:

- Gas Valves
- Gas Meters
- Water Valves
- Water Meters
- Wastewater Manholes
- Wastewater Cleanout Points
- Electric Meters
- AT&T Pedestals
- Communication Line Pedestals

Additionally, one business along either alley has a full-sized, front loading dumpster. Both alleys provide a route for trash/waste collection, as well as deliveries.

All of the businesses along these two alleyways currently receive their power from the overhead lines. These businesses include, but are not limited to, the Harris County Tax Office, Brautigams Bar N Grill, The Empty Glass, Nonnie's Soda Fountain, Ricca Boot Shop, Vintage Station, Main Street Crossing, as well as the structure at 106 South Elm Street along the south alleyway. Businesses receiving power from overhead lines along the north alley include Me & My Porch, Bebe LaRoo Boutique, Charlotte's Saddlery, Refined Spaces, Burlap Ranch, O'Suzanna's Antiques & Collectibles, Tender Touch Gifts, Whistle Stop Tea Room, and Elite Antiques & Books.

### **STORM DRAINAGE/DETENTION**

Both alleyways currently have an inverted crown design, and drain approximately from the middle of the alley outwards towards the concrete gutters along Walnut Street and Elm Street. Assuming a similar approach is used when designing the alleyway pavement for the improvements (i.e. similar grades and cross slopes along the alley), there should be no adverse impact on the current drainage.

Neither of the two alleyways currently have a uniform design with regard to transverse and cross slopes. Both alleys have high points around the mid-point that drain to either side street, but the slopes and cross slopes vary throughout. A consistent and uniform slope and cross slope along both alleys should be established so as to not disturb current drainage patterns.

Since these alleyways are being considered for shared use, a 2% cross slope inverted crown design will be the steepest design that can be used to ensure ADA compliancy. A proposed uniform layout is shown below in Exhibit 2.

### **OVERHEAD POWERLINE CONVERSION**

The City of Tomball has asked for the costs and efforts associated with converting the current overhead CenterPoint Energy poles to an underground system. After meeting with a CenterPoint Energy representative in the field, the actual process and feasibility of powerline conversion was discussed. Putting the power underground would create a safer environment for pedestrians to traverse.

The costs associated with this particular effort can be seen in the cost estimate provided. This estimate has been provided by CenterPoint specific to this particular conversion, with efforts put into making it as realistic and accurate as is possible at this time. Converting to underground powerlines should pose no major conflict with existing utilities.

Since AT&T lines and other communication lines are also tied to the CenterPoint poles, efforts to have those lines moved underground will also need to be pursued. An estimate for this has been included in the Preliminary Cost Estimate below, and is based on projects with similar scopes, as well as communication with AT&T.

One thing to note with regard to converting overhead power to underground is what kind of an effect this will have on the businesses that currently receive power from these lines. Every business and home that gets power from the overhead lines will need to have their connections rerouted to the new underground lines. **Installing new transformers and connections could also trigger a need for upgrades in the buildings themselves, since many of these buildings are relatively old and may not be built up to code.** The costs associated with this type of conversion would need to either be paid for by the businesses themselves, or by the city. In addition, it was noted by the CenterPoint representative that repairs to an underground line are more time consuming and costly compared to repairs being made to overhead lines, and may leave the businesses along these alleyways without power for longer periods of time while this takes place. **Furthermore, the representative also stated that a conversion such as this may not be feasible from CenterPoint's perspective, which may prohibit these lines from being converted in the first place.**

**PROS:**

- Underground lines will promote a shared use environment
- Removal of the CenterPoint poles will open up the area for a shared use environment, giving room for things like park benches or lighting options, pedestrian or otherwise
- Removal of the poles will also create more room to widen the pavement along the alleyways

**CONS:**

- The City of Tomball will need cover the costs associated with reconnecting to the new underground line
- Reconnecting to underground lines may trigger necessary upgrades to the electric wiring to the businesses
- Repairs to underground lines may leave the adjacent businesses and homes without service for longer periods of time

**PEDESTRIAN LIGHTING OPTIONS**

With the possible conversion from overhead to underground powerlines brings the option to replace some of the current power poles with pedestrian lighting instead. The main option the City of Tomball has, assuming underground conversion is pursued, would be to purchase pedestrian lighting that is similar to what is already being used in the area. An estimate for lighting that is similar in appearance to what Tomball already has in place has been included in the Preliminary Cost Estimate below. It should be noted that, if underground conversion is not pursued, there may not physically be enough space to install additional pedestrian lighting along the alleyways.

Another option, assuming the city does not want to convert the overhead lines to underground, would be to simply add street light attachments to the existing CenterPoint power poles. An estimate for this option has also been included below and is based upon costs received directly from CenterPoint Energy regarding purchasing the lights, as well as installing them atop the existing poles.

## PAVING OPTIONS

There are several options the City has with regard to pavement of varying cost:

- Hot Mix Asphalt Concrete Overlay:

An overlay would be the cheapest option for the City to pursue. This would simply involve milling the existing layer of asphalt and replacing the top layer with new Asphaltic Concrete. This option would cost approximately \$61.00 per linear foot. It should be noted that this option is only possible with the current design of the alleys. If the alleyways are to be widened, additional costs would be incurred for subgrade stabilization, black base, and hot mix asphalt. This option also assumes no base repair is necessary on the existing alleyways.

- New Asphaltic Concrete

Pouring all new asphaltic concrete would ensure that any problems with cracking or potholing with the existing asphaltic concrete are remedied. Subgrade stabilization and new black base would keep the alleyways in good health for a long period of time. Pursuing an option like this would cost approximately \$230.00 per linear foot. This estimate assumes the proposed widened pavement layout is used.

- Reinforce Concrete

Using reinforced concrete will give all the same benefits of new asphaltic concrete, as the design will also involve a stabilized base with 7" concrete poured on top. Using concrete will likely result in lower repair costs per linear foot, as there is less material to replace if a trench is dug out to get to electric or other utility lines. Use of reinforced concrete will cost approximately \$230.00 per linear foot.

Paving options that are not included in this estimate, but are also available include: colored concrete, and stamped concrete. Each of these options will give more possibilities to the overall look of the pavement, but will incur additional costs of varying degrees.

- Pavers

Yet another option the city may pursue is the use of pavers. Pavers can be used to create attractive patterns and designs in the pavement that promote a shared use environment. The costs associated with using a full paver design come out to approximately \$444.00 per linear foot. In addition to the higher cost of using pavers, the repair costs compared to the other options will be much higher if service to electric lines or utility lines is needed, since the unit cost for paver use is much higher than Asphaltic Concrete or Reinforced Concrete. It should also be noted that, if pavers are used, an underdrain system will need to be installed underneath the pavers to prevent damage due to entrapped water freezing and cracking or



upheaving the paver bricks. This underdrain system will need to be tied into a nearby storm water system and will increase the overall cost of the installation.

Shown in the Preliminary Cost Estimate and Exhibit 2 below is another option regarding pavers. If pavers are used in conjunction with concrete, it will lower the overall cost of installation. It also gives additional aesthetic options with regard to how the pavers and concrete interface. An example design shown in Exhibit 2 would cost approximately \$410.00 per linear foot. An underdrain system would also be required for the paver sections, and would need to be tied into an existing storm water system, which would increase the overall cost.

Please note that the paving designs and cost estimates listed above assume a 6" subgrade preparation with lime and fly ash, which has not been verified by a geotechnical report or engineer.

### **PHASE 1: PEDESTRIAN MOBILITY IMPROVEMENT OPTION**

Considering the costs associated with this alleyway beautification, the City of Tomball might consider an alternative approach to bettering this area to make it more pedestrian friendly. Instead of converting the overhead lines underground and repaving the alleyways, the focus could instead be shifted to connecting the surrounding sidewalks to each other. This will help to increase pedestrian mobility around both blocks.

There is a total of 828 linear feet of sidewalk that can be installed around both blocks. This will connect the existing sidewalks around the entirety of both blocks, giving pedestrians full access to the two alleyways in question. It should be noted that the proposed sidewalk along Market Street may require removal of several significant trees along the edge of pavement.

Installing sidewalks around all sides both blocks would cost approximately \$90,057.00, which includes a contingency factor. This would come out to be approximately \$109.00 per linear foot. Included in Exhibits 4A and 4B are proposed layouts for sidewalks around both blocks. Also included is a cost estimate breaking down the costs associated with installing the sidewalks laid out in the exhibit.

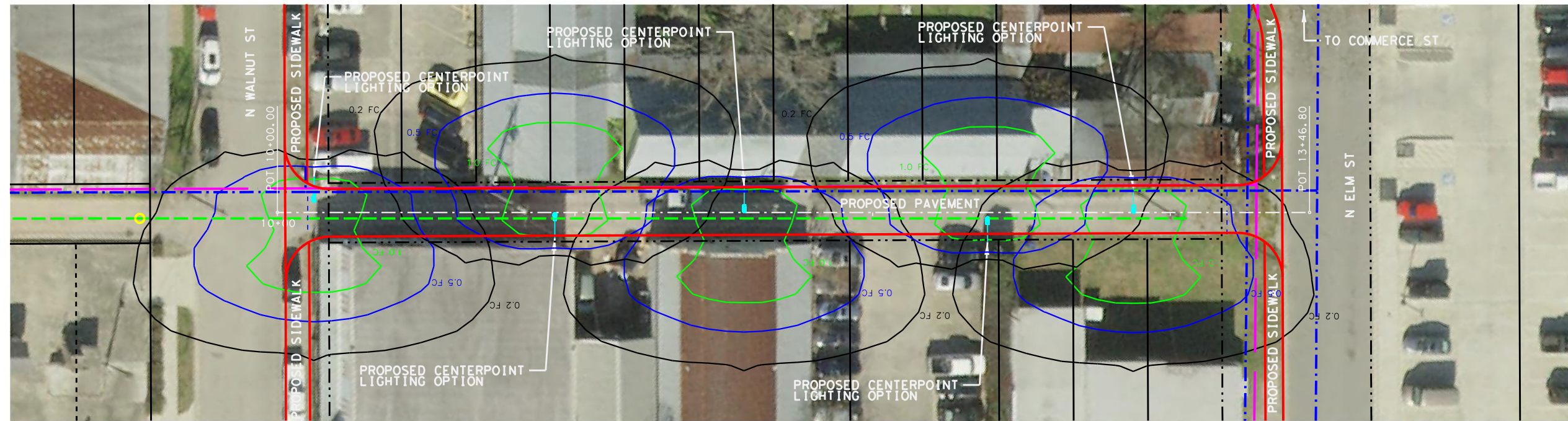
In summary, there are several options for these alleyways, but these options are limited by the existing ROW and utilities present. However, Gunda Corporation, LLC has experience to work with the decisions made throughout the planning, programming, design, and construction phase of a project. Gunda Corporation, LLC is here to assist you in making these decisions throughout each phase, and to assure successful completion of your project.

### **EXHIBITS**

- Exhibit 1: Existing Conditions With Proposed CenterPoint Lighting Attachment
- Exhibit 2: Proposed Pavement Options Layout
- Exhibit 3: Proposed Cross Sections
- Exhibit 4A: Proposed Sidewalk Layout North of W Main St
- Exhibit 4B: Proposed Sidewalk Layout South of W Main St
- Exhibit 5: Preliminary Cost Estimate



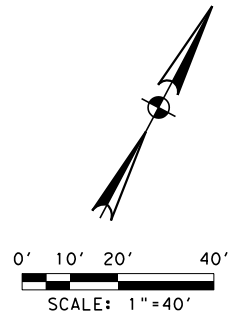
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ALLEYWAY NORTH OF W MAIN ST



ALLEYWAY SOUTH OF W MAIN ST



**LEGEND**

- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING RIGHT OF WAY LINE

No.	Date	Revisions	App.



QUALITY CONTROL	APPROVED
DATE	DATE



TO ARRANGE FOR LINES TO BE TURNED OFF OR MOVED, CALL CENTERPOINT AT 713-207-2222.  
**NOTICE:**  
 For your safety, you are required by Texas Law to call 811 at least 48 hours before you dig so that underground lines can be marked. This Verification does not fulfill your obligation to call 811.

**NOTE: CITY SIGNATURES VALID FOR ONE YEAR ONLY AFTER DATE OF SIGNATURES**

**CITY OF TOMBALL**

APPROVED BY: \_\_\_\_\_  
 CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

**EXHIBIT 1:  
 EXISTING CONDITIONS WITH  
 PROPOSED CENTERPOINT  
 LIGHTING ATTACHMENT**

DRAWING SCALE: \_\_\_\_\_ DATE: 9/27/2018

SHEET 1 OF 5

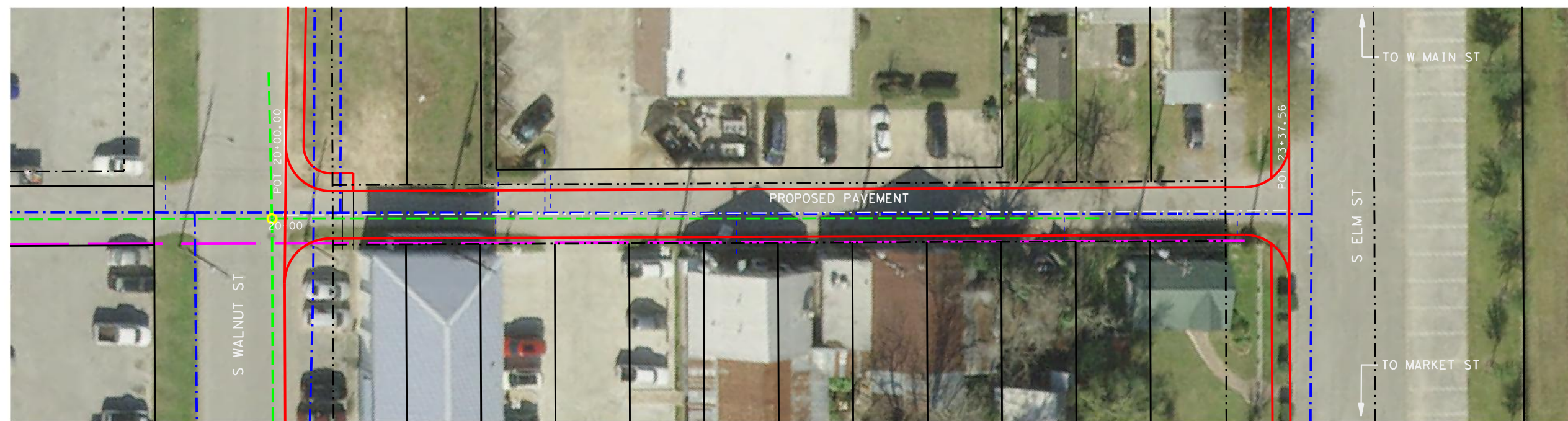
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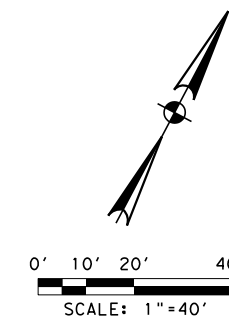
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PROPOSED LAYOUT FOR PAVER INSERT OPTION (NORTH ALLEYWAY)



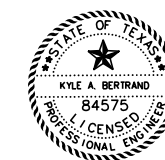
PROPOSED LAYOUT FOR ASPHALTIC CONCRETE AND REINFORCED CONCRETE OPTIONS (SOUTH ALLEYWAY)



**LEGEND**

- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING RIGHT OF WAY LINE

No.	Date	Revisions	App.



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DATE	DATE



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**CITY OF TOMBALL**

APPROVED BY: \_\_\_\_\_  
 CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

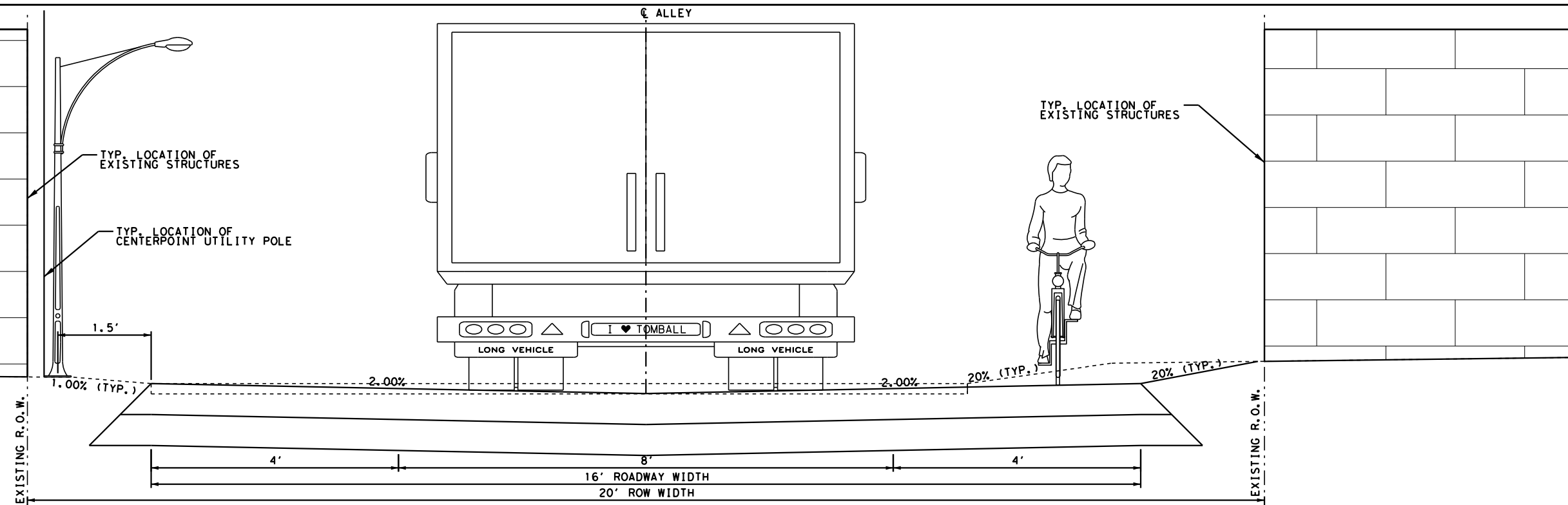
**EXHIBIT 2:  
 PROPOSED PAVEMENT  
 LAYOUT OPTIONS**

DRAWING SCALE: \_\_\_\_\_ DATE: 9/27/2018

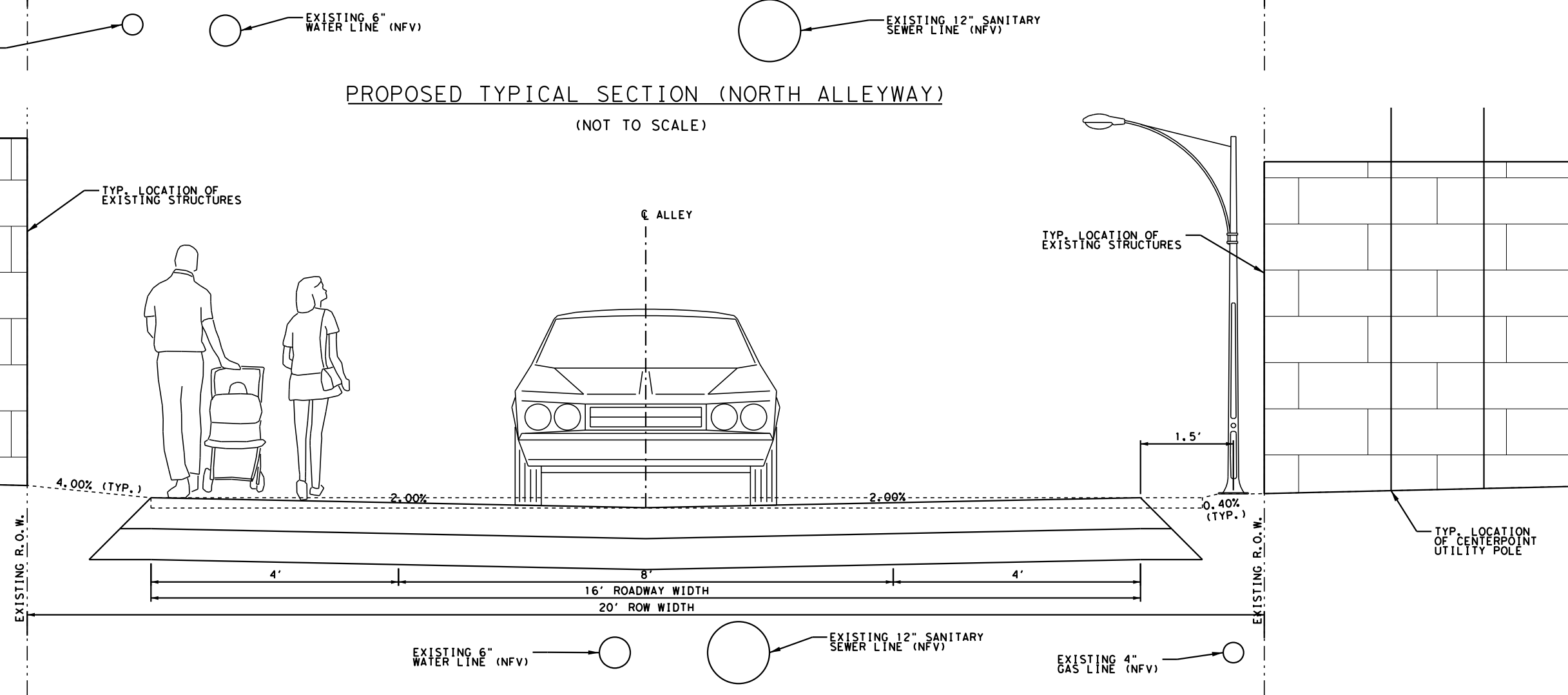
SHEET 2 OF 5

JOB NO.: 18007-01

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PROPOSED TYPICAL SECTION (NORTH ALLEYWAY)  
(NOT TO SCALE)



PROPOSED TYPICAL SECTION (SOUTH ALLEYWAY)  
(NOT TO SCALE)

No.	Date	Revisions	App.



QUALITY CONTROL	APPROVED
DATE	DATE



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CITY ENGINEER \_\_\_\_\_

**EXHIBIT 3:  
PROPOSED CROSS  
SECTIONS**

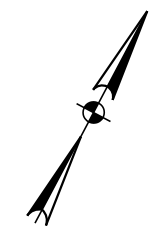
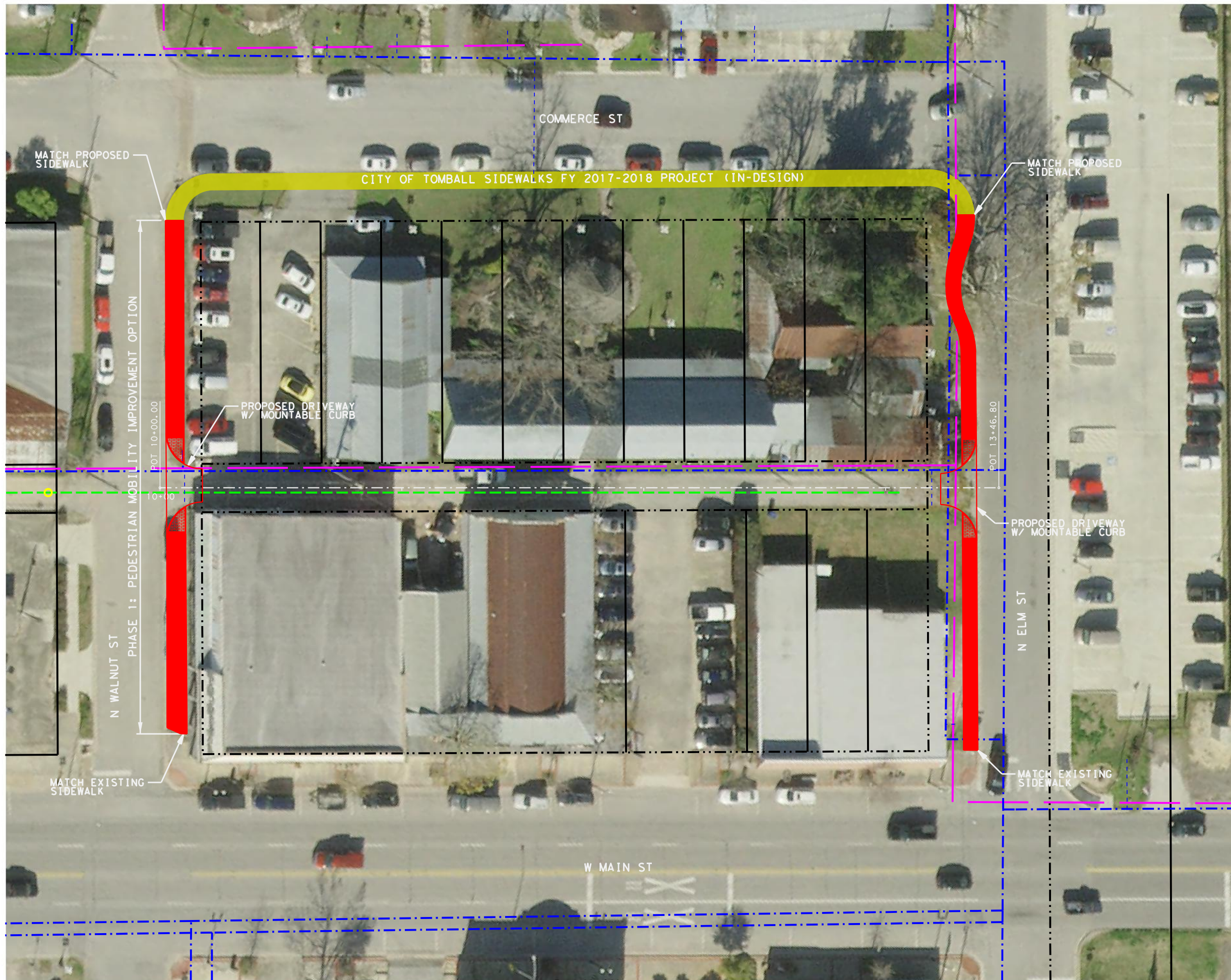
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SHEET 3 OF 5

JOB NO.: 18007-01



9/27/2018 9:48:49 AM P:\2018 Projects\18007-01\_COT\*Alley Conversion Study\CAD\City of Tomball\14 - Design\Master Design Files\COT\*Exhibit\*Sidewalk Layout 1.dgn



0' 10' 20' 40'  
SCALE: 1"=40'

**LEGEND**

- - - - EXISTING WATER LINE
- - - - EXISTING GAS LINE
- - - - EXISTING SANITARY SEWER LINE
- - - - EXISTING RIGHT OF WAY LINE

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**CITY OF TOMBALL**

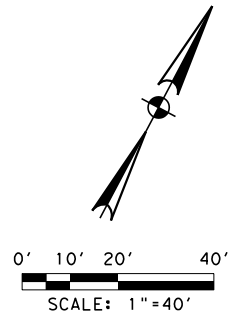
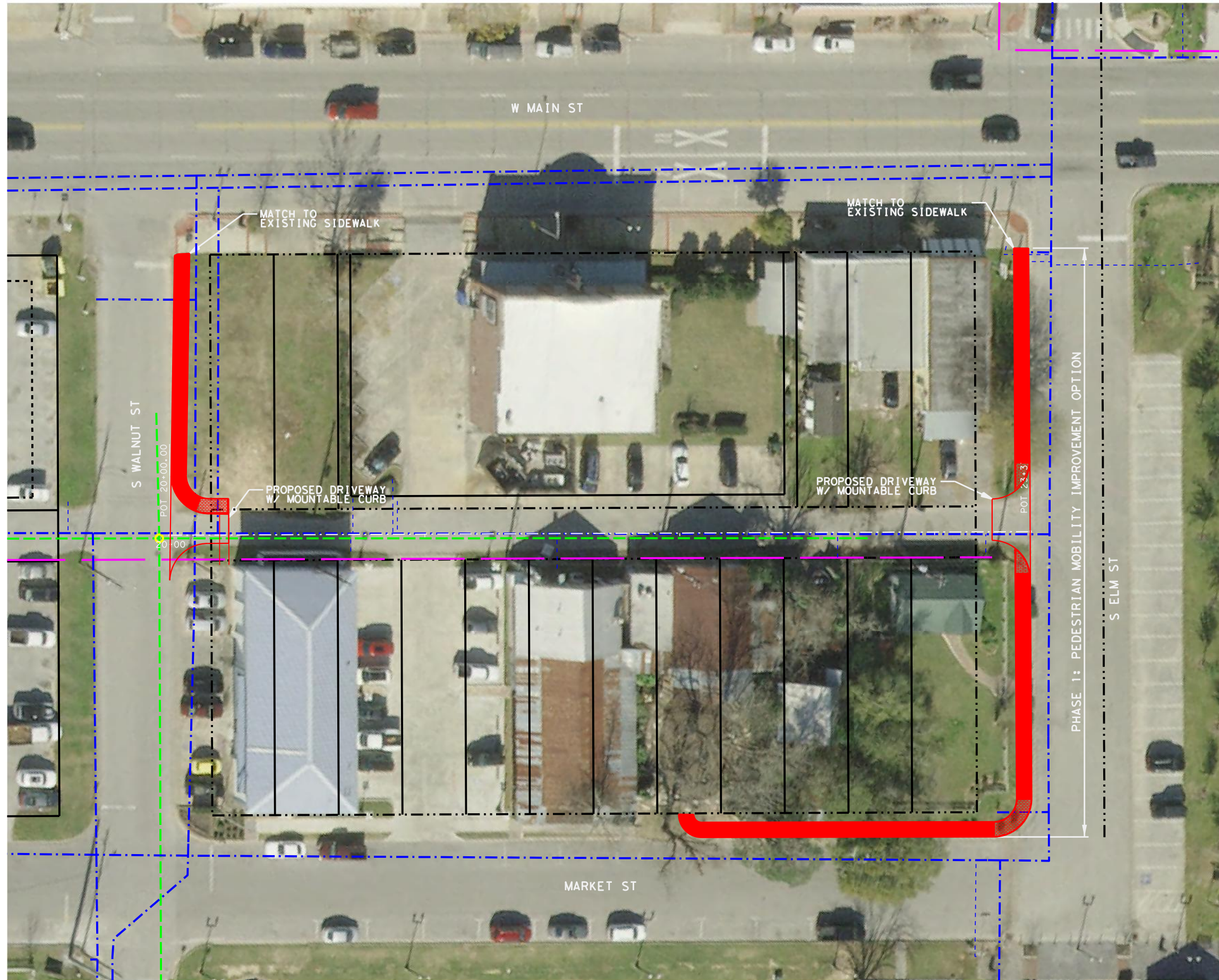
APPROVED BY: \_\_\_\_\_  
CITY ENGINEER DATE

**EXHIBIT 4A:  
PROPOSED SIDEWALK LAYOUT  
NORTH OF W MAIN ST**

DRAWING SCALE: \_\_\_\_\_ DATE: 9/27/2018

SHEET **4 OF 5** JOB NO.: 18007-01





- LEGEND**
- EXISTING WATER LINE
  - EXISTING GAS LINE
  - EXISTING SANITARY SEWER LINE
  - EXISTING RIGHT OF WAY LINE

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APPROVED BY: \_\_\_\_\_  
 CITY ENGINEER DATE

**EXHIBIT 4B:**  
**PROPOSED SIDEWALK LAYOUT**  
**SOUTH OF MAIN ST**

DRAWING SCALE: \_\_\_\_\_ DATE: 9/27/2018

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9/27/2018 9:42:53 AM P:\2018 Projects\18007-01 COT\*Alley Conversion Study\CAD\City of Tomball\4 - Design\Master Design Files\COT\*Exhibit\*Sidewalk Layout 2.dgn





