



**CITY OF HEDWIG VILLAGE, TEXAS  
CITY COUNCIL AND  
STREETS AND DRAINAGE COMMITTEE  
JOINT WORKSHOP  
APRIL 25, 2024 – 6:30 P.M.  
955 PINEY POINT ROAD**

**MINUTES**

**1. CALL TO ORDER**

Mayor Jinks called the meeting to order at 6:37 p.m.

Present: Mayor Tom Jinks

Councilmember Patrick J. Breckon  
Councilmember Scott Davis  
Councilmember Shirley Rouse  
Councilmember Clay Trozzo

Wendy Baimbridge, City Administrator  
Lisa Modisette, City Secretary

Streets and Drainage Committee:

Harry Craig  
Gary Schenk

DuVal Dickey

Absent: Councilmember Matt Woodruff  
Taras Makogon, Streets and Drainage Committee Member

City Council recessed at 8:50 p.m.

City Council reconvened at 9:05 p.m.

Mayor Jinks thanked everyone for attending the public workshop. He stated the workshop was to discuss the Westside Infrastructure Project.

**2. PLEDGE OF ALLEGIANCE**

Mayor Jinks led City Council Members, Streets and Drainage Committee Members, City staff, and residents in the pledge of allegiance.

**3. DISCUSSION BETWEEN THE MAYOR, IDS ENGINEERING, AND EHRA REGARDING THE WESTSIDE INFRASTRUCTURE PROJECT**

Mayor Jinks stated he and his family have lived in Hedwig Village since 1995. He stated he was elected as Mayor to manage the City's budget and infrastructure to a high standard. For many years, residents on the west side of the City have reported issues regarding storm water flow, flooded streets, waves from vehicles traveling along Magdalene, flood water into and along Soldier's Creek, including flood water into homes and accessory buildings in the area. The original neighborhoods in the west side (Marion Oaks, Loma Linda, Glengerry Wood, Pecanwood, Villa of Pecan, Lou Al Court, and their roadways, water systems, and drainage systems) were constructed in 1955, major street repaving projects were done on the south end of Glengerry Wood twenty years ago. Since then, only emergency patches have been done. On the Streets Condition Report, all of the streets on the west side are rated three (3)

or worse, where one (1) if a failing street. The City rated all streets one (1) through (4), with streets rated one (1), the City needs to do something right away, two (2), the repair can wait a little bit but needs to be done, three (3) is not as bad, and four (4) is an OK street. Streets on the west side are rated one (1) through three (3). Beginning in 2017, the City and engineering firms held public resident meetings to find the best approach to move forward and much analysis and public discussion has taken place since then. Last year, we also examined the storm water drainage system on the far west side and found more than ninety critical issues. The systems below the ground, in this area, are in poor condition. The combination of roadway and storm water conditions and the water system age, with the perspective to maintaining Hedwig Village to high quality standards of the infrastructure, directs us that the roadways and infrastructure in this area must be, effectively, replaced. Last fall, we hired EHRA and held public meetings to share the updated information, analysis, and to gather resident input. The project design process started in January (2024). The workshop tonight is called a 30% meeting and to learn more from our engineers, technical, and arborist. So, to sum that up, we have pipe issues. We have a broken pipe along Magdalene. The City spent funds on an engineering firm, they did a lot of study that we are still using from that firm, and we found out that there really is not a lot we can do in Hedwig Village as far as to get a bunch of water out of here in a hurry because we are landlocked. The water from the west comes from Memorial City or HEB and flows across the City to the east and south and so we're landlocked by Hunters Creek and Piney Point on how the water gets out of here. So, when the drainage analysis confirmed that there is not a whole lot the City could do to get the water out of here in a hurry. During that time, the City was doing maintenance on the pipes and studying the pipes in the Magdalene area and we found almost two hundred issues with that pipe. That drainage pipe and Madgalene are seventy years old. So, we are here tonight to discuss this, and what we could do about it. And again, I'm very grateful y'all are here so we can listen and hear what you have to say and for you to hear what the engineers and what others have to say. What we did is gather input, a lot of you submitted input, after some of these public meetings. We've compiled some of these questions. I'm going to ask those questions of the engineer. But I thought that would be a better way to get things out into the open and get some questions answered before we really get going tonight.

My name is Tim Buscha, City Engineer. I work with IDS Engineering Group, been in the Houston area for fifty years. My background is drainage, pretty much what I've done all my career and working with the public infrastructure. We're cleaning and TVing the storm sewer, the rehab program on the east side, and help support how we develop the west side project. We went through a process to select an engineering firm to help us on the west side. That's EHRA and their team members are here. Along with our consultant, the arborist, who has done a lot of extensive work, there are exhibits in the back. We'll have some discussion about that as well.

Question (Q) 1 : (Mayor) This is being called a drainage project but this has also become a street project. Has an outside firm concluded that certain streets need to be completely replaced?

Answer (A) 1: (Mr. Buscha) The Westside Infrastructure Project was most visually recognized as a street replacement project with additional drainage system replacement. While the outcome of the drainage system replacement will improve local drainage conditions in the more frequent rainfall events that we see, it will not mitigate flooding in major events. The

streets have exceeded their service life. Most of the concrete streets are over 65 years old, with the exception of Duart, which is just over 50 years old. The asphalt streets have not been worked on since about 2004. No asphalt street enables a standard maintenance (i.e. a mill and overlay). While the streets are going to be replaced, it's a good time to fix anything below the streets such as the sanitary and storm sewer system.

Q2: (Mayor) Will the streets be asphalt or concrete? How is this decided and what information is the decision based on? And before you get started, that decision, specifically, concrete or asphalt, is a Council decision we will vote on, probably, in May.

A2: (Mr. Buscha) The current concept is to replace concrete streets with concrete streets and change some portions of the roadways from asphalt to concrete. The decisions on the roadway surface material will be based upon technical justification and engineer's opinion on long term service life. The decision on the type of asphalt street replacement/rehabilitation is also going to be based on geotechnical information on how the roadway will react with the replaced utilities. Long term maintenance will also be a factor.

Q3: (Mayor) What is the 30% meeting for?

A3: (Mr. Buscha) The 30% meeting is to confirm design concepts so Council can discuss and make decisions at the May City Council meeting.

Q4: (Mayor) Did the City solicit the opinions of all the residents that live in the Westside area?

A4: (Mayor) Yes. We've had several public meetings about this specifically. We sent mail outs, we put door hangers on your door, emails, and it's been in the newsletter. There's the Streets and Drainage meetings that usually meet monthly. We always welcome public input.

Q5: (Mayor) What are the estimated costs for street and drainage repair and/or replacement? Can you talk about the option of maybe doing it in phases, what the cost would be in phases.

A5: (Mr. Buscha) The estimated project cost currently that EHRA has, based on some options, we can affect anywhere from maybe \$10M to \$12M to implement the project. That is the whole project and that does exclude the coordination with the Memorial Village Water Authority. We will use their funds to help pay for infrastructure related to water line replacement program and any sanitary conflicts. If the City decides to do the project in phases, it will be fully designed but can be built in pieces. And if you did the project in phases, there would be a logical order for which roads you would build, then you would do the next piece, then the next piece. If funded today, it costs \$10 – \$12M million. If you built it in phases over six or seven years, the cost would be more than \$10 million, cumulatively. Mayor Jinks stated the City, through the budget process, has been saving some money and there's a strategy there. Phase 1 is \$5 million; we'll probably be close to paying for that without going into debt. And, we have lowered taxes.

Q6: (Mayor) What is the estimated timeline?

A6 (Mayor) We already talked about the timeline.

Q7: (Mayor) Is drainage capacity increasing with this project?

A7: (Tim) Your drainage capacity will increase with this project. The capacity today is a one year or less rainfall capacity. There are places in the storm pipes where pipes are angled upward. The pipes would have to fill up before the water is able to leave the pipes, which causes backup.

The pipes today are piecemealed, in some places, there are larger pipes that drain into smaller pipes. If the pipes are buried deeper, you can push more water into the system.

Q8: (Mayor) We talked about how will the project be funded?

A8: (Mayor) If we do Phase 1, because of the way the Council has strategically budgeted before this project, we're hoping that we'll pay for it. We are pursuing grants. If we do phase one, we have some funds and if we get the grant, we can do phase two. The goal is to design the entire project.

Q9: (Mayor) What are the advantages and disadvantages between asphalt versus concrete?

A9: (Tim) Service life. Concrete streets in Hedwig Village, due to low traffic, can have a service life up to 70 years. Asphalt streets, in Hedwig Village, you would assume every 20 years you may need a rehab program on it which is going to be 30 to 40 percent of the cost of the original. It's the money you spend now versus the money you spend over time.

Q10: (Mayor) Will the streets be widened?

A10: (Tim) If the City decides on curbs, the pavement under the curb will be one foot on each side of the road.

Q11: (Mayor) Is there any benefit to curbs or no curbs?

A11: (Tim) From my technical reason, we don't need curbs to direct water. Curbs can have a benefit of keeping water in the road. You have some curbs now and we will replace the curbs you have because they are actually protecting the intersection points, signage, ADA ramps, and sidewalks.

Q12: (Mayor) Will the trees be harmed?

A12: (Tim) We will protect trees to the extent possible and we've already decided we're going to accommodate our repair plan method to protect trees. We will do everything possible to protect the trees. We talked about trees, mailboxes, irrigation, parking areas last October.

Q13: (Mayor) What about the damages to driveways/mailboxes/irrigation systems already in place which will require reworking to maintain the current cosmetic look?

A13: (Tim) Driveways, mailboxes, and irrigations systems will be protected and/or put back as is, to the best of the contractor's ability.

Q14: (Mayor) Will we have access to our homes during construction? What about school buses and mail delivery?

A14 (Mayor) Yes to access. Yes to school buses and mail delivery.

Q15: (Mayor) Did the City consult or engage a General Contractor to bid drainage repair only?

A15: (Tim) No, we did not. Spot repair of a drainage system may fix an under size pipe, a blockage, or a failed pipe segment, but will not address the continuity or uniformity of conveyance of flows in a storm sewer which takes into account the vertical elevation between inlets and manholes both upstream and downstream, nor does it allow expansion of the system with a larger pipe if the downstream pipe is not the same size or bigger.

Q16: (Mayor) IDS was tasked with cleaning out the drainage pipes to ensure they are functioning as expected. We have a 10-year cycle to TV/Clean storm pipes in our Capital Improvement Project Plan. Every year, we clean pipes until we get to every street (a 10-year cycle). It seems that the report would give a list of those drainage pipes that are blocked, partially blocked and/or broken. Is that the case? If so, why don't we just patch repair the parts of the pipes that have been compromised?

A16: (Tim) We did do a report based on year one of the TV/Clean.

Q17: (Mayor) What is the primary scope of the project, is it drainage? Is it sewer/water line compliance? Or is it street improvements?

A17: (Tim) This is street replacement project that will have some drainage improvements with it. While we have the street up, we'll work with Memorial Village Water Authority to do water line replacements.

Q18: (Mayor) What is the timeline for this project (design then construction – speak to the implementation of phases).

A18: (Tim) Tonight we'll have our 30% design meeting and at the May 2024 Council meeting we expect the last of the guidance needed by EHRA to prosecute the full design of the project. Then we're going for a 70% level completion, which at that 70% level they know what the old was, here's what the new is from a benefits standpoint, what it looks like. They'll have their plan on phasing (which streets will we do first).

Q19: (Mayor) Is the City speaking with TIRZ 17 about projects on the west side of Bunker Hill Rd? What does "TIRZ" stand for?

A19: (Tim) TIRZ stands for Tax Increment Reinvestment Zone. When a TIRZ is formed, if the property tax valuation increases, the increased ad valorem revenue is retained by the TIRZ to fund projects. A TIRZ is its own entity, has its own Board of Directors, its own attorneys, bonds, fiduciary, everything but they run under the umbrella and the onus of the City of Houston. We have met with TIRZ 17, they've been very responsive to our desires and concerns of the sheet flow coming from across Bunker Hill. They provided a significant amount of data to EHRA for their analysis and they also told us that Precinct 3 Harris County

Commissioner Ramsey is working on getting a Governor's Land Office (GLO) grant to fund a project that would open the Bunker Hill restrictor to pull more water out to the west. That project is years away.

#### **4. EHRA PRESENTATION REGARDING THE WESTSIDE INFRASTRUCTURE PROJECT**

Kyle Macy, Project Engineer and Project Manager with EHRA, discussed the presentation presented to City Council and residents. The Westside Infrastructure Project (WSIP) is bounded by Bunker Hill Road on the west side, Echo Lane on the east side, and Taylorcrest on the south side. This project is a roadway replacement project, with upgrading the storm sewer pipes. The streets will not be widened. We will replace existing sidewalks, upgrading some to be ADA compliant. Existing conditions of the storm sewer pipes are really, really poor. There is joint separation, failed pipe segments, failed segments of concrete. On one of the pipes, the interior wall of concrete has separated from the steel reinforcement inside that reinforced concrete pipe, and there are issues with vertical misalignment. These issues compromise the flow of water. The storm sewer pipes have sanitary pipes compromising the storm sewer flow line. The concrete streets, in Hedwig Village, last an average of 70 years, while the asphalt streets do not last that long. He also discussed the geotechnical plans. Several borings were taken in the WSIP area to assess the sub-base of the street. There were several locations in the WSIP area that have no sub-grade under the street. Several concrete and asphalt streets have transverse and longitudinal cracking. There is also durability cracking along expansion joints and several potholes. Several asphalt streets are not suitable for mill and overlay due to poor or non-existent sub-base. The Geo Technical Engineer is recommending full depth reconstruction. Because of the critical root zones and failed infrastructure with sanitary inside the storm sewer lines, the engineering recommendation would be to put the storm sewer pipe under the roadway instead of on one side of the street.

Michael Mauer, M2L, urban forester and certified arborist, discussed the potential tree plan and recommendations to save and/or minimize damage to every tree in the WSIP area. Ultimately, they want to create a metric for success. He stated there was a possibility that some trees might not survive because they are too close to the roadway; but there are very few in that condition. 479 trees were inventoried, 60 of which were not in the City right-of-way that will need special attention. The tree plan will identify the critical root zone, as well as the tree protection zone. We suggested placing the drainage in the middle of the roadway and not removing the pipes so we can preserve the root zones.

Alexa Nichols, Hydrology lead at EHRA, summarized the current and proposed greatest conditions. The current condition is that the storm system does not meet the two-year storm capacity, which brings us to the need for reconstruction. We'd like to meet current design standards, which include making the design a two-year storm event. There is ponding throughout the west side. There have been meetings and cooperation with Harris County and TIRZ 17 regarding sheet flow from the west of the City.

#### **5. CITIZEN/VISITOR COMMENTS**

Several residents asked questions regarding street ponding, water flowing into the storm sewer pipe under the roadway, clarification of roadway project or a drainage project, timeline and phases, Memorial Village Water Authority (MVWA) participation, resident landscaping in the City's right-of-way (ROW), trees, TIRZ 17 renewal, MVWA phases their work if the City

decides to do the work in phases, funding for entire project, the addition of a retention pond, lowering of the streets.

Tim Buscha, IDS Engineering Group and Mr. Macy stated the water would flow into the storm sewer via inlets and culverts, this project is a roadway project with drainage replacement, MVWA will participate in order to replace some of their pipes, ROW landscaping should be put back as it was, trees will be protected, the TIRZ 17 renewal is every 20 years, MVWA can phase their work, the phases, if done in phases, will be completed as funding becomes available, the City has approached St. Cecilia about retention on their property, streets will not be lowered.

## **6. CITY COUNCIL AND STREETS AND DRAINAGE COMMITTEE WORKSHOP**

### **A. DISCUSSION BETWEEN CITY COUNCIL AND STREETS AND DRAINAGE COMMITTEE REGARDING THE PROPOSED WESTSIDE INFRASTRUCTURE PROJECT**

City Councilmembers and the S&D Committee Members discussed and asked questions regarding the tree survey and the tree protection plan. The critical root zone and the tree protection zone will be clearly known for each tree in the City's ROW. Members discussed and asked questions regarding sizing of the storm sewer pipes, including the trunk line under the street, getting water into the storm sewer so it would limit the ponding on the streets and not overwhelm other drainage pipes in other parts of the City. Members discussed and asked questions on doing the entire project at one time or possibly doing it in phases. Phasing the project may come down to funding. Members discussed and asked questions regarding partnering with the MVWA. Members also discussed and asked questions on the drainage analysis, concrete versus asphalt for street surface material and basing this decision on projected lifetime of the streets as concrete or as asphalt, or on funding, projected lifetime of concrete and asphalt streets, cost difference between concrete and asphalt (short-term versus long-term), the Geotechnical report and the lack of adequate sub-base under several streets, the option to mill and overlay the asphalt streets where appropriate, projected maintenance costs for concrete versus asphalt. There was discussion on the benefit of curbs or no curbs on some, all, or none of the streets, the effect of curbs on streets and sidewalks, underground retention on St. Cecilia's property, ditches in some locations of the project area and possibly adding storm sewer under, or in addition to, the ditches. There was additional discussion regarding increasing outfall into Soldiers Creek and the directional flow of water and sheet flow after a rain event. Potential decisions to be made at the May 2024 City Council Meeting - curbs or no curbs, possibly street surface material. Members discussed and asked questions regarding the possibility of other utilities, such as cable, fiber optics, etc. being installed during the project.

## **7. ADJOURN**

Motion was made by Councilmember Rouse and seconded by Councilmember Breckon to adjourn the meeting at 10:15 p.m. Motion carried 4-0.

**MOTION CARRIED UNANIMOUSLY**

Approved and accepted on September 12, 2024.

ATTEST:

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Tom Jinks, Mayor

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Lisa Modisette, City Secretary