



## COTTAGE-MAGNOLIA STREETS REHABILITATION

### Public Informational Meeting Minutes No.3

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**Meeting Date:** October 2, 2019

**Time:** 6:30 p.m.

**Location:** Dr. Charles T. Lunsford School No. 19 – 465 Seward Street

**Attendees:** See attendees list below

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#### **PURPOSE & PROJECT DESCRIPTION**

The purpose of the meeting was to explain to the residents the street rehabilitation project planned for Cottage Street from S. Plymouth Avenue to Magnolia Street, Magnolia Street from Cottage Street to Nellis Park, and Seward Street from Magnolia Street to Reynolds Street.

The rehabilitation project includes removing existing curbs and installing new granite curbs, new underdrain, new driveway aprons, spot sidewalk replacement, carriage walk removal and/or replacement, catch basin upgrades, new water services, updated signage and crosswalks as well as accessible ramps. Lawns disturbed by construction activities will be restored. The pavement will be milled and resurfaced, in addition to possible areas of base repair.

Changes since Public Meeting #2 were presented and communicated to the attendees.

The proposed one-way southbound conversion of Seward Street, between Reynolds Street and Magnolia Street, was presented again.

#### **MEETING MATERIALS PRESENTED**

The street improvements were illustrated on a large scale (1"=10') color renderings for each street and were available for viewing and comments. Comment cards were available for attendees.

The attached meeting agenda was provided to all attendees.

#### **PUBLIC PRESENTATION**

Donna Clements opened the meeting with introductions and presented the proposed improvements with a PowerPoint presentation. The scope of work for street, utility, landscaping, signage and pavement markings improvements were described to the attendees.

Donna communicated the following recent changes to the project:

1. Further narrowing of Magnolia Street, from 38' to 33', between S. Plymouth Avenue and Seward Street to provide traffic calming. On-street parking will be provided on the south side of the street.
2. The proposed bump-in parking off of Magnolia Street between Seward Street and Nellis Park will assist with the student drop-off.
3. The Rochester City School District has completed their improvements to the school parking lot and buses are loading/unloading students on site.
4. MCDOT conducted another traffic study in September 2019 with the school buses out of the public right-of-way and continues to recommend the one-way conversion of Seward Street.

Donna discussed in detail "Frequently Asked Questions" regarding driveway aprons, carriage walks, encroachments, water service work and traffic maintenance (see attached PowerPoint). It was communicated that water service replacement typically occurs within a day and that residents will be notified of service disruptions. Donna noted that two-way traffic will be maintained during construction.

Donna informed the attendees that any plantings or personal items within the tree lawn area should be removed prior to construction. The contractor will not be responsible for protecting items left in the tree lawn area.

Jim Pond (MCDOT) communicated to the residents that they conducted another traffic study in September 2019 with the school buses out of the public right-of-way and observed many vehicle and pedestrian conflicts. Jim also stated that the school traffic guard was distracted from crossing students due to the chaotic vehicular traffic patterns in front of the school.

Jim reiterated that the one-way southbound conversion along Seward Street (between Reynolds Street and Magnolia Street) has been recommended by MCDOT and other interested stakeholders since 1999. Jim stated that the one-way conversion would not significantly impact traffic patterns or increase travel times as the existing street network provides several alternate routes. Jim continued to emphasize that the number of conflict points between vehicles and pedestrians is cut in half with a one-way street and as a result is much safer.

Donna noted that the proposed design is not final until reviewed and accepted by City Council. Donna emphasized that continued public support is vital for the one-way conversion on Seward Street and if residents or other stakeholders are in support of the one-way conversion they are encouraged to write a letter of support to the City to be submitted to City Council.

### **CONSTRUCTION SCHEDULE**

The anticipated schedule for the project was communicated as:

Final design plans	December 2019
Street construction	Spring – Fall 2020
Construction completion	Fall 2020

## **PROJECT CONTACTS**

It was communicated that a project webpage exists on the City's website and that the Presentation, Agenda and Meeting Minutes will be available. The project webpage will be regularly updated to keep the residents informed of the project details and schedule.

Mrs. Clements encouraged attendees to contact her either by her office phone or email with any questions and concerns and stated that her contact information was provided on the agenda as well as the project website.

## **QUESTIONS AND CONCERNS**

The meeting was opened for questions, comments, and/or concerns:

- Q1: The catch basin at 64 Magnolia Street is not draining.  
A: Monroe County Pure Waters will be notified of the resident's concern.
- Q2: The existing water service at 24 Cottage Street is plotted incorrectly.  
A: Street Design will check the record drawings.
- Q3: How many parking spaces will be provided in the proposed bump-in parking on Magnolia Street between Seward St and Nellis Park? If reserved for additional parking adjacent to the school this would help with student drop off.  
A: Seven (7) parking spaces will be provided.
- Q4: Residents will park in the bump-in parking proposed on Magnolia St between Seward Street and Nellis Park and therefore will not be available for student drop off.  
A: Signage will help to enforce when parking is allowed. Police enforcement may be necessary to discourage people from parking illegally.
- Q5: Who do you call for parking violations?  
A: Call 311.
- Q6: Will beacons be provided at the school?  
A: School Speed Limits signs are planned to be installed on Seward Street as part of the project.
- Q7: What is the typical sidewalk width?  
A: City sidewalks are typically five (5') foot wide when adjacent to a tree lawn area or seven foot (7') when adjacent to a curb.
- Q8: Can speed humps be placed on Reynolds Street?  
A: The City has criteria regarding speed hump installation; Street Design will verify if speed humps would be permitted on Reynolds Street. The raised crosswalk proposed on Seward Street will slow vehicles.

Q9: Why do you need City Council approval when this is a safety issue for the school?

A: Any change to the Official Map, such as the proposed pavement width change as well as the proposed change in the direction of the street, are required by law to be approved by City Council.

Q10: Construction work will need to be restricted to when school is out of session.

A: Notes will be included in the Contract Documents specifying that work in front of the school must not start until the end of the school year (6/26/19) and that work must be completed prior to the first day of school (9/2/20)

Q11: Will the City Council Meeting be announced on the project website?

A: The City Council meetings are held the 3<sup>rd</sup> Tuesday of every month. We anticipate presenting the geometric changes to City Council at their 11/12/19 meeting.

Q12: What work will occur if the one-way conversion is not approved by City Council?

A: The City would likely not do any work on Seward Street if the one-way conversation is not approved. Instead we would create a separate project to address potential improvements to Seward Street from Reynolds St to Magnolia St so as not to further delay the project. The remainder of the project, i.e. the proposed improvements to Cottage and Magnolia Streets bounded by South Plymouth Ave would be constructed.

Q13: When do support letters for the one-way conversion on Seward Street need to be submitted to the City?

A: Letters should be submitted by October 16, 2019 to the attention of Donna Clements email her at [Donna.Clements@cityofrochester.gov](mailto:Donna.Clements@cityofrochester.gov).

Q14: The tree in front of my property (32 Cottage St) makes it difficult to access my driveway. Can the tree be removed?

A: This tree is being removed as part of the proposed project.

Q15: Will the tree be removed at 60 Magnolia Street?

A: This tree is not slated for removal and trees are protected during construction to prevent potential damage. Occasionally trees are destabilized by construction activities such that the removal of the tree is required.

Q16: Can you post on the project website the addresses where trees will be removed?

A: Street Design will post the information on the project website.

Q17: Can I keep the wood from the Black Walnut tree that will be cut down in front of my house at 97 Cottage Street.

A: The City will advise the Contractor of the resident's interest in retaining the wood. The resident will need to reach an agreement with the Contractor. The City will not be held responsible for removal of the material once it's accepted by the resident.

Q18: Can my carriage walk be retained at 97 Cottage Street?

A: The carriage walk will be reconstructed due to the curb work. All plantings should be removed prior to the street construction work. Notification letters will be sent to residents once the contract begins.

Q19: Can the existing address plaque set within my carriage walk be reset in the new carriage walk?

A: This will be coordinated with the contractor and noted on the plans.

Q20: Can I select the species of tree that will be planted?

A: City Forestry has a listing of tree species that are suitable for planting within the public right-of-way. Tree planting is based on demand and tree availability at the discretion of City Forestry. Tree plantings will occur after the street construction is completed typically between April and June. City residents can call 311 to request a tree in public right-of-way.

Q21: A legend should be added to the graphics to understand the features shown on the map.

A: A legend will be added.

Q22: Striping should be added for the bus drop off area on Seward Street.

A: Agreed, Street Design will coordinate with MCDOT.

Q23: Can planters or trees be added on the south side of Seward Street across from Reynolds Street to keep vehicles from traveling into homes?

A: Street Design will look at solutions including the addition of bollards and street trees. The new 7-1/4" high granite curbing should discourage vehicles from traveling beyond the roadway.

Q24: What will happen to the new greenspace created at the corner of Seward Street and Magnolia Street?

A: This can be developed into a community space. This effort is outside the scope of this project, however Street Design will look into obtaining a grant to develop this space. Residents and the school administration should communication with local community groups to develop the space.

## **CONCLUSION**

There were no further questions, comments or concerns. The meeting was adjourned at 8:00 p.m.

All statements are known to be accurate. Any significant deviations to these meeting minutes should be provided to Donna Clements [Donna.Clements@cityofrochester.gov](mailto:Donna.Clements@cityofrochester.gov) for editing and redistribution.

Respectfully submitted,

Donna L. Clements, P.E.  
Project Manager/Street Design

DC:kmb

Encl: Meeting agenda  
Meeting Powerpoint Presentation  
Sign-in sheet of attendees

cc: Attendees  
Kimberly Batz – DES/Street Design  
Dominic Fekete, PE – DES/Street Design  
Jim Pond – MCDOT  
File

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