



Watertown City Council
Tuesday, October 10, 2017
7:00 p.m.

WORK SESSION AGENDA

Discussion Items:

1. Restore NY Grant Application
 - Michael A. Lumbis, Planning and Community Development Director
2. Factory Street Holiday Decorations
 - Michael A. Lumbis, Planning and Community Development Director
3. GIS Update
 - Matthew T. Owen, GIS Coordinator
 - David Wurzburg, IT Manager
4. Future of Sidewalk Program
 - Eugene P. Hayes, Superintendent of Public Works
 - Justin L. Wood, City Engineer

October 6, 2017

To: The Honorable Mayor and City Council

From: Michael A. Lumbis, Planning and Community Development Director

Subject: Restore New York Communities Initiative Grant

As the City Council is aware, the Empire State Development Corporation (ESDC) recently published a Request for Proposals for Round 5 of the Restore New York Communities Initiative. The Restore New York program provides local governments with financial assistance to support economic development and to revitalize neighborhoods and urban centers. The program encourages community development and neighborhood growth through the rehabilitation, reconstruction, deconstruction and demolition of blighted structures.

At the September 12, 2017 Work Session, Staff provided an overview of the program and the schedule for submitting an application. The first step in the application process is to submit an "Intent to Apply" form no later than Friday, October 13, 2017. Once the project is determined to be eligible by ESDC for funding, the City would then be invited to make a formal application for the project, which is due December 15, 2017.

The grant requires a 10 percent local match, and the maximum possible award is \$1,000,000. A Municipality may only apply for Restore NY funding for a maximum of one project.

At the time of the last Work Session, Staff had received one proposal from Brian Murray of Doolittle and Hall, LLC for the next phase of the redevelopment of the Lincoln Building. The proposed project would include building improvements such as a vertical platform lift, a new stairwell and a new elevator. Since that time, Leann West of Strategic Development Specialists, consulted with ESDC regarding the eligibility of the project. It has been determined that the project, as proposed, is ineligible for funding. Both Staff and Ms. West have worked with Mr. Murray to develop different work scopes to make the project eligible, but the lack of an exterior component to eliminate blight makes the project ineligible for funding.

In the meantime, Staff and Ms. West have worked with Mr. Murray, as well as two other developers, to identify other possible projects that would be eligible for funding. We have identified three potential projects for Council's consideration. Based on the information provided, all three appear to meet ESDC's eligibility requirements.

The first is from Mr. Murray of Washington Street Properties, LLC, who is proposing the rehabilitation of the Lamon Building, located just off of Public Square at

124-132 Franklin Street. The project would entail the rehabilitation of the one-story retail building to include the stabilization of the lower front foundation, roof replacement, mechanical upgrades, asbestos abatement and the complete restoration of the front façade to more closely match the original design of the five storefronts. The storefronts would be utilized for potential retail, restaurant and commercial tenants. The total estimated cost of the project is \$600,000.

The second proposal is from Adam Brown of A. Brown Properties, LLC, who is proposing the rehabilitation of 75 Public Square, also commonly referred to as the “Wind and Wire” Building. The project would include the rehabilitation of the entire structure, including the front and rear facades, roof replacement, utility upgrades, and replacement of the mechanical systems. The building would be a mixed use project that would include a restaurant, retail and office space, as well as an apartment on the upper floor. The total estimated cost of the project is \$600,000.

The third proposal is from Stephen Bradley of S&J Properties, LLC, who is proposing the rehabilitation of several properties on Court Street, to include 138 Court Street (the Berow and Monroe Building), 152 Court Street (Dr. Guitar) and 170 Court Street (the Smith Restaurant Supply Building). The project would include improvements to the rear façade of the Berow and Monroe Building along with new market rate housing on the upper floors. The Dr. Guitar building would see façade restoration along with the creation of market rate apartments on the second floor. The Smith Restaurant Supply Building improvements would include an extensive rehabilitation of the structure, including the front and rear facades, roof replacement, the creation of commercial space on the first floor and upper floor housing. The project would also include sidewalk and parking upgrades and improvements to the vacant lot located between the buildings. The total estimated cost of the project is \$900,000.

Proposals and supporting documentation from all three applicants are attached. In addition, Staff expects that all three applicants will attend Tuesday’s Work Session to present their proposals and answer any questions that the Council may have.

Based on the information provided, all three projects appear to be eligible for funding. As the City can only nominate one project for this grant, the Council will need to determine which project will have the greatest impact on the downtown area.

Staff is therefore requesting that the City Council decide which project to select for the application so that the Intent to Apply can be submitted by October 13.

THE LAMON BUILDING PROJECT



The Lamon Building is a one-story brick building located at 124-132 Franklin Street—just off of Public Square. The façade is divided equally into five retail storefronts comprising approximately 5,950 SF of space. Over the past few decades, the property was neglected and has fallen into a state of decline. As a result, it has remained mostly unoccupied. The property has deteriorated to the point that the building is in jeopardy of abandonment.

Listed as a contributing building to the Public Square Historic District, The Lamon Building holds some significance in the History of Watertown. The building was named after John Jay Lamon, a real estate investor and former owner of a meat market on Franklin Street who had the building constructed in the late 19th century. It originally housed five businesses. John Jay Lamon, who died at his home on Paddock street in 1903, was among the most successful business people in the City of Watertown, and was a descendant of one of the first to locate in Jefferson county.

Washington Street Properties acquired the



Lamon Building (and the Commerce Building located across the street, 26-44 Public Square) in 2016 for the purpose of arresting further decline and undertaking restoration efforts. Washington Street Properties has since initiated work on the 26K SF Commerce Building and begun to successfully turn it around by restoring and leasing much of the vacant second floor office space. Over the past 16 months, eight suites have been leased to new businesses, including a national anchor tenant.

Washington Street Properties has also successfully turned around the nearby 70-unit Solar Building at 200 Franklin Street, which is the largest market rate apartment building in the City of Watertown. This iconic property has gone from being drug-infested and dangerous, to an attractive and desirable place to live. Both of these important restoration projects (the Solar Building and Commerce Building) have been 100% privately financed.



Unfortunately, the Lamon Building has deteriorated further than was the case with the Solar Building or Commerce Building. The prior owners actually sought to have it razed in order to add parking for the Commerce Building. But with the assistance of the Restore New York Communities Initiative, Washington Street Properties would be able to commence restoration of the Lamon Building.

Several prospective retail and restaurant tenants have already been identified that would be interested in occupying the renovated storefronts. The restoration work would include roof replacement, asbestos abatement, and mechanical upgrades. It would also include a complete restoration of the front façade to more closely match the storefronts' original design.

Original architectural features that are still in good enough condition to be preserved will be retained and restored wherever feasible, including the ornate cornice on the façade and the tin ceilings inside. The project would also incorporate the construction of a concrete handicap-accessible ramp spanning the full length of the façade, reminiscent of the original wooden platform that was similarly situated.

The interior space would be made ready for leasing and could accommodate as many as five new businesses, continuing the momentum of downtown revitalization. The interior work would include limited demolition, followed by the repair or installation of new mechanicals, fixtures, and finishes.

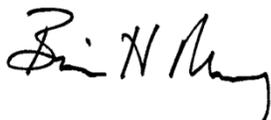
The total estimated cost of the Lamon Building project is \$600,000. The intent of the project is to make the space ready for retail and/or office use and attract more businesses into downtown, furthering the City's economic development goals. Based on the criteria outlined in the Restore NY Guidelines and the nature of the building, the project would be eligible for a grant award to help offset construction costs, plus the cost of asbestos testing and removal.

Washington Street Properties is seeking a Restore New York grant to move forward with this project. Without financial assistance, the restoration is not economically feasible due to the building's advanced state of deterioration, combined with the low market rents that a space can command in this location. Even though it is close to Public Square, attracting businesses to Franklin Street is particularly challenging due to its lower traffic count and closer proximity to a distressed neighborhood. But restoration of the Lamon Building will help get these storefronts filled and contribute to the revitalization of downtown.

The Lamon Building is the last remaining source of blight on the first two blocks of Franklin Street and it's restoration will give a boost to the City's revitalization efforts, leveraging other public and private initiatives to extend the progress around Public Square. The project is "shovel ready" and Washington Street Properties has a track record demonstrating both a commitment to downtown and an ability to successfully turn around distressed properties. A letter of matching fund commitment will be provided in support of the application, and if the award is received, Washington Street Properties is prepared to move forward immediately.

In summary, the proposed project is truly an ideal match for the stated goals of the Restore New York Communities Initiative. We would greatly appreciate the support of the Watertown City Council for the Lamon Building Project.

Thank you for your full consideration,

A handwritten signature in black ink, appearing to read "Brian Murray". The signature is fluid and cursive, with the first name "Brian" and last name "Murray" clearly distinguishable.

Brian Murray
Founder and CEO
Washington Street Properties

A. Brown Properties LLC
248 High St. Watertown, N.Y 13601
(315)-408-7818

October 2, 2017

Dear Mr. Lumbis,

My name is Adam Brown and I am the owner of the property located at 75 Public Square, formerly known as Wind and Wire. I am interested in applying for the Restore NY grant program for this property. The building is currently totally vacant and unusable in its current condition. I purchased the property two years ago, and have made an initial investment in cleaning and demolition of the majority of the interior space. It is my intent to keep the building as a mixed use property.

I am proposing the following for the four floors:

1. JB Wise storefront - Bar/ Grill
2. Public Square storefront -retail space
3. Second floor - professional office space, and
4. Third floor – one residential unit

This funding would help take this building to the next step in creating turnkey tenant-ready space in the heart of the downtown district. In doing so this would also bring the tax assessment up substantially, improving the tax role for the city, while helping to revitalize the historic Public Square. By doing this it would create short-term jobs in the construction phase and permanent jobs for the two storefront spaces, as well as attract professional business tenants looking for new, energy efficient, and quality office space.

With its ideal location next to the city's public walkway, it allows easy access to and from the JB Wise parking lot. This will help increase foot traffic on both the Square and JB Wise store fronts, while still making it user friendly for motorists that need parking.

Funds would be used for many needed repairs including a new roof, heating and cooling system, electrical and plumbing upgrades, façade work as well as interior rehabilitation. A proposed estimate for the project is included on the second page.

This project is available for immediate start with an estimated construction time line of 12-14 months.

Sincerely,

Adam M. Brown

Estimated Costs

New roof - \$45,000

Façade includes stucco, paint, and trim -\$50,000

Windows, doors, store fronts \$70,000

Interior Drywall & Carpentry & Flooring - \$70,000

Water & sewer upgrades, interior plumbing \$50,000

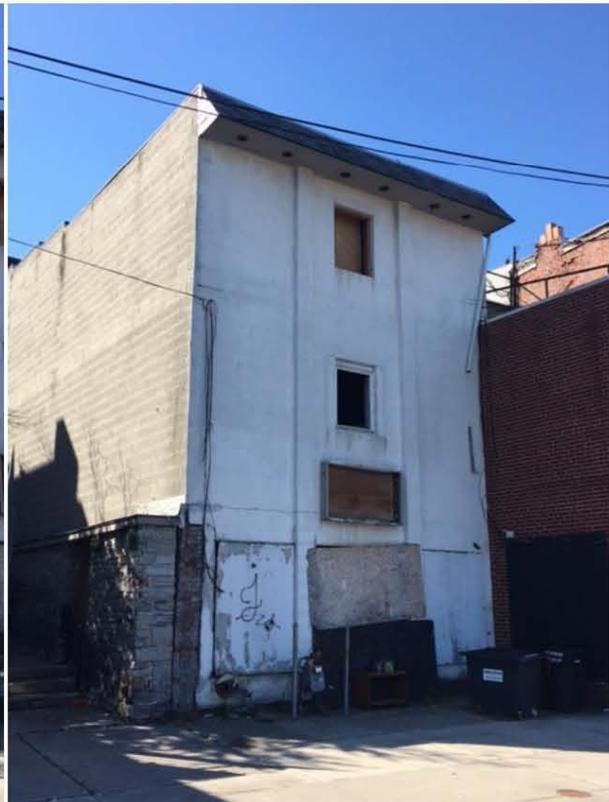
Sprinkler system and any needed Fire suppression \$80,000

Heating and cooling- \$100,000

Electrical and security systems - \$100,000

Architectural & engineering services- \$35,000

Total estimate- \$600,000



138-170 Court Street Properties Renewal Project

If chosen for this round of grant funding I would like to complete the restoration of the exteriors of all four properties. Included in this proposal would be:

1.)Restoration of the exteriors of the upper floors of the Dr. Guitar building, the former Smith Restaurant property, and the former Berow Building.

2.)Replace the sidewalks along the entire stretch of all the properties.

3.)Paving all the gravel areas surrounding all of these properties.

4.)Doing an infill project between the Dr. Guitar building and the former Smith which would include stamped concrete, wrought iron fencing across the front and a decorative wall at the rear of the project. It would also include installing an entrance on the side of the Dr. Guitar building for access to the second floor for future upper floor housing projects.

5.)Restoration of 170 Court St. first floor interior commercial space to its' original state. (Which included a balcony overlooking the entire first floor.)

6.)Completing the restoration of residential housing in the former Smith Restaurant, Berow and Dr. Guitar buildings. Which already have great "bones" with the mix of tin ceilings, tin walls, brick walls and some original wood trims. This would give us a projected 28 loft units in our properties on Court St.

Here is a (short?) synopsis of what we've done so far on Court St.

- 1) We purchased 150 Court St. about twenty years ago and moved our flooring business in there. Over the next five years we remodeled the main floor of the building.**
- 2) Approximately ten years ago we had ICC come in and completely gut the top three floors down to the original structure of the building. In this process we maintained the integrity of all the historic features of these areas(brick walls, tin ceilings, etc..) and saved much of the hemlock framing for future use.**
- 3) Over the next 5 years we came up with the designs to convert the top three floors into market rate housing.**
- 4) Five years ago we started the year long process of completing what I felt at the time were some of the nicest lofts in Downtown Watertown. We put in ten loft units ranging from 600 to 1800 square feet each. We have maintained an 80 to 100 percent occupancy rate to date on these loft rentals.**
- 5) Last year we were chosen by Watertown City Council to rehabilitate 138 Court St., a building which according to the City Code Enforcement office, was on the verge of collapse and they were recommending demolition.**
- 6) In order to make this project we worked with DANC and came up with state funding to remove all the asbestos and lead from the building. We were also loaned the money to get a good start on redeveloping this building to make it usable again. With DANC's assistance(and a great deal of our own money)we have completed the commercial space on the main floor, replaced the entire roof structure, leveled and installed new subfloors and restored the entire storefront and brick facade of the building.**
- 7) Early last year we purchased 154 Court St. from the Sheldon family. In the first year of our owning this property we have replaced the roof and added an exterior lighting package with a security system. To date we have invested over \$70,000.00 into this building.**

- 8) Also in this past year we removed all the broken pavement from behind these 3 properties and installed new drainage(which we tied all the roof drains into as well) and put in all new stone. We have over 10,000 square feet of parking area. We also added a 40' X 200' green space for the use of all our tenants.
- 9) We are going to shortly be closing on the purchase of 170 Court St. The former Smith Restaurant Building(or Severance Photo to us longtime "Downtowners"). Through this purchase we have gained much better access to all of our properties. We have plans to restore the entire property inside and out.

The estimated cost of the entire project with grant money, owner investment and bank financing would round out to be in the range of \$900,000.00. We are giving you this number based on past experience with previous projects with full knowledge of what it will take to keep all state and local agencies involved satisfied that we will end up with a product that will be well designed and maintainable for many years to come.

SYNOPSIS

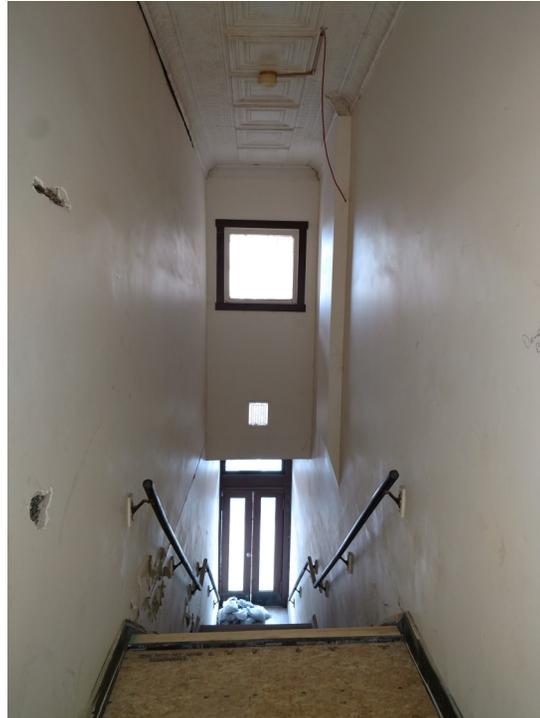
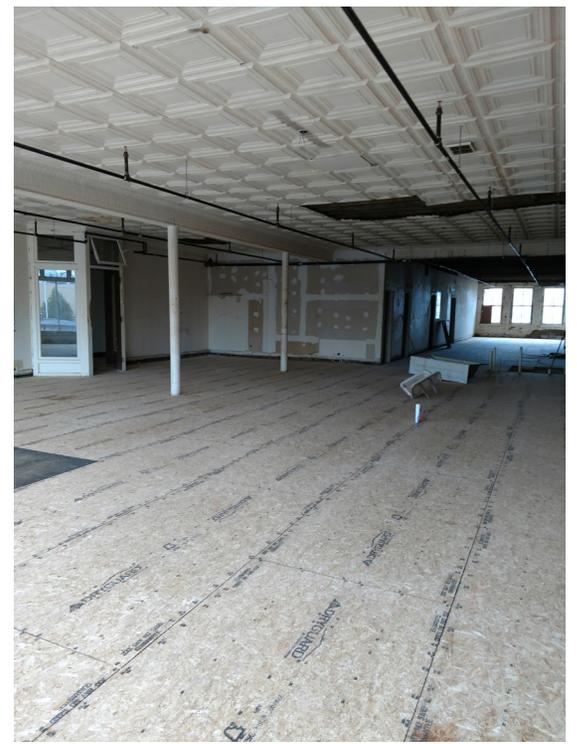
All together to date we will have devoted almost two million dollars of funding into our Court St. properties. My wife Joyce and I have devoted the last 30 years to supporting our Downtown. We made the decision many years ago to keep our business here. There was no question in our minds that this was where we wanted to be. We have raised our 3 children here and have owned our house within walking distance of all Downtown has to offer for over 30 years. We will be selling our home (empty nest) within a year or so and moving into one of our downtown buildings. Obviously we love what we are doing and want Downtown to succeed.

The completion of this project would finish the Court St. business corridor which has been our dream throughout this process. When done we will have over 30,000 square feet of commercial space along with over 25000 square feet of market rate housing in our four properties.

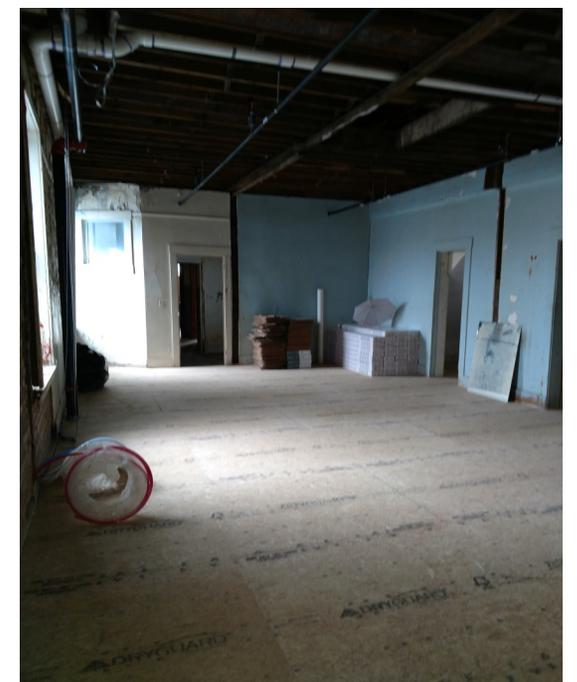
The project we are proposing along with the other projects recently being completed on Court St. will help to restore Court St. to the thriving mixed use property it once was back in the early 1900's with its' both large and small shops and services along with its' upper floor housing and office space which was "the place to be" back then.

Exterior work to be completed on 154 Court St.



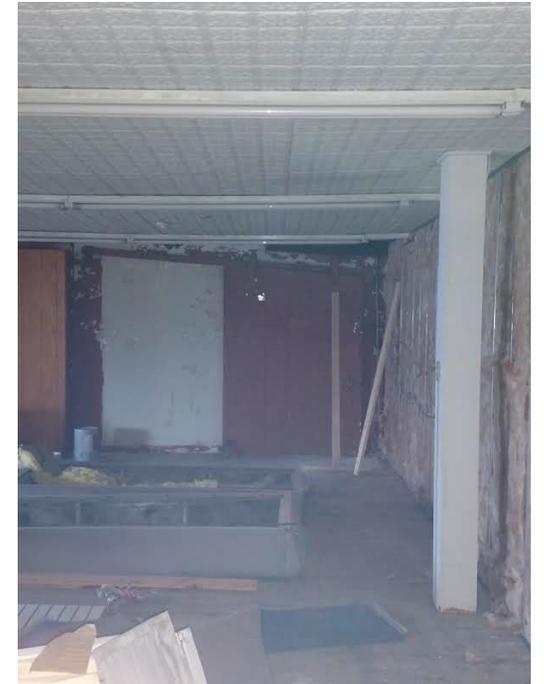


138 Court St. Upper Floor





154 Court St. Upper Floors

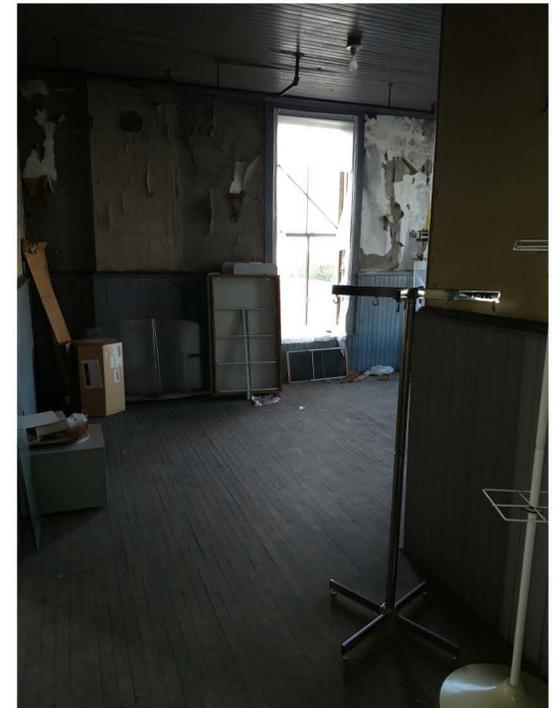


Exterior work to be completed on 170 Court St.





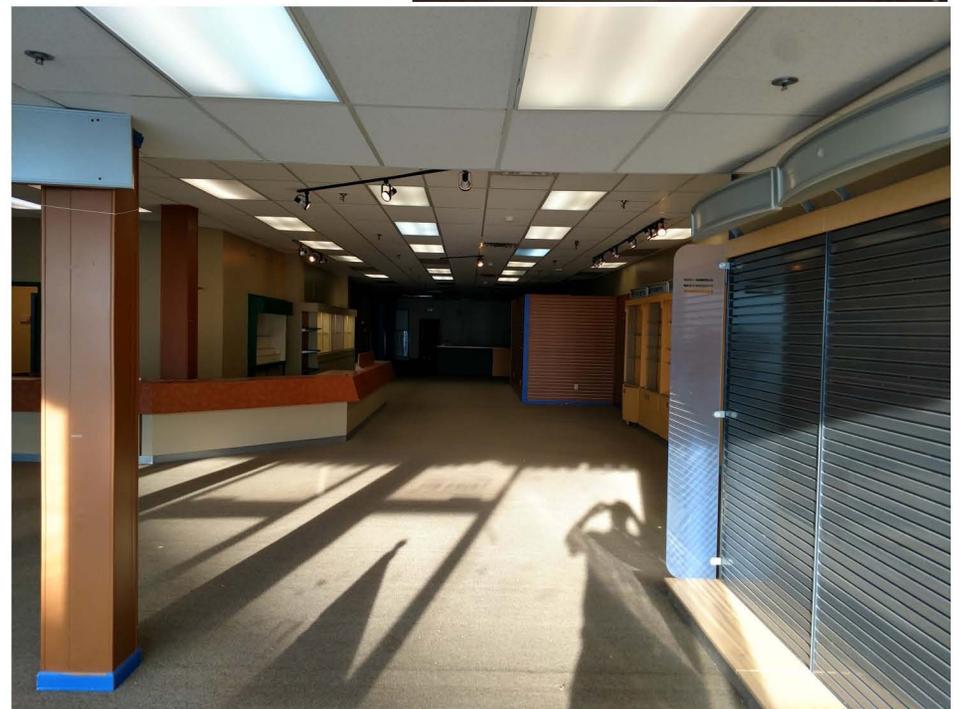
170 Court 3rd floor lofts



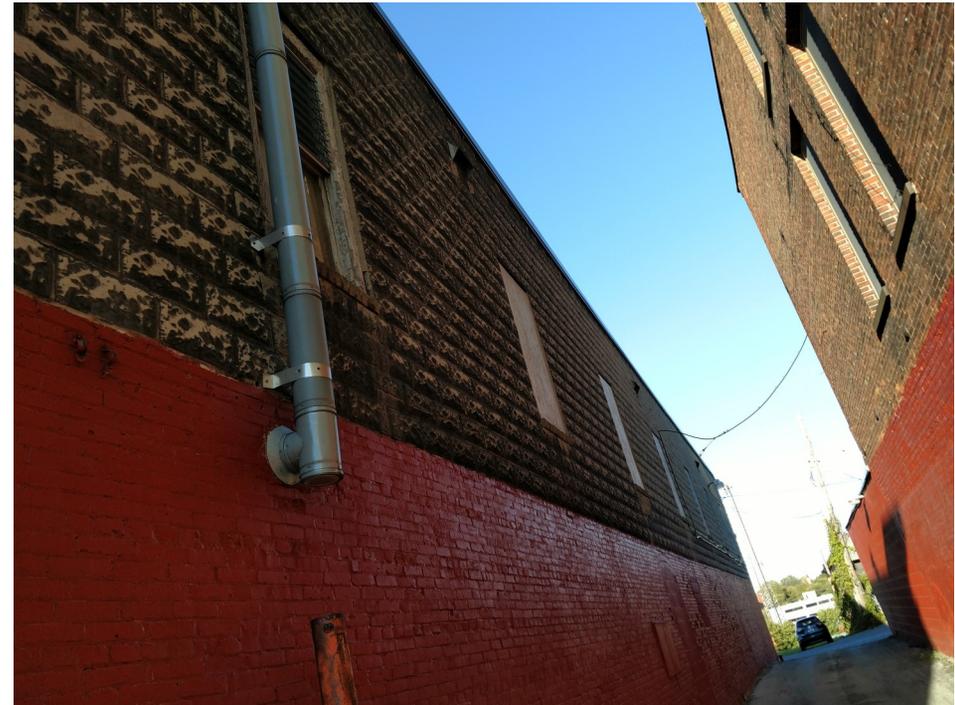
170 Court St. Balcony area



**170 Court
St. Main
floors**



Exterior work to be completed on 154 Court St.





**150 Court St.
BEFORE**

**150 Court St.
AFTER**





CITY OF WATERTOWN
ENGINEERING DEPARTMENT
MEMORANDUM

DATE: October 6, 2017

TO: Sharon Addison, City Manager

FROM: Justin Wood, City Engineer

SUBJECT: City Sidewalk Improvement Programs

The City of Watertown's sidewalk network consists of approximately 130 miles of concrete sidewalk, of various widths and conditions. Maintenance of the sidewalk is the responsibility of the adjacent property owner, as specified in Section 53 of the City Charter. Homeowners can perform the maintenance themselves or hire a contractor to replace deficient sidewalk after securing a permit from the Engineering Department. Over the past few decades, the City has served varying roles in the sidewalk replacement business. These roles included: having dedicated DPW sidewalk crews on staff who performed work on a property owner requested basis, the current Sidewalk Maintenance Program with assessment districts, and, simply relying on homeowners that maintained their own sidewalk as written in the City Charter.

The City's Department of Public Works used to have two dedicated concrete crews in the 1980's and early 1990's who performed sidewalk work around the City on a request basis and charged the homeowner the actual City cost (labor and materials) to complete the work. That program and its staff were eventually dissolved by City Council due to budget reductions. During the ensuing years, the City did not perform sidewalk replacement work unless it was part of a street reconstruction project. In 2002, however, the Sidewalk Maintenance Program (SWP) was conceived and implemented as a mechanism to improve the overall condition of the City's sidewalk network by creating contiguous districts while subsidizing 25% of the cost and assessing 75% to the property owner if they elected to have the City do the work.

Over the past 15 years, approximately 30 miles (23%) of City sidewalk has been improved through the SWP. The annual budget and resources allocated to the program, however, have been cut significantly since the program's inception from (3) crews and \$500,000 per year to (1) crew and \$125,000 per year. We are now to the point where the current SWP district covers about 1 mile of sidewalk per year which is less than 1% of City sidewalks. **At the current SWP funding levels, the anticipated sidewalk replacement cycle time is over 100 years.**

If the City funds a street reconstruction project and a small Community Development Block Grant (CDBG) Sidewalk project every year, the total amount of sidewalk improved would increase, thus lowering the overall replacement cycle time. The Five Year Capital Plan in the FY 17-18 Adopted Budget has three street reconstruction projects totaling two miles of new sidewalk. This equates to about 0.40 miles of sidewalk per year. The CDBG sidewalk replacement projects are limited to low to moderate income census blocks, and are typically only 1,000 to 1,500 linear feet,

or 0.25 Miles. Thus when combining the average sidewalk replaced as part of the SWP (1.0 mile), street reconstruction (0.40 mile) and CDBG projects (0.25 mile), the total sidewalks improved per year could reach ranges of 1.5 – 2.0 miles and result in a replacement cycle time of 65-85 years. It is reasonable to expect an average sidewalk life span of 30-40 years in a northern climate such as ours. At the current rate of replacement under the SWP, it could take up to 100 years for complete replacement of all sidewalks in the City, depending on the street reconstruction and CDBG funding levels. This rate significantly lags behind the expected 30-40 life span cycle of the sidewalks.

At the direction of the City Manager, DPW and the Engineering Departments reviewed the current SWP and evaluated potential options to address the long term integrity of the City's sidewalk network. The essence of the discussion focuses on what options City Council wishes to pursue to improve the quality of the City's sidewalk network.

Points to Consider are as follows:

1. Committing to a Sidewalk Replacement Cycle (40 years to 100+ years).
2. Continuation of current Sidewalk Program structure.
3. Increase staffing with full time equivalents dedicated to sidewalk construction and snow removal.
4. Contract the construction of sidewalks versus staffing the program in-house.
5. Enforce City Code to require homeowner replacement of deficient sidewalk.

1. Commit to a Sidewalk Replacement Cycle Time (40, 80, 100+ years)

The current SWP improves less than 1% of sidewalks in the City per year; this equates to a 100+ year replacement cycle. The original intent of the SWP program was to replace sidewalks on a 40 year cycle; however, past City Councils drastically cut the program to its current structure. *To pursue a 40 year replacement cycle, keeping in line with the life expectancy and intent of the program, the SWP District size would be required to increase from 1 mile per year to about 3.25 miles per year.*

The current SWP budget and resources provide for only one crew to complete approximately one (1) mile of sidewalk per year. Taking on larger districts would require a public bid for a contractor to perform the additional work, thus funding for the program would need to be increased substantially. A summary of potential costs and cycle times is attached.

The cost to replace sidewalk varies greatly depending on factors such as width of sidewalk installed (4 feet or 5 feet), soil conditions, tree and utility conflicts, amount of driveway reconstruction, weather, retaining walls, etc. The cost also varies depending on whether the program is setup to do spot replacement of deficient sidewalk while keeping good sidewalk blocks, versus removing and replacing all sidewalk in a given area. The latter option would allow the City to remove the existing sidewalk and install 5' wide sidewalk as a standard practice, which is far more desirable from a Complete Streets perspective for pedestrians and is the preferred width by the Federal PROWAG standards (Pedestrian Right of Way Accessibility Guidelines).

2. Continuation of Current SWP

The current program funding of \$125,000 per fiscal year allows the SWP to improve less than 1% of the City's sidewalk network, on a cycle time of over 100 years. The districts are limited in size to replace approximately 15,000 sf of sidewalk, covering an overall area of about one (1) mile, and assuming 70% of the area is replaced and 30% is in satisfactory condition. The SWP crew also installs new sidewalk connections and replaces existing sidewalk in Low-Moderate Income areas, as part of the CDBG program. They would continue to perform this role, so long as funding is allocated to that purpose.

In order to run a sidewalk crew, three full time City staff are transferred to the program to provide a working Crew Chief, and two Light Motor Equipment Operators who have a CDL to haul materials to and from the site. The employees are transferred from DPW, Water or Parks and Recreation Departments, which impacts operations in these Departments 6-7 months of the year. The Departments can backfill the positions with temporary hires, but the impact of losing quality, skilled and trained employees for the entire construction season has become more severe as staffing cuts have led to a leaner workforce. If qualified replacements aren't found and the Department position remains vacant for the season, operations suffer an even greater impact.

Every spring, the Engineering Department advertises positions for a new sidewalk crew, consisting of mostly of seasonal staff along with three (3) transferred City employees. The 2017 pay rate is \$11.25 per hour for our laborer position, so the applicants are not skilled masons nor are they typically experienced working with concrete. Two of the three transferred City employees must have a CDL, but do not necessarily have concrete experience. *In essence, the City starts a new sidewalk company every year with employees with little to no concrete experience, yet trains them on the job.* While we have been fortunate to retain consistency with a talented Crew Chief and Senior Engineer Technician training the new hires each season, it certainly is not the way to run a business. This is a critical factor when considering to continue running an in-house SWP versus contracting the work out for public bid.

3. Hire Dedicated Sidewalk Staff

One solution to mitigate the staff inexperience issues, increase sidewalk production, and preserve the core mission of Departments is to hire at least three (3) permanent full time employees in DPW. These employees would be dedicated to the sidewalk replacement and snow removal programs. The hiring would negate the need to transfer valuable employees from other Departments to the SWP and would reduce overtime costs for snow removal operations. With experienced staff performing the work, production and efficiency will improve significantly. It would allow the SWP Districts to be expanded to cover a larger area, possibly up to two miles per year vs one mile, which would reduce the replacement cycle time down to as low as 60 years. This solution would also provide an opportunity to perform individual homeowner requested sidewalk replacement, in addition to specific districts, should Council so choose.

4. Contracting out the SWP

As mentioned above, the program staffing is not only a challenge; it negatively impacts daily operations in the DPW, Water, and Parks and Recreation Departments. Contracting out the SWP Districts would alleviate this impact by preserving the employee resources these Departments require to perform their core missions. Core missions include maintenance to extend the service life of streets and utilities, and buildings which can reduce costs resulting from deferred maintenance. This option also provides an opportunity to perform individual homeowner requested sidewalk replacement, in addition to specific districts, should Council so choose. This strategy was used at the start of the SWP in 2002, but City Council declined the bids due to cost and opted to retain City staff to perform the work.

5. Enforce City Code

Section 53 of the City Charter places the responsibility to maintain the sidewalks on the abutting property owner. City Council could seek City wide sidewalk inspections and cite property owners for deficient sidewalks, thus requiring repairs/replacement to come into compliance. In many cases, it is likely the property owner would not comply or does not have the means to comply, leaving the City responsible to make the repairs or hire a contractor to do so. There would be significant staff effort involved to conduct such an inspection, clerical work to process citations, accounting and legal work to levy the cost of replacing sidewalk to homeowners, follow up inspections, etc.

Conclusion

The current City Sidewalk Program does not keep pace with the degradation of the sidewalk network and faces a 100+ year replacement cycle. Every year, a small percentage of sidewalks are improved, and although many property owners invest in their sidewalk and maintain them in good condition, the reality is a very large percentage DO NOT.

As part of the City's ADA Transition Plan, we will conduct an inventory of the entire sidewalk network in the City. Inventory of ADA compliance in City Buildings will be conducted in 2018, while the City sidewalk inventory is targeted for as early as 2019. Sidewalk condition ratings will be coupled with pedestrian generator factors (high use areas), and other demographics, to help create a road map to guide and prioritize future sidewalk improvements.

Sidewalk improvements in 2018 will include finishing the SWP District #12 (Mundy St., Lansing St., Lynde St. East neighborhoods) as well as the 3rd year/phase of the CDBG project on Huntington Street, to connect the east side river parks to downtown. A combination of poor weather, limited staffing and resources, exceptional rock removal and retaining wall construction on the CDBG project this year shortened the time available to work on SWP District #12, which will be about half complete by the end of October 2017. Thus no new SWP District is proposed for 2018-2019 FY Budget, and City Council has time to review options, and consider a course of action for sidewalk improvements in coming budget deliberations.

Also, there are many streets in the City of Watertown where no sidewalk exists, and City Council should consider what priority those should be given. Some of these streets are narrow where it is impractical or property would have to be acquired, and others are in relatively newer developments, such as the Barben Green subdivision (Loomis Drive, and Sunset Ridge) or the Harris Drive/Lachenhauer Drive/Bugbee Drive neighborhood, where it is common for pedestrians to use the roadway.

Sidewalks provide far more than solid footing for pedestrians; they link neighborhoods, encourage exercise, allow greater mobility for our residents, especially those with physical disabilities, and create a sense of community. As we consider the long term vision for the City of Watertown, now is a perfect time to find the right mix of resources, funding, and commitment to address how the next generation will walk and enjoy our community.

City of Watertown Sidewalk Program

Date: 10-06-2017

Total City Sidewalk Network (mi)	130.0
40 Year Replacement Cycle (mi)	3.3
80 Year Replacement Cycle (mi)	1.6
120 Year Replacement Cycle (mi)	1.1

Sidewalk Program Historical Costs	Annual Cost	Sidewalk Installed (miles)	Cycle Time (years)	Cost per SF	75% Assessment	Current Assessment
SWP District #9 - 2013 (4' wide, <10% 5' wide)	\$ 235,000	1.20	108	\$ 9.27	\$ 6.95	62%
SWP District #10 - 2015 (4' wide)	\$ 126,000	0.71	183	\$ 8.40	\$ 6.30	68%
SWP District #11 - 2016 (4' wide)	\$ 120,000	0.66	196	\$ 8.57	\$ 6.43	67%
CDBG Gaffney Drive - 2015 (5' wide)	\$ 104,000	0.38	--	\$ 10.37	--	--

Assumes 50-70% sidewalk replacement, plus driveway reconstruction, topsoil, seeding, work zone traffic control (varies depending on sidewalk condition)

Transfer (3) staff & hire temp laborers

2013 SWP had (3) experienced DPW transfers and production was much higher as a result

2017 SWP Assessment Rate \$5.75/SF

Hire (3) Dedicated Sidewalk Staff	Annual Cost	Sidewalk Installed (miles)	Cycle Time (years)	Cost per SF
Salary of (1) Crew Chief + 2 MEO Light	\$ 104,122			
Salary of (3) Seasonal Laborers	\$ 37,814			
Materials for 30,000 SF installed sidewalk	\$ 63,871			
Total Cost	\$ 205,807	1.42	92	\$ 6.86

Assumes 50-70% sidewalk replacement, plus driveway reconstruction, topsoil, seeding, work zone traffic control (varies depending on sidewalk condition)

\$104,1222 Salary for 6 months ONLY

Permanent staff allows greater efficiency and production per season

Contracted Program (4' wide sidewalk)	Annual Cost	Sidewalk Installed (miles)	Cycle Time (years)	Cost per SF **(estimated)
40 year cycle	\$ 1,510,080	3.25	40	\$ 22.00
60 year cycle	\$ 1,003,622	2.16	60	\$ 22.00
80 year cycle	\$ 755,040	1.63	80	\$ 22.00
100 year cycle	\$ 580,800	1.25	104	\$ 22.00
130 year cycle	\$ 464,640	1.00	130	\$ 22.00

** Assumes 100% sidewalk replacement, plus driveway reconstruction, topsoil, seeding, work zone traffic control

Contracted Program (5' wide sidewalk)	Annual Cost	Sidewalk Installed (miles)	Cycle Time (years)	Cost per SF **(estimated)
40 year cycle	\$ 1,887,600	3.25	40	\$ 22.00
60 year cycle	\$ 1,254,528	2.16	60	\$ 22.00
80 year cycle	\$ 943,800	1.63	80	\$ 22.00
100 year cycle	\$ 726,000	1.25	104	\$ 22.00
130 year cycle	\$ 580,800	1.00	130	\$ 22.00

** Assumes 100% sidewalk replacement, plus driveway reconstruction, topsoil, seeding, work zone traffic control