



**City Council  
Work Session Agenda  
December 13, 2010  
6:30 p.m.**

Tours:

1. J. B. Wise Parking Lot Access Road
2. City Transit Station, Arcade Street

Discussion Items:

1. Determinations and Findings, Eminent Domain Proceedings, Gaffney Drive – December 10, 2010 memorandum from City Manager Mary M. Corriveau; Proposed Determinations and Findings.
2. Creekwood Development Exemption Request – December 10, 2010 memorandum from City Manager Mary M. Corriveau; December 8, 2010 memorandum from City Assessor Brian S. Phelps.
3. J.B. Wise Parking Lot – December 7, 2010 memorandum from City Engineer Kurt Hauk ; excerpt from March 2002 Downtown Watertown Comprehensive traffic Study, Clough, Harbour & Associates, LLP; February 8, 2006 memorandum from City Planner Michael A. Lumbis.
4. City Clerk and City Manager Annual Review

Reports Items:

1. Update to the 2011 Equity Update Plan – December 9, 2010 memorandum from City Assessor Brian Phelps
2. Tourism Report - December 8, 2010 memorandum from City Comptroller James E. Mills

December 10, 2010

To: Honorable Mayor and City Council

From: Mary M. Corriveau, City Manager

Subject: Eminent Domain Proceedings, Gaffney Drive,  
Determinations and Findings

On October 4, 2010, the City Council held a Public Hearing regarding the proposed Eminent Domain proceedings for an intersection and a sewer easement with infrastructure in the area of Gaffney Drive from Stateway Plaza Shopping, Reg. City Attorney James A. Burrows has contacted the Owner's attorney regarding this matter and at this point in time, it appears that we must move forward with the proceedings. The next step in the process is for the City to issue its Determinations and Findings. Mr. Burrows has prepared a draft for City Council review and discussion, a copy of which is attached.

The adoption of the City's Determinations and Findings must be completed within ninety (90) days of the Public Hearing. This timeline will expire on January 2, 2011. To meet this timeframe, the City Council will need to consider and adopt the determinations and findings at the City Council meeting of December 20, 2010.

Additionally, the City will need to go through the SEQR process on this proposed action. The SEQR document will be ready for Council consideration on December 20<sup>th</sup>.

## **DETERMINATION AND FINDINGS**

1. The City of Watertown, New York (the “City”) furthers its municipal purposes, in relevant part, through the provision, construction, repair and maintenance of public roads and sewers.

2. The City previously purchased: a portion of Gaffney Drive; a pumping station; and private sewer lines immediately adjacent to Gaffney Drive. This was done to promote potential commercial development in that area of the City and to permit the City’s paving of a portion of Gaffney Drive which had, under prior ownership, deteriorated. This effort is ongoing in the Gaffney Drive area.

3. The City intends to promote: further economic development; safe, convenient access along public roads; and the provision of public sewers serving real property in the Gaffney Drive area.

4. Vacant parcels in the Gaffney Drive area, thirty-two (32)± acres, are not yet serviced with public sewer and road work is not complete. Development of that property would have a positive impact on the North Country economy. A map of the area is shown at Appendix A.

### **The Proposed Intersection**

5. Travel and development remains impacted by a private intersection in the Gaffney Drive area.

6. The recent purchase, and reconstruction, of Gaffney Drive did not, and could not, connect with the existing right-of-way for Commerce Park Drive as the intersection remains privately owned.

7. This creates a situation that the traveling public customarily crosses private property from one road to the next in the Gaffney Drive area.

8. The intersection is merely an intersection of two (2) city streets where no public right-of-way exists. A copy of the proposed acquisition parcel is attached at Appendix B. A narrative description is attached at Appendix C.

9. The Proposed Intersection is approximately 65 feet by 96.66 feet of pavement.

10. The acquisition of this right-of-way will allow: motorists to remain on City property; adequate room for snow removal; and adequate room for a turning radius.

11. The City believes it is in the best interests of citizens of the City in particular, and the public in general, to obtain title in fee to the Proposed Intersection to ensure

safe, convenient, and continued public access from Gaffney Drive to Commerce Park Drive. Acquisition could be a purchase or condemnation. No practical alternative exists.

12. Post acquisition it is proposed that the Proposed Intersection will be dedicated as a right-of-way and travel by the public will continue.

#### The Sewer Easement with Sewer Line

13. One (1) primary sanitary main serving the public in, and around, the Gaffney Drive area travels along Arsenal Street. That main is currently at capacity. Major road reconstruction and installation of a larger main is not economically feasible.

14. A pending sewer flow shift by the Town of Watertown will free up additional capacity along Arsenal Street of approximately 88,000 gallons per day. However, this additional capacity will be quickly used up by proposed/pending development. Directing flows from the Gaffney Drive area to that main is not feasible.

15. A second primary sanitary main serving the public in, and around, the Gaffney Drive area travels along Coffeen Street. That main has excess/unused capacity and could easily handle additional flows.

16. Diverting flows from the Gaffney Drive area to the Coffeen Street sanitary main is the only practical option.

17. Connection to the Coffeen Street sanitary main will require waste to be transported to the Gaffney Drive pump station by a sewer main. Two (2) options exist in regard to such a sewer main: acquisition of an existing private sewer main with adequate capacity; or construction of an additional sewer main with, in this case, redundant capacity. The City Council has reviewed both options.

18. A new sewer main would require acquisition of a new easement over a new utility corridor. Costs of materials and labor associated with construction of a new sewer main would be high. Additionally, topography dictates that a new sewer main requires either a lift station to pump “up hill,” or significant excavation into bedrock. The costs for both options would be high.

19. A new location would still mean an existing private sewer line would remain in place as an impediment to development by the property owner.

20. An existing private line with adequate capacity is located on lands known as “Stateway Plaza.”

21. A portion of lands near the northwestern portion of Stateway Plaza is improved with an 8 inch PVC pipe, manholes and other sanitary sewer facilities traveling to the Gaffney Drive Pump Station. This infrastructure together with accompanying easement are known as the “Sewer Easement with Sewer Line”.

22. The approximate location of the Sewer Easement with Sewer Line is at the northerly end of Stateway Plaza Shopping Center traveling from the western boundary of parcel 8-53-117.110 and through brush and small trees in the southwest most portion of parcel 8-40-101.012 and traveling to the eastern boundary of 8-53-117.110 where it intersects with Gaffney Drive. An overview map is attached at Appendix D.

23. The sewer line is approximately centered within the 25 foot wide and 30 foot wide easement to be acquired. That width is the standard width customarily needed for such facilities. A copy of the acquisition map is attached at Appendix E. A narrative description is attached at Appendix F.

24. Acquisition of that existing private line would avoid construction costs of a new line and would avoid utility costs of a new lift station since it is a gravity line.

25. This alternative has a calculated capacity of approximately 599,000 gallons per day .92 cfs. This would not require, nor add, an additional utility corridor at Stateway Plaza thereby ensuring more usable property remains available for development by the owner. The Sewer Line is in adequate condition and is not in need of reconstruction in the immediate future. Acquisition would relieve the property owner of future maintenance and upgrade costs associated with the Sewer Line other than as a rate payer.

26. The City believes the acquisition of the Sewer Easement with Sewer Line is the preferred alternative because it will: avoid design and construction costs; minimize disruption of services; avoid utility costs associated with operating a lift station; and could, in the discretion of the City, be expanded and/or improved if needed to accommodate existing and future users.

27. The existing location of the Sewer Easement and Sewer Line will be subject to relocation if development is slated by Stateway Plaza in the easement area. Specifically: the described easement shall terminate if the property owner, or its successor in interest, obtains site plan approval for the construction of a structure over or upon the described premises and the City accepts alternate adequate premises and easement from the property owner or its successors or assigns for an easement for the construction, repair, replacement and/or maintenance of a gravity sewer line designed to replace the line conveyed by this grant. The City shall, within the construction timeline established with site plan approval and after obtaining the deed to the new parcel, cause the sewer line to be moved and upon completion of the work this permanent easement shall expire.

28. The City has determined to acquire the Sewer Easement with Sewer Line by purchase or condemnation.

#### The Owner

29. Stateway Plaza Shopping Center Reg'd c/o Longley Jones Management, 1010 James Street, Syracuse, New York 13203 is identified as the assessment record billing owner of real property located at 1222 Arsenal Street, Watertown, New York adjacent to the Gaffney Drive area. This property is also known as tax parcel numbers 8-53-

117.110 and 8-40-101.012 (the “subject lands”). A copy of the City tax records are attached at Appendix F.

30. Both the Proposed Intersection and the Sewer Easement with Sewer Line are located in this property.

31. Tax assessment records for the City identify: Longley Jones Management, 1010 James Street, Syracuse, New York 13203 as the proper entity to contact for: City, County, and School tax bills; and water and sewer bills. Jeffrey Foster is employed with Longley Jones and is the property manager. Such bills are customarily sent to him. Copies of the information is attached at Appendix G.

32. Jeffrey Foster also authorized attorneys to initiate tax assessment challenges on the subject property under index numbers 2006-770; 2007-896; 2009-1092; and 2010-1083. Copies of each Notice of Petition and authorization sheet signed by Jeff Foster are attached at Appendix H.

33. Ben Wygodny is known to the City as one of the principals of Stateway Plaza.

#### Acquisition Efforts

34. The City attempted to purchase both the Sewer Easement with Sewer Line and the Proposed Intersection from Stateway prior to proceeding with condemnation. A series of meetings with Messrs. Wygodny and Foster were conducted to discuss purchase of the Proposed Intersection and Sewer Easement with Sewer Line.

35. The City presented a purchase offer to Stateway on March 9, 2010. No response was received. A copy of the letter without enclosures is attached at Appendix I.

36. On July 6, 2010, the City wrote Stateway again to inquire about a purchase. No response was received. A copy of the letter is attached at Appendix J.

37. The City Council scheduled a public hearing for Monday, October 4, 2010 at 7:30 p.m. for purposes of informing the public of the potential condemnation of the Proposed Intersection and the Sewer Easement with Sewer Line. A certified copy of the Resolution with Affidavit of Publication is attached at Appendix K. Copies of the Notice of Public Hearing were also mailed to Jeffrey Foster and Ben Wygodny.

38. The public hearing was conducted. No input was received from anyone. The public hearing closed on October 4, 2010. Minutes of the public hearing are attached at Appendix L.

39. Stateway’s attorneys wrote the City and objected to the proposed condemnation on procedural grounds. A copy of the November 5, 2010 letter is attached at Appendix M.

40. On November 29, 2010 the City again sought to negotiate purchase of the Proposed Intersection and Sewer Easement with Sewer Line. A copy of the correspondence is attached at Appendix N.

41. Stateway representatives have failed to respond.

42. Acquisition of the Sewer Easement with Sewer Line and Proposed Intersection has received environmental review pursuant to SEQR. It has been determined that no significant adverse environmental impact would occur through the acquisition of the existing Sewer Easement with Sewer Line or the Proposed Intersection.

43. Acquisition of the Proposed Intersection and Sewer Easement with Sewer Line by condemnation will have a positive effect on the City and its residents.

44. The City has determined to condemn both the Proposed Intersection and the Sewer Easement with Sewer Line.

December 10, 2010

To: Honorable Mayor and City Council  
From: Mary M. Corriveau, City Manager  
Subject: Creekwood Development Exemption Request

As discussed during the December 6, 2010 City Council meeting, Norstar Development USA, LP is ready to move forward with their proposal for the Phase I development of Creekwood Apartments and must submit an application for tax credits to NYS in early January. A number of years ago, the City approved the annexation of the development site into the City of Watertown so we could provide water and sewer services directly to the site, and allow the site to be included into the City's Empire Zone. While the economic climate stalled this project, the City moved forward with the North Side Trunk Sewer project, which provides capacity in the City's collection system to accommodate this development. Additionally, the City Council amended the zone boundaries to include this site. Unfortunately for this development site the Empire Zone program ended in June of this year, and no new companies can be certified or obtain Zone benefits.

Creekwood Phase I is projected to include eighteen (18) one bedroom units, sixty (60) two bedroom units, and eighteen (18) three bedroom units. Based on the current proforma from Norstar, the one bedroom apartments will be approximately 806 square feet, the two bedroom units will range from 932 to 1,005 square feet, and the three bedroom units will be 1,096 square feet. It is anticipated that seventy-two (72) of the units in Phase I will be subject to income restrictions of 60% of area median income, with the remaining twenty-four (24) units allocated to market-rate. Current rents are \$515 to \$780 for one bedroom units, \$607 to \$895 for two bedroom units and \$693 to \$995 for three bedroom units.

Norstar developed both the Starwood and Summit Wood projects in the City of Watertown and both of these developments are in the Empire Zone and received real property tax exemptions under Section 485(e) of the Real Property Tax Law. Because this benefit is no longer available, Norstar is asking that the City Council consider providing the Creekwood development with a real property tax exemption that mirrors 485(e). Creekwood will be a Housing Development Fund Company (HDFC), whose creation will be sponsored by the Development Authority of the North Country. As a HDFC, the project is eligible for a real property tax exemption under Article XI of the Private Housing Finance Law. Under Article XI, the City Council can grant an exemption of up to 100% for up to forty (40) years.

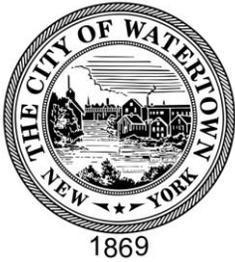
The exemption that Norstar is requesting for this development would provide for a 100% exemption of the base amount, for the first seven (7) years, with the exemption decreasing by 25% each year after that, such that the property will reach full taxation in year eleven (11). An exemption granted by the City Council based on Article XI, will apply to city, county and school

taxes. I have asked City Assessor Brian S. Phelps and City Attorney James A. Burrows to look at Norstar's request, review the law, and draft proposed resolution language for the City Council to review. The attached memorandum from Mr. Phelps spells out the exemption, when the exemption will go into place, and the conditions under which the exemption will cease to exist.

One of the conditions incorporated into the resolution language came at the request of Superintendent of Public Works Eugene P. Hayes. The condition is that the project company obtains refuse removal services from the City of Watertown. You might ask why this is incorporated into a resolution to provide a real property tax exemption; the answer is quite simple; we want their business. Norstar had initially contracted with the City to provide this service at Starwood, and after gearing up to provide the service by purchasing ninety plus totes, and providing the service for a period of time, Starwood made the decision to obtain services elsewhere. Having Creekwood as a refuse customer is a way for the project to support our operations.

I want to point out that under Article XI, the HDFC will be exempt from the mortgage recording taxes. Norstar has also indicated that they will look to get an exemption from sales tax on this development as well. Their attorney has forwarded the attached write-up regarding sales tax. It should be noted, that the action the City Council is being asked to take does not grant either the mortgage or sales tax exemptions, these are available to the project company in accordance with the referenced sections of State Law.

Based on the need to fast track this request, Staff's proposed language has been forwarded to Norstar for their attorney to review. At the time of this writing, no response has been received, but I do anticipate a response prior to our meeting on Monday. Staff will be available to discuss this matter at Monday's work session meeting.



## CITY OF WATERTOWN, NEW YORK

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Brian S Phelps, IAO  
City Assessor

December 8, 2010

To: Mary Corriveau, City Manager  
From: Brian S. Phelps, City Assessor  
Subject: Proposed Language, Creekwood Exemption

At your request, I have conferred with Attorney Burrows and propose the following language to be incorporated into a resolution granting a real property tax exemption to the proposed Creekwood project. The proposal would grant an exemption very similar to the 485-e exemption with the following differences.

- 1) Exemption would expire upon sale or transfer of property to an entity other than a Housing Development Fund Corp. 485-e does not change upon sale or transfer.
- 2) Exemption would commence on the first assessment roll in which construction is represented by an increase in assessment. 485-e commenced upon application within one year of the completion of construction. Since there is no application required, this will clearly state when the exemption has started.
- 3) Exemption would terminate if the owners/managers wished to avail themselves of the right to special treatment for purposes of establishing their assessments under Real Property Tax Law 581-a as income based housing. This would prevent any possible "double dipping" of tax benefits.
- 4) The exemption is contingent upon the projects owners/managers utilizing City curbside refuse services.

WHEREAS the City Council of the City of Watertown finds there to be a shortage of affordable housing within the City and surrounding area, and

WHEREAS a proposal has been put forth to provide affordable housing owned by a Housing Development Fund Corp formed pursuant to the Private Housing Finance Law Article XI, by the construction of a project located at 918 Mill St on tax parcels 3-14-101.200 and 3-14-105.200, and

WHEREAS the location of the proposed project had been included in the NYS Empire Zone for the purpose of providing certain tax benefits under Real Property Tax Law §485-e, and

WHEREAS the NYS Empire Zone program has expired and the desired incentives are no longer available under that program, and

WHEREAS pursuant to Private Housing Finance Law §577, the local legislative body of any municipality in which a project of a housing development fund company is located may exempt the real property in such project from local and municipal taxes including school taxes, and

WHEREAS it is the City's desire to offer the same exemption benefits that would have been conferred on such a project had it been constructed prior to the expiration of the Empire Zone.

NOW THEREFORE BE IT RESOLVED that upon the ownership of tax parcels 3-14-101.200 and 3-14-105.200 by a Housing Development Fund Corp formed pursuant to the Private Housing Finance Law and the construction of a project by said Housing Development Fund Corp, said project shall be exempt from City, County and School taxes in the same general manner as those exemptions previously offered under Real Property Tax Law §485-e, and

BE IT FURTHER RESOLVED exemption will commence on the first assessment roll following an increase to the assessment attributable to construction and will be for a term of 10 years. The amount of exemption is limited to a percentage of the increase in assessed value attributable to the construction or improvement as determined in the first year of exemption. This "base amount" remains constant throughout the term of the exemption, except where there is a change to the assessment, in which case the base amount is adjusted by the same percentage as the change in assessment. The first 7 years of the exemption, the exemption shall be at 100% of the "base amount". In years 8, 9 and 10 the exemption shall be at 75%, 50% and 25% respectively, and

BE IT FURTHER RESOLVED this exemption will terminate immediately in the event that the project is transferred to an entity other than, or no longer under the control of a Housing Development Fund Corp formed pursuant to the Private Housing Finance Law, and

BE IT FURTHER RESOLVED that during the term of this exemption the project will utilize the City of Watertown's curbside refuse and recycling services by providing at minimum an individual 64 gallon tote for each occupied residential unit. The exemption will expire immediately in the event that the project no longer utilizes this service, and

BE IT FURTHER RESOLVED this exemption will terminate in the event that project is to be assessed pursuant to Real Property Tax Law 581-a at the request of project owner.

Section 1116 of the Tax Law exempts from State sales and compensating use taxes imposed under Article 28 any organization: (i) that is formally organized and operated exclusively for charitable purposes, including providing relief to the poor, distressed or underprivileged and/or lessening the burdens of government; (ii) no part of the net earnings of which inure to the benefit of private shareholders or individuals; (iii) no substantial part of the activities of which include the carrying on of propaganda or other attempts to influence legislation, except as permitted by Section 501(h) of the Code and (iv) that does not participate in or intervene in political campaigns on behalf of candidates for public office.

Regulations promulgated under Section 1116 enumerate a two-part test that must be satisfied before the Commissioner of Taxation will issue an Exempt Organization Certificate. The Corporation must meet the organizational test. This test is satisfied if the Corporation's organizational documents limit the purposes to one or more exempt purposes, including charitable purposes or those that provide relief of the poor, distressed or underprivileged and/or lessen the burden of government, and do not expressly empower the organization to participate in activities that are not in furtherance of one or more exempt purposes. In addition, the Corporation must meet the operational test. Demonstrating that the Corporation is operated exclusively for one or more exempt purposes, its net earnings will not inure to the benefit of private shareholders or individuals and its activities are operated exclusively for one or more exempt purposes satisfies that test. 20 NYCRR § 529.7.



CITY OF WATERTOWN  
ENGINEERING DEPARTMENT  
MEMORANDUM

December 7, 2010

TO: Mary Corriveau, City Manager

FROM: Kurt Hauk, City Engineer

SUBJECT: J.B. Wise Parking Lot Reconstruction FAQ Sheet

The purpose of this memorandum is to provide background and context to the question surrounding the proposed driveway access to the J.B. Wise Parking lot from Public Square. The intent is not to lobby for a course of action one way or the other, but to provide as much information and insight about the project as possible so that the best decision can be reached.

1. Why is there a driveway connecting Public Square to J.B. Wise?

As near as can be determined, the original reference for a connection from Public Square to the J.B. Wise Parking Lot came as a recommendation from a representative of the Region 7 NYSDOT Planning Office during the conceptual stages of the project prior to 2006. This was not an official recommendation, but was submitted for consideration by the City. That particular NYSDOT representative has since retired, and the idea was continued on by Mayor Graham. Once it became part of the project scope, it was codified in some of the grant requests submitted by the City. The driveway originally had incarnations as a change order to the Public Square Project, and a stand-alone DPW project. It finally was incorporated into the J.B. Wise Project. The driveway has been shown in all of the drafts of the project plans during design, and also was presented to the public for feedback as part of the project along the way. Up until this point, it had not received any degree of concern by the public.

2. Why is the driveway where it is, and who designed it?

Initially, it was determined that the entire driveway would not be constructed as part of the Public Square Project due to funding restraints. With that said, the entrance to the drive from Public Square still needed to be designed and incorporated into the Public Square Project. The entrance on Public Square that you see was designed by the Engineering Department, with minor adjustments in field. This was required so that the curb grades, drainage, and clearance over National Grid utilities could be accommodated during construction of Public Square. This entailed detailed design of the upper portion of the drive knowing full well that the lower portion would probably be adjusted to accommodate the detailed design of J.B. Wise. This portion of the design was given over to the consultant so that it could be used to complete the final design of the lower section. The consultant completed its portion of the design as part of the overall project.

Both the Engineering Department and the consultant designed the driveway with the following parameters.

a. It will not be considered as a city street, but as an internal road or driveway. (This is important from an engineering perspective in that things should be designed according to their intended purpose. The access in question was never going to meet the Code standards for a City Street. It therefore should not be elevated to higher design criteria.)

b. Attain minimum slope possible.

c. It will reside entirely on City property. (This was due to the fact that there was no money in the scope for property takings at this site because the project was already underfunded. The design scope did anticipate limited takings for the Marshall Place driveway.)

d. It will be a one-way entrance.

e. It will accommodate proper drainage.

f. It will maintain access for Stafford Lane and the existing private parking lot.

g. It will maximize the remaining area of the lot for future development.

### 3. Is it Safe?

“Safe” is a subjective term that will have many interpretations from many different individuals. A useful guide here is to compare the proposed slope of -13.45% to the recommended maximum slope for a Local Street of 15%. It is within the acceptable standard. Granted, it is on the high end, but still within the acceptable range. (Sources: AASHTO Geometric Design of Highways and Streets, NYSDOT Highway Design Manual)

Knowing that this situation is now on the high end of the range, an engineer should mitigate any concerns with the site to the greatest extent possible. The limiting constraint for mitigation is normally the construction timeline and available funding. An Engineer cannot propose mitigation measures that will take too long or cost too much to install. It is my opinion that the consultant has provided mitigation in the design to the greatest extent possible, given the constraints placed upon them by us, the owner. I can discuss this in greater detail at the work session.

### 4. Can it be moved to a different spot?

The answer is yes, but at a cost of time and money. It will require design, either by the Engineering Department or the consultant. The first will cost time. The second will cost time and money. It will likely require a property taking to cross private property. Any new entrance at Public Square will require construction of a new entrance, and relocation of the National Grid utilities. The existing entrance was accounted for when those utilities were relocated as part of the Public Square Project.

### 5. What is the main issue?

After listening to the parties involved, I believe that there are two main issues. The first is that the proposed driveway will affect the ability to keep the current drop

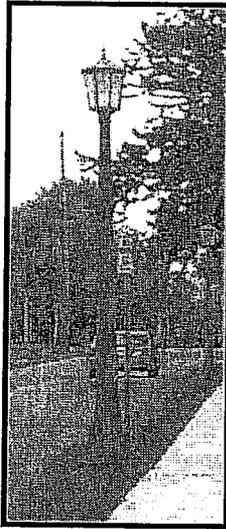
off/pick up point located on City property for patients in front of the business. The second is that the handicapped patients will be utilizing the crosswalk at the base of the access driveway when they are coming from the proposed handicapped parking spots.

6. What are our options? Possible Courses of Action for each:

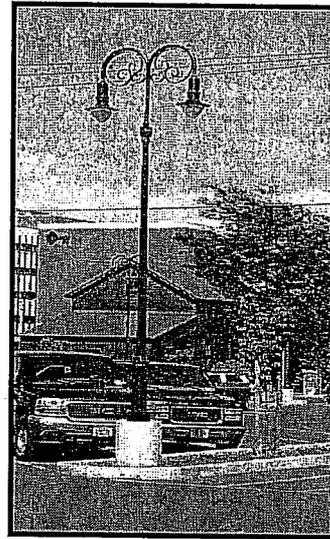
a. Keep the driveway as proposed: This of course is the easiest, and there are a couple of recommendations I would like to make to attempt to alleviate the concerns over the crosswalk and drop off location. There still may be residual resistance from the public regardless.

b. Remove the driveway entirely from the project: This would require removing those items from the contract, and changing the curb line at the base of the slope from the proposed commercial type access to a typical dropdown configuration to provide access to Stafford Lane and the existing parking area. This would realize some savings to the project overall from the elimination of the work. This option would require buy-in from the grant agencies to ensure that funding would not be jeopardized. The current entrance at Public Square would remain striped for parking as it currently is.

c. Relocate the driveway to a different location: This is the most problematic of the choices. The issues of ROW acquisition and utility relocation are surmountable given time and funding as discussed before. The construction contract has been awarded and the contractor has begun to mobilize to the site. My biggest concern is that if efforts to secure ROW are not timely, it may impact the timeline of construction. This, in turn, could have a financial impact to the project if it incurs delays to the contractor.



Local Street Light



Stone St. Parking Lot Light

As one can see, these lights are slightly shorter in stature and would bring a more pedestrian scale to Public Square and surrounding streets. This type of street light would also remind people of the historic character of the Public Square area.

### C. Long Term Recommendations

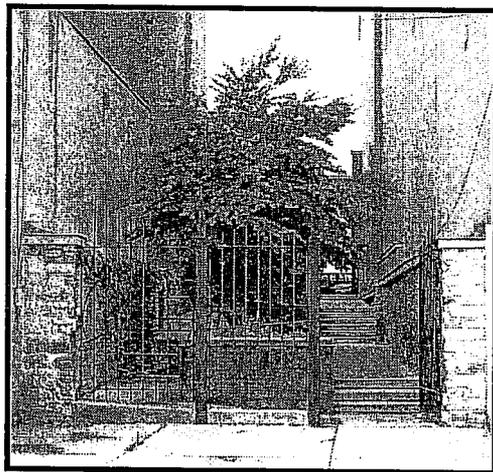
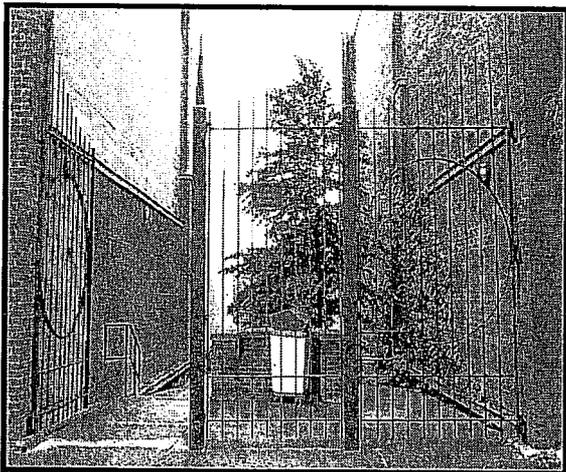
The following recommendations are intended to be implemented within a five to ten year time frame with an estimated cost of more than \$1,000,000 each. These improvements would need a detailed level of design to complete, necessitate significant roadway reconstruction and require additional monies from sources outside the City of Watertown.

1. **Improve Arsenal Street** – To improve the operation of the Arsenal Street/Massey Street and Arsenal Street/Sherman Street intersections, additional capacity improvements are necessary on Arsenal Street. One way to provide this additional capacity is by providing an additional westbound through lane on Arsenal Street. As the analysis has shown, the intersection of Arsenal Street/Massey Street is the most congested within the study area, and its operation will continue to degrade as traffic volumes grow. The improvements, as shown in Figure 45, provide for an additional through lane in the westbound direction from east of Sherman Street to west of Massey Street. This additional lane would provide the needed capacity to improve operations at the Arsenal Street/Massey Street intersection so that levels of service would be satisfactory up to the year 2015 however, a more detailed study and design is needed to evaluate the costs, benefits and impacts of constructing such improvements.

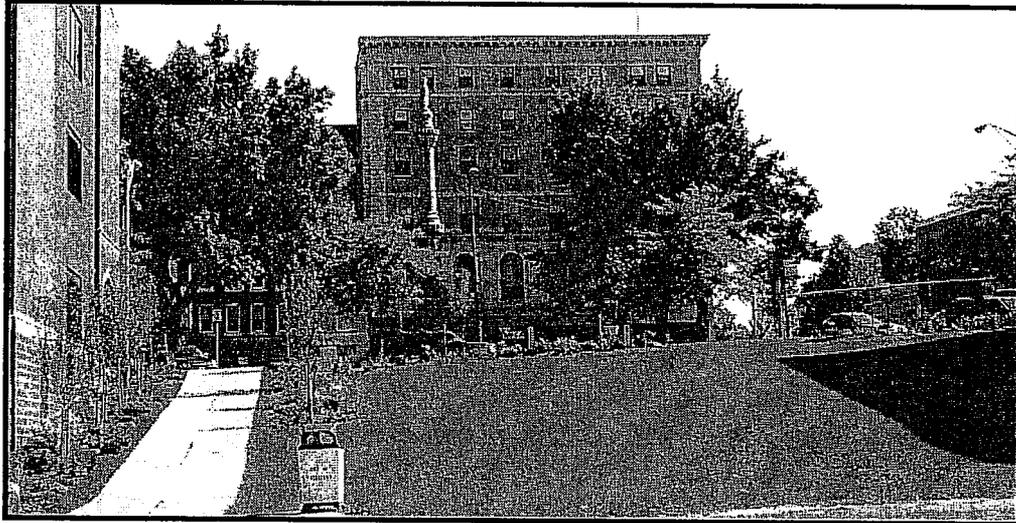
The additional lane would also provide the ability to install a westbound left turn lane at Sherman Street. Currently, the southern portion of the City is poorly served from Arsenal Street because no left turns are allowed from Public Square to Massey Street. By allowing left turns onto Sherman Street, circulation would be greatly improved. The prohibition of the left turn from Sherman Street will prevent vehicles from queuing through the intersection and completely blocking it. This left turn prohibition should be implemented immediately given

the current congestion problems that are occurring on Arsenal Street. An evaluation was also performed on providing the westbound left turn at the Arsenal Street/Massey Street intersection. This would likely require the purchase of additional right-of-way to provide the exclusive left turn lane. Given that the current roadway section is currently only three lanes, providing an additional through lane and left turn lane would require the roadway to be widened a minimum of 24 feet. In addition, introducing the westbound left turn movement at an already congested intersection, will worsen the intersection level of service.

- 2. **Improve Connection Between JB Wise Parking Lot and Public Square** – In combination with number 2 above, it is also recommended to improve the connection between the JB Wise parking lot and Public Square. One recommendation is the concept design that was developed by the Downtown Development Office. This concept design presents a greatly improved pedestrian connection between the parking lot and Public Square with many amenities. If possible, a vehicular connection should also be made. It appears that a one-way driveway from Public Square to the JB Wise parking lot could be accommodated along with the pedestrian improvements. The only drawback to the vehicular connection would be the grade of the driveway that would be in the range of ten percent. With the direct connection between Public Square and the JB Wise parking lot, the parking lot usage would likely increase and the amount of circulating traffic looking for parking may be reduced.



Current walkway between Public Square and JB Wise parking lot



Area proposed for driveway between Public Square and JB Wise Parking Lot and improved pedestrian connection.

The access to the JB Wise parking lot should also be examined. The only entrance is located at the far western end of the parking lot while the exit is located in the middle of the lot. Consideration should be given to providing access to the lot in the same location as the main exit. This would require minor modification to the current exit, but would allow an increased level of visibility of the parking lot by providing an entrance where drivers expect it.

#### **D. Redesign of Public Square**

As part of this study, various alternatives were developed that would require the significant reconstruction/reconfiguration of Public Square. These alternatives included the redesign of the traffic islands at each end of Public Square (Alternative 2), or the closure of either the north side or south side of Public Square (Alternatives 3 and 4). As this study has shown, all of these alternatives will work from a technical standpoint in that levels of service will not degrade significantly. Although each of them have their own advantages and disadvantages, it has been recommended by the Study Advisory Committee that there be no significant redesign of the Public Square.

As the analysis has shown, the intersections at both ends of Public Square currently operate very well, with a level of service of either A or B. The implementation of alternative 2, 3 or 4 will not significantly improve operations and in fact, will worsen the level of service slightly and increase intersection delay. Consequently from a technical operations stand point, none of the alternatives will improve traffic operations.

Secondly, if one is to review the origin-destination data and the redistribution of traffic that would occur with alternatives 2, 3 or 4, it appears that the benefit that would be gained by constructing any one of the alternatives would be small relative to the cost of construction. As Figures 47 through 58 show, the amount of circulating traffic that would be reduced is not that

February 8, 2006

To: The Honorable Mayor and City Council  
From: Michael A. Lumbis, Planner  
Subject: J.B. Wise Parking Lot Access Drive

At the request of the City Council, Staff has been investigating the feasibility of the construction of a one-way access drive from Public Square into the J.B. Wise Parking Lot. One of the items that we have been investigating is the impact the proposed driveway would have on existing vehicular and pedestrian traffic within the Public Square area.

In order to determine the impact of the proposed drive a traffic analysis was completed by traffic engineers from Clough, Harbour & Associates (CHA). CHA developed estimates of the amount of traffic that would use the drive based on existing traffic volumes and existing usage of the parking lot. Once that was completed, they determined the impact to the existing traffic patterns, the level of service at the existing intersections and analyzed pedestrian and parking impacts.

The report concluded that it does not appear that there will be a significant impact to traffic operations at the surrounding intersections or within the Public Square area. The report noted a moderate impact to the on street parking spaces on Public Square in the area where the driveway will be constructed. It also stated that the proposed drive should not create a severe pedestrian safety hazard.

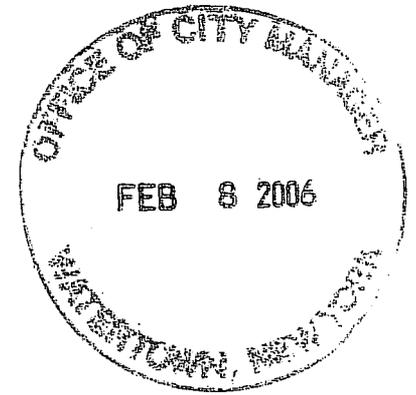
One outstanding issue is concurrence from the State Historic Preservation Office (SHPO). While the majority of the drive will be built with local funds, which typically does not require SHPO review, a small portion of the project extends into the Streetscape Project construction limits, which triggers review from SHPO. A letter requesting a sign off on the proposed changes to the Streetscape Project was sent by CHA in late December. We have not received a response to date.

Since Public Square is on the National Highway System, approval from the NYSDOT will also be needed for the project. Staff has contacted DOT in this regard and they have given verbal approval of the concept, provided that the proposed drive remains a one-way drive out of Public Square. DOT indicated that there would be concern on their part if it were proposed to have additional traffic entering Public Square.

Attached for your review is a copy of a report prepared by Timothy R. Faulkner, P.E. of CHA. Mr. Faulkner will be in attendance at the Council's work session to present his findings and to discuss the traffic analysis further.



CLOUGH HARBOUR & ASSOCIATES LLP



February 7, 2006

Mr. Michael Lumbis  
Planning Office, Room 304  
City of Watertown  
245 Washington Street  
Watertown, New York 13601

**RE: J.B. Wise Parking Lot Access Study**  
**City of Watertown, New York**  
**CHA Project No.: 15014**

Dear Mr. Lumbis:

Clough, Harbour & Associates LLP has completed an access study for the J.B. Wise parking lot. The City of Watertown is seeking to create a connection from Public Square to the J.B. Wise parking lot to increase the use of the lot, make parking more convenient for patrons of the businesses on Public Square and reduce the amount of traffic circulating around Public Square looking for parking.

### General Information

The J.B. Wise Parking Lot is located north of Public Square behind the retail buildings. Access to the J.B. Wise parking lot is provided along City Center Drive that runs immediately adjacent to the parking lot. There are approximately 282 parking spaces available in the J.B. Wise parking lot and the average utilization of this lot is approximately 60 percent based on information that was provided in the Downtown Watertown Comprehensive Traffic Study (August 2001). On the streets surrounding Public Square there are approximately 82 on-street parking spaces which are utilized an average of 70 percent of the time.

The proposed location of the connection between Public Square and the J.B. Wise parking lot will be adjacent to the Woodruff Medical Building in the general location of the existing pedestrian walkway the currently runs between the parking lot and Public Square. The proposed driveway will be a one-way connection from Public Square to the parking lot that will also have a sidewalk on one side. A general location map is

illustrated in Figure 1 and an aerial photograph with the new driveway superimposed is shown in Figure 2.

### Data Collection

Traffic data was collected by City of Watertown staff during the week off November 14, 2005. Daily traffic volumes were collected at the entrance to the J.B. Wise parking lot for approximately a 72 hour period from November 14 through November 17, 2005. Traffic data was collected for vehicles entering in both the eastbound and westbound directions. Figure 3 presents the directional distribution of traffic entering the J.B. Wise parking lot and Figure 4 illustrates the total amount of vehicles entering. As Figure 3 shows, there is a significant difference in the direction traffic is entering from. Traffic entering from the westbound direction is almost 300 percent higher than the eastbound direction on a daily basis and is consistently higher on an hour by hour basis throughout the day. Figure 4 shows that vehicles entering the parking lot begin to peak starting at 8:00 am and stays relatively consistent through 3:00 pm. After 3:00 pm, the number of entering vehicles starts a steady decrease to 7:00 pm then declines significantly after 7:00 pm.

Daily pedestrian volumes on Public Square in the vicinity of the proposed driveway were also recorded by City of Watertown staff. This data was collected on November 17, 2005 from 8:00 am to 6:00 pm when pedestrian activity is typically the highest. Figure 5 illustrates this data. As this chart shows, pedestrian activity is generally the same throughout the day and drops off significantly after 4:00 pm. The time-of greatest pedestrian activity occurred between 12:00 and 1:00 pm which is expected given the amount of commercial and retail activity around Public Square. It should be noted that there was very little pedestrian traffic between the J.B. Wise parking lot and Public Square. In the ten hours of data collection there were a total of 18 pedestrians walking from the parking lot to Public Square and 24 pedestrians walking from Public Square to the parking lot.

Figure 6 illustrates the average amount of traffic entering the J.B. Wise parking lot along with the amount of pedestrians on Public Square that would be in the area of the proposed driveway. As was stated earlier, the goals of this project are to reduce the amount of traffic circulating on Public Square looking for parking and increasing the use of the parking lot. It is likely that with an entrance on Public Square, there will be less traffic entering off of City Center Drive and that a portion of the traffic entering from Public Square will conflict with pedestrian activity on Public Square. Figure 6 shows the relationship between entering traffic and pedestrian activity.

### Traffic Analysis

To determine the traffic impact of the proposed access driveway, it was necessary to develop estimates of the amount of traffic that would divert from the existing entrance on City Center Drive, to the new entrance on Public Square. There are two components to the entering traffic; traffic traveling in the eastbound direction and traffic traveling in the westbound direction. It was assumed that the new driveway access would not attract a significant amount of traffic traveling in the eastbound direction that already parks at the J.B. wise parking lot. Traffic entering the J.B. Wise parking lot from the eastbound direction has to get on City Center Drive at

the intersection of Coffeen Street and City Center Drive, consequently, drivers have already made a conscious decision to park at the J.B. Wise parking lot, rather than attempting to travel into Public Square to seek out on-street parking.

Therefore, the only component of traffic that would likely divert to the new access driveway would be traffic traveling in the westbound direction. The westbound traffic is comprised of three parts: traffic traveling south on Mill Street and turning right on City Center Drive, traffic traveling west on Factory Street and continuing through on City Center Drive and traffic traveling north from Public Square and turning left onto City Center Drive. It is unlikely that any of the traffic traveling south on Mill Street or west on Factory Street, and parking in the J.B. Wise parking lot, would divert to the new access since it would require them to travel into Public Square and be perceived as traveling out of their way. Based on existing traffic volumes, these two movements make up approximately 70 percent of the traffic traveling west on City Center Drive.

Therefore, the only traffic likely to use the new access is traffic traveling north from Public Square and turning left onto City Center Drive. This movement makes up approximately 30 percent of the traffic traveling west on City Center Drive. This 30 percent is made up of two main streams of traffic: traffic circulating around Public Square and traffic traveling west on State Street. Again, based on existing traffic volumes, approximately 75 percent of the traffic traveling north from Public Square towards City Center Drive is from traffic circulating around Public Square and 25 percent of the traffic is from State Street.

Based on this analysis, it can be estimated that 30 percent of the traffic entering the J.B. Wise parking lot in the westbound direction would divert to the new access driveway. Using the information collected by City of Watertown staff, this amounts to 23 vehicles during the AM peak hour (8-9 am), 19 vehicles during the noon peak hour (11 am-12 pm), and 16 vehicles during the PM peak hour (4-5 pm). In addition, we have conservatively estimated that by providing this new access, the usage of the lot would increase by 20 percent due to drivers choosing to park in the J.B. Wise parking lot rather than circulating around Public Square looking for on-street parking. This results in an additional 19 vehicles during the AM peak hour, 17 vehicles during the noon peak hour and 14 vehicles during the PM peak hour. This information is also displayed in Table 1 below.

**Table 1**  
**Estimated New Driveway Usage**

Time Period	Diverted Traffic	New Traffic	Total Usage
AM Peak	23 Veh.	19 Veh.	42 Veh.
Noon Peak	19 Veh.	17 Veh.	36 Veh.
PM Peak	16 Veh.	14 Veh.	30 Veh.
Daily	235 Veh.	211 Veh.	446 Veh.

Due to the relatively small amount of traffic being diverted to the new entrance on Public Square from the City Center Drive entrance, there will be little change in the traffic operations at the area intersections. The Mill Street/Factory Street/City Center Drive intersection will see a small improvement due to less traffic traveling through that intersection (traffic that a formerly turned left at this intersection will now stay in Public Square). The State Street/Public Square intersection will also see a small improvement in operating conditions because there will be less traffic traveling through the signalized portion of this intersection (traffic will now circulate around from the south side and not have to travel through the signal).

The additional traffic due to the increase in usage of the J.B. Wise parking lot will not change the operations of the signalized intersections in Public Square because this is traffic that is already traveling into Public Square. These vehicles currently circulate around Public Square seeking out on-street parking. It is assumed that these vehicles will now choose to park in the J.B. Wise parking lot instead of circulating around. Consequently, it is anticipated there will be little or no change in the operating conditions at the intersections surrounding Public Square.

Since the proposed driveway will be a one-way driveway from Public Square to the J.B. Wise parking lot, there will be no noticeable impact to traffic operations on Public Square at the proposed driveway. The only movement that will be allowed is a right turn from Public Square into the driveway, consequently the only conflict that will exist is the one with pedestrian traffic.

This traffic analysis does not specifically take into account the additional traffic that could be created by the proposed parking lot on the Iron Block site as detailed site plans have not yet been submitted.

### Pedestrian Impacts

The new access driveway will create a conflict point between vehicles and pedestrians that does not currently exist. The previous section described the estimated amount of traffic that will likely use the new access. The data collected by City of Watertown staff shows that during the AM peak hour there are approximately 55 pedestrians traveling along Public Square in the eastbound and westbound directions, 41 pedestrians during the noon peak hour and 23

pedestrians during the PM peak hour. During the AM peak hour, there is projected to be one vehicle every 1 minute and 25 seconds using the driveway and one pedestrian every minute crossing the driveway. During the noon peak hour there is projected to be one vehicle every 1 minute and 40 seconds and one pedestrian every 1 minute and 28 seconds. During the PM peak hour there is projected to be one vehicle every two minutes and one pedestrian every 2 minutes and 36 seconds.

Since the volumes of traffic and pedestrians are not projected to be very high, it is unlikely there will be a significant conflict between the different modes of transportation. Even if pedestrian volumes were to be significantly higher (as might be expected during the summer months), the potential for conflict would still be considered low due to the relatively low volumes of traffic. This situation is similar to a number of other locations in the vicinity of Public Square where a driveway to a parking lot is crossed by a sidewalk. Because a new driveway will be created, the sidewalk leading across the driveway will need to be made handicap accessible. This will alert pedestrians to the fact that there is a driveway and they need to be aware of turning vehicles.

### Parking Impact

The new driveway will cause a loss in the number of on-street parking spaces along the north side of Public Square. Review of the design plans for the reconstruction of Public Square shows that approximately five to nine parking spaces will need to be eliminated to accommodate the proposed driveway depending on the final design of the access. These spots are located immediately west of the mid-block crosswalk. The loss of these spots would be in addition to the seven parking spaces that would be lost on the north side of Public Square due to the Public Square Streetscape project

Overall, there are 103 on-street parking spaces proposed for the Public Square area once the streetscape project is complete. Using an average utilization of 70 percent, means that there are approximately 30 on-street parking spaces that are not being using. Even during the highest recorded utilization of 83 percent, there are 18 spaces available. Therefore, the elimination of five to nine parking spaces should not create a significant shortage of on-street parking spaces throughout the day. As was stated earlier, one of the goals of this project is to reduce the amount of vehicles circulating on Public Square looking for on-street parking by creating a convenient access to the J.B. Wise parking lot from Public Square.

### Conclusions

Based on the data that was collected, and the estimates of usage for the proposed access driveway, it does not appear that there will be a significant impact to traffic operations at the surrounding intersections. There will be slight changes in intersection volumes, however existing and projected levels or service are anticipated to be acceptable. In addition, although there will be some conflict between pedestrians and vehicles, the volume of traffic using the proposed driveway should not create a severe pedestrian safety hazard.

As part of the design for this project, we recommend that additional signage be erected on Public Square to direct drivers to the J.B Wise lot. It is likely that once the new access is provided,

there will be learning curve as to the availability and location of the driveway. Signage on Public Square should shorten this learning curve and also provide information for drivers that are not familiar with the area.

If you have any questions or comments or need further clarification of this information please call me at your earliest convenience. We look forward to hearing from you and any comments that you may have.

Very truly yours,

**CLOUGH HARBOUR & ASSOCIATES LLP**



Timothy R. Faulkner, P.E., P.T.O.E.  
Sr. Traffic Engineer

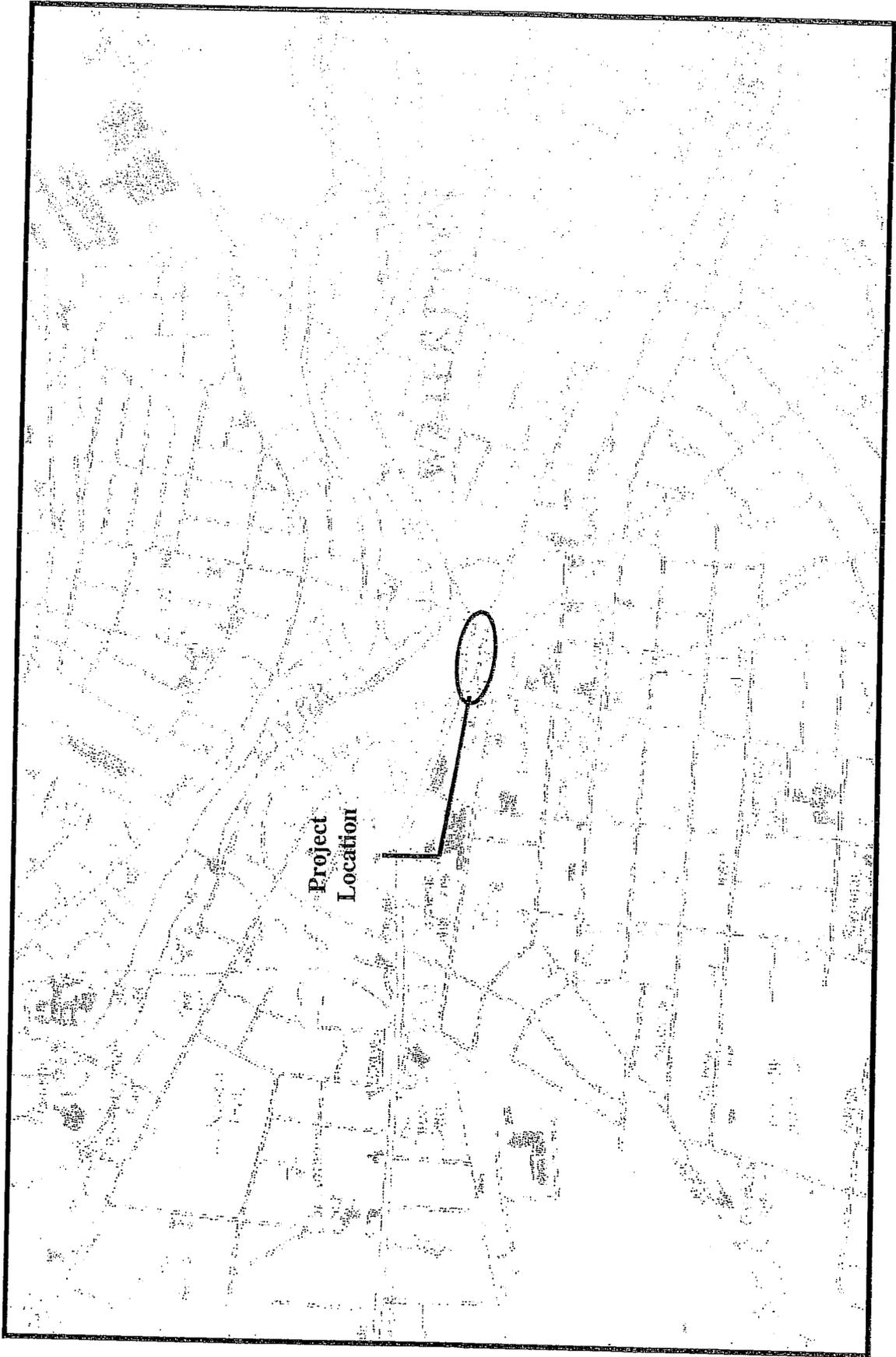
Enclosure

TRF/dme

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Figure 1

Location Map



Conceptual Layout

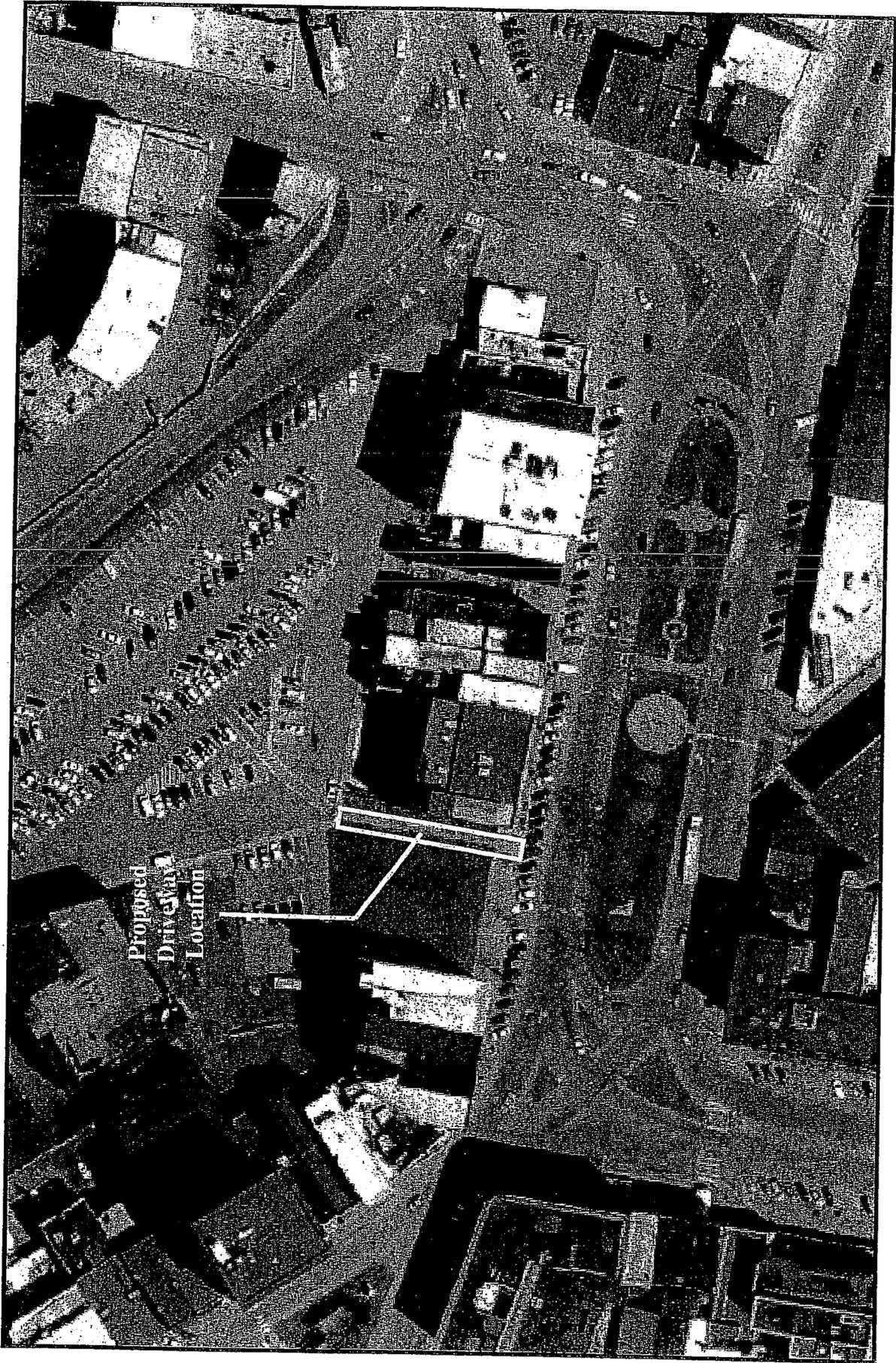


Figure 3

J.B. Wise Access Study  
 Directional Distribution of Entering Vehicles

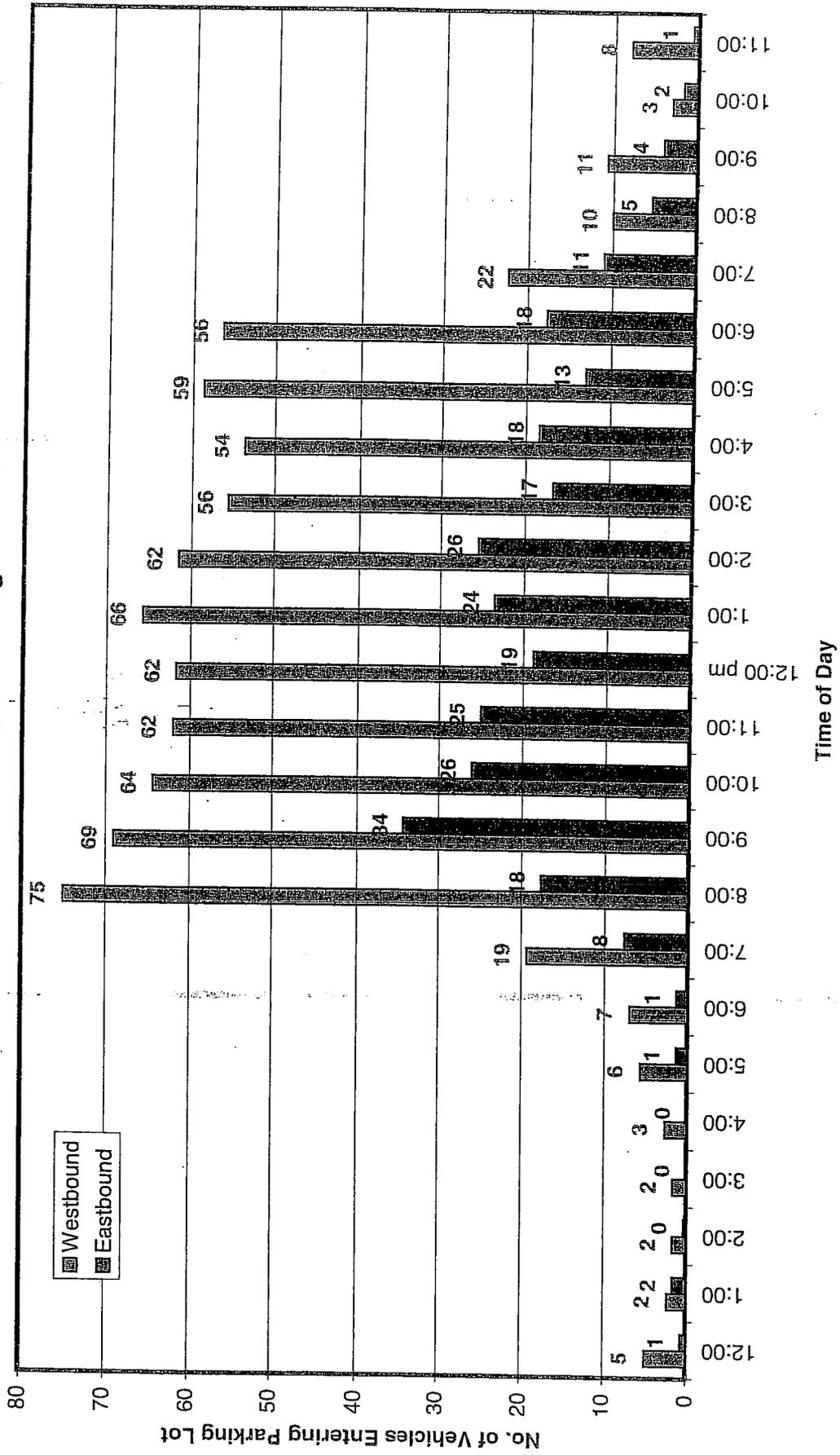


Figure 4

J.B. Wise Access Study  
Total No. of Vehicles Entering Parking Lot

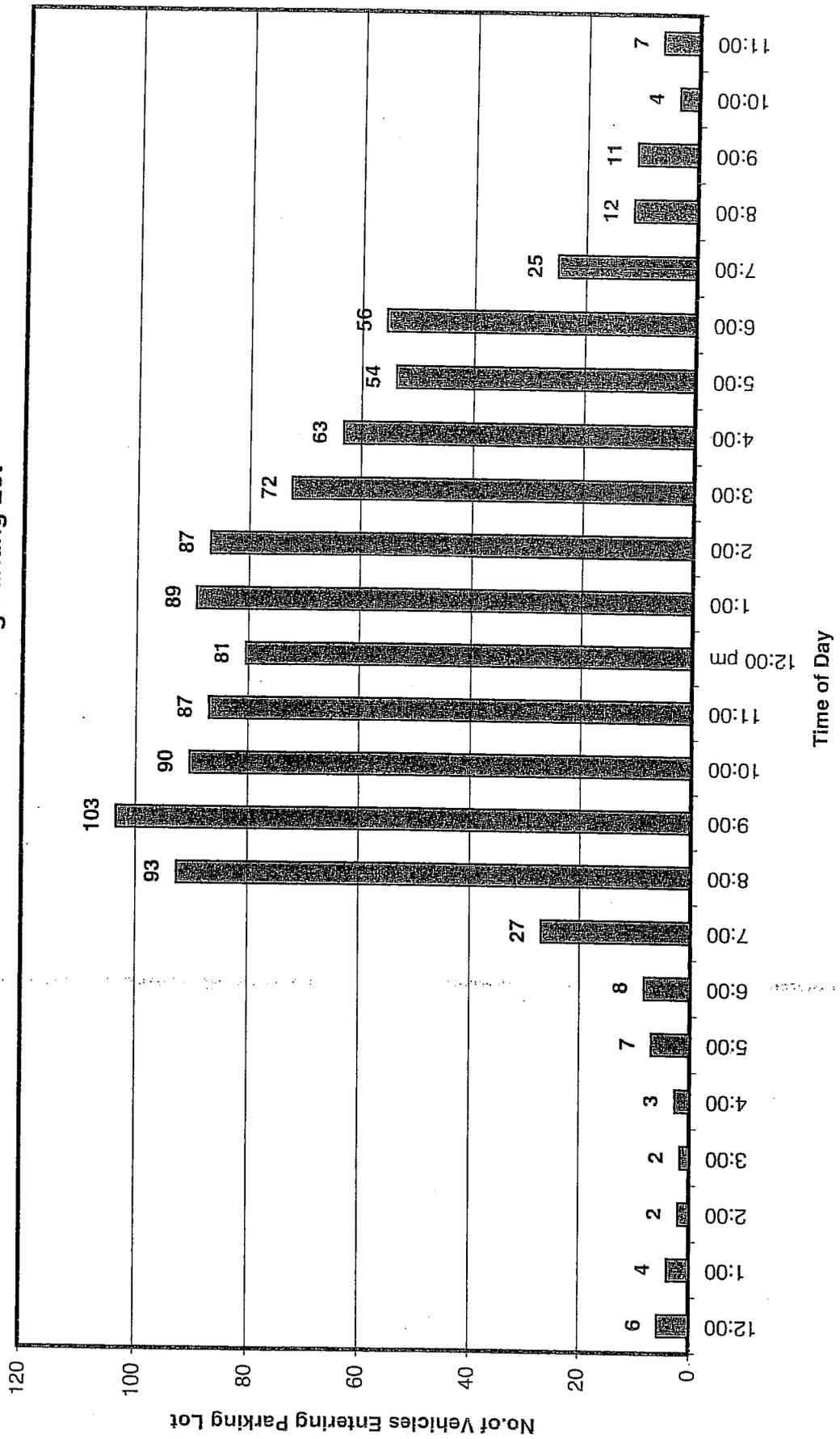


Figure 5

J.B. Wise Access Study  
No. of Pedestrians Crossing on Public Square

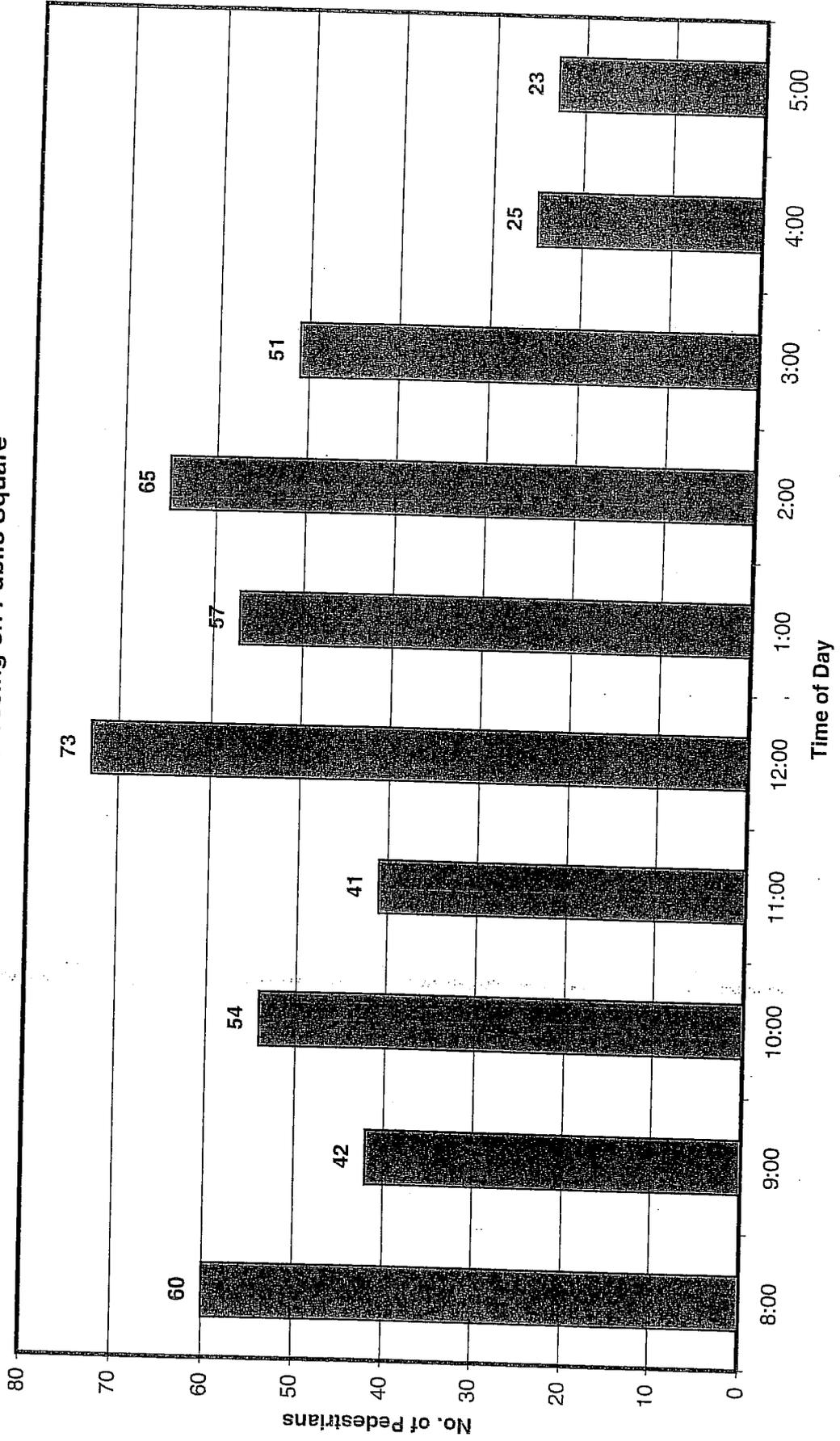
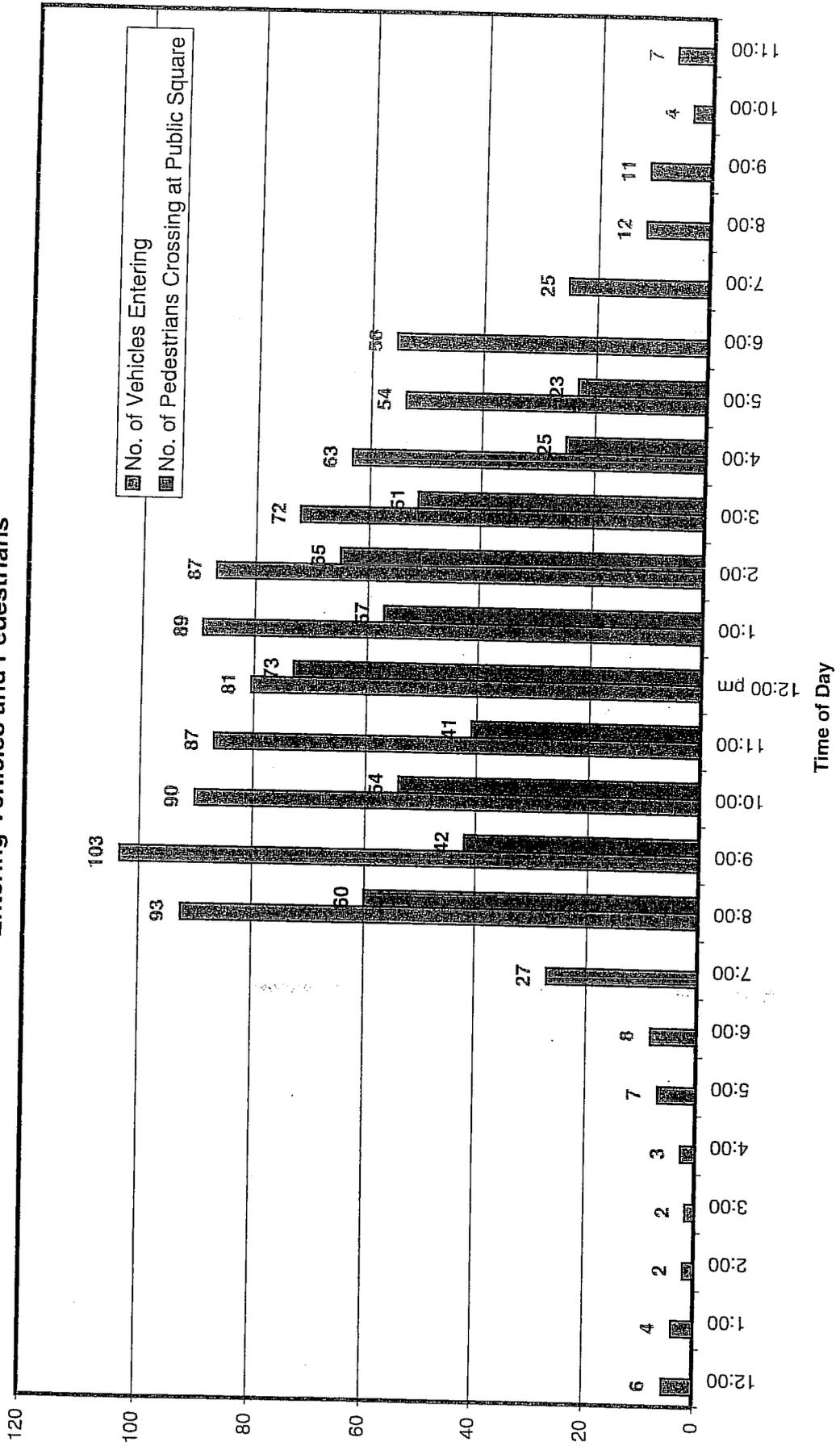
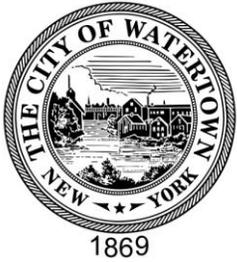


Figure 6

J.B. Wise Access Study  
Entering Vehicles and Pedestrians





# CITY OF WATERTOWN, NEW YORK

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Brian S Phelps, IAO  
City Assessor

To: Mary Corriveau, City Manager  
From: Brian Phelps, City Assessor  
Date: Thursday, December 09, 2010  
Re: Update to the 2011 equity update plan

---

In February, I submitted a plan to City Council to address some of the inequity in residential valuations resulting from the City's decision to abandon our 6 year annual assessment plan after 2 years. These inequities were due mostly from physical changes that had occurred to individual properties since they were last physically inspected.

The decision was made to physically inspect (generally from the outside) every residential property that had not been inspected as part of revaluation activity since 2006. This amounted to 3,000 inspections of the approximately 6,480 residential properties in the City. A market value was determined for each of these properties using recent sales and compared to the current assessment and the average residential Level of Assessment (90%). Those assessments that deviated more than 20% from the market value have been adjusted to bring them in line with the 90%.

This will result in changes to 498 assessments, 121 assessments to be reduced and 377 to be increased. The average increase in assessment is \$26,635 and the average decrease is \$29,327.

I intend to send notices to those property owners with affected properties in advance of the normal change in assessment notices we send out after completion of the tentative roll on January 15<sup>th</sup>. It is my hope to give anyone who wishes a more thorough inspection (i.e. interior) and any reconsideration a chance to have that done before the more formal grievance procedures start.

December 8, 2010

To: The Honorable Mayor and City Council  
 From: James E. Mills, City Comptroller  
 Subject: Tourism Fund

On March 22, 1988 Jefferson County adopted Local Law No. 2 enacting a 3% Hotel or Motel Room Occupancy Tax. The occupancy taxes collected are distributed 49% to the County, 49% to the City or Town in which the tax originated and 2% to the County to defray the expenses administering the tax.

Per the legislation the funds generated through this occupancy tax shall be used only for the purpose of promoting and developing tourism related resources of Jefferson County, its City, towns and villages in order to increase conventions, trade shows and tourism business.

Based on the County's 2011 budget the County realized \$401,338 in revenues for its share of the occupancy tax. On a calendar year basis the City's 2009 revenue would have been \$213,934 which indicates that 53% of the occupancy taxes collected for 2009 were generated in the City.

Quarter Ending	2010	2009	2008	2007
February 28	\$ 38,290	\$ 35,759	\$ 35,066	\$ 22,064
May 31	43,920	58,127	46,705	30,927
August 31	68,039	57,708	64,027	53,105
November 30	??	<u>60,331</u>	<u>56,284</u>	<u>45,923</u>
City Occupancy Tax Revenue	\$ 152,260	\$ 213,934	\$ 204,089	\$ 154,025
County Occupancy Tax Revenue	??	\$ 401,338	\$ 370,161	\$339,210
Percentage of Occupancy Tax generated within City	??	53.31%	55.14%	45.41%
Approximate Gross Hotel Revenues in City	??	\$ 14,553,367	\$ 13,883,582	\$10,477,897
Approximate Gross Hotel Revenues in County	??	\$ 27,301,905	\$ 25,181,020	\$ 23,075,510

The following analysis represents a ten year history of the City's share of the occupancy tax revenues and its use of those funds.

**Analysis of Tourism Revenues and Expenditures**

FY 2000-01 to current

	<u>Budget 2010-</u>											
	<u>11</u>	<u>2009-10</u>	<u>2008-09</u>	<u>2007-08</u>	<u>2006-07</u>	<u>2005-06</u>	<u>2004-05</u>	<u>2003-04</u>	<u>2002-03</u>	<u>2001-02</u>	<u>2000-01</u>	
<b><u>Revenues:</u></b>												
Hotel Occupancy Tax	\$ 205,000	\$ 200,250	\$ 214,197	\$ 180,798	\$ 121,492	\$ 96,783	\$ 89,401	\$ 86,770	\$ 73,154	\$ 69,656	\$ 72,434	
Interest and Earnings	\$ 825	\$ 1,147	\$ 3,210	\$ 4,777	\$ 4,564	\$ 208	\$ -	\$ -	\$ -	\$ -	\$ 1,642	
NYS - Downtown Awareness Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Gifts and Donations	\$ -	\$ 795	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total Revenue</b>	<b>\$ 205,825</b>	<b>\$ 202,192</b>	<b>\$ 217,407</b>	<b>\$ 185,575</b>	<b>\$ 126,056</b>	<b>\$ 106,991</b>	<b>\$ 89,401</b>	<b>\$ 86,770</b>	<b>\$ 73,154</b>	<b>\$ 69,656</b>	<b>\$ 74,076</b>	
<b><u>Expenditures:</u></b>												
Thousand Islands Regional Tourism Development	\$ 35,000	\$ 35,913	\$ -	\$ 24,625	\$ 36,650	\$ 25,850	\$ 22,675	\$ 22,680	\$ 34,400	\$ 33,000	\$ 70,000	
Jefferson County Historical Society	\$ 5,000	\$ 5,000	\$ 3,297	\$ 4,537	\$ 7,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Undesignated budget balance	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Blackwater Development - kayak events	\$ -	\$ -	\$ 5,678	\$ 4,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Infinite Media -Library brochures	\$ -	\$ -	\$ -	\$ 7,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Christmas Parade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	
Miss NYS Scholarship Pagaent	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 4,000	\$ -	\$ -	\$ -	
River rock removal	\$ -	\$ -	\$ 11,120	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Thompson Park - Mountain lion exhibit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Holiday Decorations	\$ -	\$ 4,471	\$ 5,295	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transfer to Capital Fund - Black River Parks Project	\$ -	\$ -	\$ 61,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transfer to Capital Fund - Hole Brothers Project	\$ -	\$ -	\$ 20,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transfer to General Fund	\$ 255,825	\$ 231,750	\$ 62,500	\$ 49,719	\$ 70,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 34,500	\$ 36,200	\$ 72,500	
<b>Total Expenditures</b>	<b>\$ 305,825</b>	<b>\$ 277,134</b>	<b>\$ 169,890</b>	<b>\$ 91,846</b>	<b>\$ 113,730</b>	<b>\$ 83,850</b>	<b>\$ 62,675</b>	<b>\$ 61,680</b>	<b>\$ 68,900</b>	<b>\$ 69,200</b>	<b>\$ 143,000</b>	
Net increase / (decrease) in Fund Balance	\$ (100,000)	\$ (74,942)	\$ 47,517	\$ 93,729	\$ 12,326	\$ 23,141	\$ 26,726	\$ 25,090	\$ 4,254	\$ 456	\$ (68,924)	
Ending Fund Balance	\$ 59,045	\$ 159,045	\$ 233,987	\$ 186,470	\$ 92,741	\$ 80,416	\$ 57,275	\$ 30,549	\$ 5,458	\$ 1,204	\$ 749	
<b><u>General Fund Debt Service related to Tourism:</u></b>												
Thompson Park	\$ 68,981	\$ 71,252	\$ 73,995	\$ 78,555	\$ 80,513	\$ 81,746	\$ 87,491	\$ 89,866	\$ 96,280	\$ 88,364	\$ 97,476	
Flower Memorial Library	69,421	71,612	76,377	78,643	98,016	25,990	24,067	24,937	36,322	31,505	34,283	
Fairgrounds Complex	90,247	98,689	222,502	204,724	185,510	195,822	166,698	198,089	203,355	198,665	210,662	
River Parks	149,940	165,857	159,528	19,620	20,160	20,655	-	-	-	-	-	
	\$ 378,589	\$ 407,410	\$ 532,401	\$ 381,541	\$ 384,200	\$ 324,213	\$ 278,256	\$ 312,892	\$ 335,956	\$ 318,533	\$ 342,421	
Tourism related debt not funded by occupancy tax	\$ 122,764	\$ 175,660	\$ 469,901	\$ 331,822	\$ 314,200	\$ 289,213	\$ 243,256	\$ 277,892	\$ 301,456	\$ 282,333	\$ 269,921	
<b><u>General Fund Debt Service related to Tourism over</u></b>												
<b><u>Next 5 Fiscal Years:</u></b>												
	<u>2010-11</u>	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>							
Thompson Park	\$ 68,981	\$ 66,051	\$ 64,119	\$ 53,423	\$ 4,510							
Flower Memorial Library	\$ 69,421	\$ 72,121	\$ 56,636	\$ 54,916	\$ 54,176							
Fairgrounds Complex	\$ 90,247	\$ 87,283	\$ 48,258	\$ 33,618	\$ 10,778							
River Parks	\$ 149,940	\$ 131,500	\$ 77,515	\$ 7,063	\$ 6,898							
	\$ 378,589	\$ 356,955	\$ 246,528	\$ 149,020	\$ 76,361							