KEENE CITY COUNCIL
Council Chambers, Keene City Hall
June 1, 2023
7:00 PM

ROLL CALL

PLEDGE OF ALLEGIANCE

MINUTES FROM PRECEDING MEETING

- May 18, 2023

A. HEARINGS / PRESENTATIONS / PROCLAMATIONS

1. Public Hearing - Resolutions R-2023-22, R-2023-23 and R-2023-24: Return of Layout - Designating Magnolia Way as a Public Way and Acceptance of Warranty Deed and Easement for Access and Maintenance of Trees
2. Public Hearing - Resolutions R-2023-25 and R-2023-26: Return of Layout - for Intersection Improvements at the Matthews Road Right-of-way at Matthews Road and Winchester Street
3. Public Hearing - Resolution R-2023-13: Fiscal Year 23/24 Operating Budget

B. ELECTIONS / NOMINATIONS / APPOINTMENTS / CONFIRMATIONS

C. COMMUNICATIONS

1. Adam Berube - Request to Serve Alcohol at Sidewalk Cafe - Muse Restaurant
2. Monadnock Interfaith Project - Inclusion of Public Restrooms and Protected Bike Lanes in the Proposed Downtown Infrastructure Improvement and Reconstruction Project

D. REPORTS - COUNCIL COMMITTEES

1. Judy Rogers - Downtown Infrastructure and Reconstruction Project - Bike Infrastructure "Wants vs Needs" and a Potential Model to Handle Community Events on Central Square
2. Continued Discussion - Downtown Improvement and Reconstruction Project
3. Acceptance of Strategic Planning Grant - Engineering Evaluation of Groundwater
4. Change Order for Professional Services - Appraisal Services - Winchester Street Reconstruction Project
5. Amendment to KSC Agreement

E. CITY MANAGER COMMENTS

F. REPORTS - CITY OFFICERS AND DEPARTMENTS

G. REPORTS - BOARDS AND COMMISSIONS

H. REPORTS - MORE TIME

1. John Sosnowski - Request for Water Abatement and Fee Waiver - 251 Park Avenue Staff Response: 251 Park Avenue Sewer/Water Abatement Request

I. ORDINANCES FOR FIRST READING

1. Relating to an Amendment to Zoning Map - Old Walpole Road - Rural to Low Density
   Ordinance O-2023-12

J. ORDINANCES FOR SECOND READING

1. Relating to Class Allocation and Salary Schedules
   Ordinance O-2023-11-A

K. RESOLUTIONS

1. Relating to the Appropriation of Funds - Road Preservation and Rehabilitation Program; Relating to the Appropriation of Funds - Stormwater Resiliency Program, *and* Relating to the Appropriation of Funds - Thompson Road Stabilization Project
   Resolution R-2023-14
   Resolution R-2023-15
   Resolution R-2023-16

2. Relating to the FY 2023-2024 Budget
Resolution R-2023-13

NON PUBLIC SESSION

ADJOURNMENT

A regular meeting of the Keene City Council was held on Thursday, May 18, 2023. The Honorable Mayor George S. Hansel called the meeting to order at 7:00 PM. Roll called: Bryan J. Lake, Michael J. Remy, Gladys Johnsen, Michael Giacomo, Randy L. Filiault, Robert C. Williams, Philip M. Jones (arrived at 7:02 PM), Andrew M. Madison, Raleigh C. Ormerod, Bettina A. Chadbourne, Catherine I. Workman, Mitchell H. Greenwald, and Thomas F. Powers were present. Kris E. Roberts was absent. Kate M. Bosley requested permission to participate remotely due to travel; she was alone at her location. Hearing no objections, Mayor Hansel granted remote participation. Councilor Filiault led the Pledge of Allegiance.

ANNOUNCEMENTS

Mayor Hansel and the Council wished a Happy Birthday to Councilor Greenwald. Mayor Hansel also reminded the Council that the budget process would continue with the Finance, Organization, and Personnel (FOP) Committee special meeting Tuesday, May 23 at 5:30 PM. The FOP Committee was scheduled to make its recommendations at their regular meeting on May 25 at 6:00 PM.

MINUTES OF THE PRECEDING MEETING

A motion by Councilor Powers to adopt the minutes of the May 4, 2023, regular meeting as printed was duly seconded by Councilor Greenwald. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

PROCLAMATION – PUBLIC WORKS WEEK

Mayor Hansel read a proclamation declaring the week of May 21–27 as Public Works Week in the City of Keene and he encouraged citizens to join with the Public Works Department and the American Public Works Association in activities, events, and ceremonies designed to pay tribute to Keene's Public Works professionals and recognize their substantial contributions to protecting our National, State, and local communities health, safety, and quality of life. The Assistant Public Works Director, Duncan Watson, said it was an honor to accept this proclamation on behalf of the Public Works Department, which works for the community 24/7/365.

PROCLAMATION – KIDS TO PARKS DAY

Mayor Hansel read a proclamation declaring May 27, 2023, as National Kids to Parks Day in the City of Keene and he encouraged all citizens to make time to take the children in their lives to a neighborhood, State, or National park. The Director of Parks, Recreation, and Facilities, Andy Bohannon, said it would be a great event, with food trucks, a bubble machine, and a lot of other activities. He said it was a huge success last year and he hoped to build on that this year. Mr. Bohannon hoped everyone would go out to Robin Hood Park or another park.

PUBLIC HEARING – ORDINANCE O-2023-06: RELATING TO AN AMENDMENT TO THE LAND DEVELOPMENT CODE – ACCESSORY DWELLING UNITS

Mayor Hansel opened the public hearing at 7:08 PM and the Assistant City Clerk read the public hearing notice. Mayor Hansel welcomed Jess Rounds, Community Development Director, and Evan Clements, Planner, for a description of Ordinance O-2023-06: Amendment on Accessory Dwelling Units.

Mr. Clements said this was an effort to expand the opportunity for accessory dwelling units (ADUs) throughout the City. This Ordinance would increase the allowed gross floor area up to 1,000 square feet. It would also reduce the amount of required parking from 2 spaces to 1. Attached and detached ADUs would be allowed for any single-family home that qualifies for the ADU. This would happen by changing some definitions and the approach to ADUs. Before this Ordinance, ADUs were allowed in certain Zoning districts. This Ordinance would remove the regulation of ADUs from Zoning. Instead, free standing single-family homes in the City would be allowed to have an attached or detached ADU as long as all other dimensional Zoning requirements were met, like lot coverage and setbacks. This Ordinance would reduce the amount of rear setback required for ADUs to 10 feet from the rear property line. Mr. Clements welcomed questions.

Councilor Williams asked if there was any change to the minimum size of an ADU. Mr. Clements replied that the minimum size would be eliminated, and the only size requirement would be no more than 1,000 square feet.

Mayor Hansel opened the floor to public comment.

Jay Kahn of Keene spoke in support of this Ordinance, stating that it was time to look at a 2017 State Act that compelled all 234 communities in NH to enact ADU ordinances. Mr. Kahn said he was a part of that effort and that the idea of multi-generational housing had underperformed and had not led to the kinds of added units and occupancy expected on residential properties. Now, after 6 years of implementation, Mr. Kahn said it was good to see Keene and the Council moving in this direction, recognizing that ADUs could be a part of solving the housing problem. He was encouraged and thought the Ordinance was thorough. He thought the free-standing building was an expansion beyond what was envisioned originally, which he thought would provide opportunities and eliminate the need for variances. Mr. Kahn called this good expansion with minimal risk. He thought the free-standing buildings could have a height that would allow for tiny homes as ADUs on residential properties. He said this was wise, timely, and would not add stress on properties or City services. He also thought the onsite parking was a good effort and defined well with 1 vehicle required. He said this expansion would increase equity in the community. Mr. Kahn added that he was one of the Senators who introduced NH Act 79-E to the Senate and worked with the City of Keene on expanding the tax incentives for improvement to residential properties in residential zones; added value to a property would become added incentive. He noted that it was entirely up to the City to both make use of 79-E and to define a residential zone for its use. He said the City would need to evaluate whether there would be additional costs of ADUs on a site for City services that inhibit that type of incentive for development.

There being no further comments or questions, Mayor Hansel closed the public hearing at 7:17 PM, except for written comments, which would be accepted until 1:00 PM on Tuesday, June 6. Written comments must be signed and submitted to the City Clerk by that date and time to be included in the record. Mayor Hansel referred Ordinance O-2023-06 to the Planning, Licenses, and Development Committee.

A true record, attest: Geri M. Wood
Assistant City Clerk

PUBLIC HEARING –ORDINANCE O-2022-19-B: RELATING TO AN AMENDMENT TO THE LAND DEVELOPMENT CODE – APPLICATION PROCEDURES

Mayor Hansel opened the public hearing at 7:17 PM and the Assistant City Clerk read the public hearing notice. Mayor Hansel welcomed the Community Development Director, Jesse Rounds, and Mari Brunner, Senior Planner, for a description of Ordinance O-2022-19-B: Amendment to the Land Development Code – Application Procedures.

Ms. Brunner noted that the Council had seen this Ordinance before, so she provided a high-level update. She said that when this Ordinance was introduced, it went to the City Council for first reading in December 2022 and then there was a public workshop in January 2023. During the first public workshop, an "A" version of the Ordinance was created to include a proposed change to Section 9.2.7.C.2 of Article 9 of the Land Development Code regarding major parking deduction requests; there were no public comments at that time. That version of the Ordinance was referred back to the City Council for a public hearing on February 6, 2023, and there were no public comments again. Then, the Ordinance was referred to the Planning, Licenses, and Development (PLD) Committee, which recommended that the City Council refer the Ordinance back to the Joint Planning Board-PLD Committee for further review. The City Council agreed, but there was an amendment on the floor to clarify that the Joint Committee should consider severing from the Ordinance the proposed amendment to add a waiver provision to Article 15. The Ordinance was then referred back to the Joint Committee for a public workshop on April 10. The Joint Committee ultimately decided to take that recommendation and they created a "B" version of the Ordinance, and that portion of Article 15 was removed from the proposal. Thus, Ordinance O-2022-19-B was before the Council. Ms. Brunner welcomed questions.

There were no comments or questions from the public or the Council. As such, Mayor Hansel closed the public hearing at 7:20 PM, except for written comments, which would be accepted until 1:00 PM on Tuesday, June 6. Written comments must be signed and submitted to the City Clerk by that date and time to be included in the record. Mayor Hansel referred Ordinance O-2022-19-B to the Planning, Licenses, and Development Committee.

A true record, attest: Geri M. Wood
Assistant City Clerk

COMMUNICATION – ROGER WEINREICH/DOWNTOWN MERCHANTS ASSOCIATION – FURTHER INFORMATION – JEFF SPECK VISIT AND SPEAKING ENGAGEMENT

A communication was received from Roger Weinreich, submitting a follow-up letter to answer various questions posed by the Finance, Organization and Personnel Committee at their meeting on May 11, 2023. This letter was an effort to aid the Council as they considered the Downtown Merchant Association's request for financial support to facilitate a visit from Jeff Speck, urban designer and author of "Walkable City." Mayor Hansel accepted the communication as informational.

COMMUNICATION – JEFFREY MURPHY/BREWBAKER'S - REQUEST TO PLACE TABLES AND CHAIRS IN CITY ROW – ADJACENT TO WILSON STREET

A communication was received from Jeffrey Murphy, requesting permission to place tables and chairs adjacent to Brewbaker's to provide additional outdoor seating in an area within the right-of-way of Wilson Street. Mayor Hansel referred the communication to the City Manager and asked her for an update.

The City Manager reported that the original request from Brewbakers to place tables in the right-of-way was approved during Covid when there was expanded emergency authority, so it did not go through the normal process. Now, she said Brewbakers was asking to continue that ability to place tables and chairs in the right-of-way. She said Brewbakers had an upcoming event on May 20–21 and they had made some improvements to the space. The City Manager worked with the City Clerk's office to issue a temporary license for the use of City property (General License for Use of City Property: 46-2023). Under this section of the Code, Staff could issue a temporary, revocable license to allow the use of that space for the event. Following this process would allow for continued discussion of how the City might be able to accommodate the request in the future.

Councilor Greenwald suggested reconsidering the no parking on Wilson Street. He said it made sense to have it open when Keene State College had 5,000 more students, but that no longer made sense to him. Mayor Hansel and the City Manager agreed that was a good suggestion that was being considered.

COMMUNICATION – BRETT AMY THELEN/THE HARRIS CENTER – APPRECIATION FOR CITY'S STRONG SUPPORT FOR ROAD CLOSURES AND AN UPDATE ON THE 2023 SALAMANDER SEASON

A communication was received from Brett Amy Thelen, Science Director of the Harris Center, expressing her strong support for the City's assistance with the amphibian road closures and providing an update on the 2023 salamander season. During the hours when volunteers were positioned at North Lincoln Street and Jordan Road, nearly 3,000 individual amphibians were documented. Ms. Thelen also extended a thank you to all of the residents of Jordan Road and North Lincoln Street, as well as nearby roads, for graciously driving the long way around on rainy spring nights. Mayor Hansel accepted the communication as informational.

PLD REPORT – KEENE MUSIC FESTIVAL – REQUEST TO USE CITY PROPERTY – SEPTEMBER 2, 2023

A Planning, Licenses, and Development Committee report read, recommending that the Keene Music Festival be granted a street fair license to use downtown City rights-of-way for purposes of conducting merchant sidewalk sales, as well as use of downtown City property on Central Square, Railroad Square, and designated parking spaces on Main Street to conduct the Keene Music Festival on Saturday, September 2, 2023 from 8:00 AM to 10:30 PM. In addition, the applicant is permitted to close off a portion of Railroad Street, from Main Street to the westerly entrance of the Wells Street Parking Garage, a portion of Church Street from Main Street to the entrance of the Vision Financial parking lot, and Lamson Street from Main Street to Federal Street. This permission is granted subject to the following conditions: the signing of a revocable license and indemnification agreement; that the petitioner provide a certificate of liability insurance with the City of Keene listed as additional insured in the amount of $1,000,000; submittal of signed letters of permission for the use of any private property, and compliance with any recommendations of City staff. In addition, the petitioner is granted use of the requested parking spaces free of charge under the provisions of the Free Parking Policy. Petitioner agrees to absorb the cost of any City services over and above any amount of City funding allocated in the FY 24 Community Events Budget. Said payment shall be made within 30 days of the date of invoicing. A motion by Councilor Giacomo to carry out the intent of the Committee report was duly seconded by Councilor Jones. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

PLD REPORT – SPECTRUM CABLE/CHARTER COMMUNICATIONS – REQUEST TO INSTALL AN UNDERGROUND COMMUNICATION CONDUIT IN THE RIGHT-OF-WAY

A Planning, Licenses, and Development Committee report read, recommending the acceptance of the communication to request to install an underground communication conduit in the right-of-way as informational. The Committee also recommended that the City Manager be authorized to do all things necessary to negotiate and execute a license agreement with Spectrum Cable for the construction and maintenance of private infrastructure, including but not limited to underground telecommunications conduit, cables, appurtenant equipment, and any other item or property identified within the right-of-way of Krif Road and Cornwell Drive, provided that all documents are in a form and format acceptable to the City Engineer and City Attorney. A motion by Councilor Giacomo to carry out the intent of the Committee report was duly seconded by Councilor Jones. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

PLD REPORT – COVENANT LIVING OF KEENE – REQUEST FOR A LICENSE TO INSTALL AND MAINTAIN TWO PRIVATE CROSSWALKS ON PUBLIC RIGHT-OF-WAY – WYMAN ROAD

A Planning, Licenses, and Development Committee report read, recommending the acceptance of the communication's request for a license to install and maintain two private crosswalks on public right-of-way as informational. The Committee also recommended that the City Manager be authorized to do all things necessary to negotiate and execute a license agreement with Covenant Living of Keene for the construction and maintenance of private infrastructure, including but not limited to two (2) private crosswalks along with appurtenant pedestrian beacons, signage, pavement markings, and any other item or property identified within the right-of-way (ROW) of Wyman Road, provided that all documents are in a form and format acceptable to the City Engineer and City Attorney. A motion by Councilor Giacomo to carry out the intent of the Committee report was duly seconded by Councilor Jones.

Councilor Jones thought it was great for the City to partner with Covenant Living. He had the opportunity to do a presentation there a few weeks prior. He said it is like another city within the City of Keene. He said many of the residents of Covenant Living were retirees who used to live in Keene's single-family homes. He called it a great part of this community that contributes to the City's economic development and counters the housing crisis. Mayor Hansel agreed.

Councilor Workman said she had crossed Wyman Road at this location countless times while visiting Covenant Living and agreed that it was dangerous. She was surprised it lasted this long without crosswalks, so she was happy this was happening now.

The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

PLD REPORT – PETER ESPIEFS – REQUESTING THAT THE CITY RESCIND THE LICENSE TO TELECOM TO ERECT SMALL CELL WIRELESS FACILITIES; AND ANN SAVASTANO – PETITION REGARDING SMALL CELL TOWER AT SUMMER AND MIDDLE STREETS

A Planning, Licenses, and Development Committee report read, recommending that the communications and the petition regarding the small cell tower at Summer and Middle Streets be accepted as informational. Mayor Hansel filed the report as informational.

Councilor Filiault understood that these communications were being accepted as informational, but he advised his fellow Councilors to recognize that this was a serious issue with conflicting reports on both sides. He urged the Council to stay informed.

PLD REPORT – COLE MILLS – IN OPPOSITION TO ORDINANCE O-2023-02: MINIMUM LOT SIZE IN RURAL ZONE

A Planning, Licenses, and Development Committee report read, recommending acceptance of the communication in opposition to Ordinance O-2023-02: Minimum Lot Size in Rural Zones as informational. Mayor Hansel filed the report as informational.

FOP REPORT – ROGER WEINREICH/DOWNTOWN MERCHANTS ASSOCIATION – REQUESTING FINANCIAL ASSISTANCE TO FACILITATE A VISIT FROM URBAN DESIGNER AND AUTHOR, JEFF SPECK – WALKABLE CITY

A Finance, Organization, and Personnel Committee report read, recommending that the City Council support a contribution of $5,000 to assist with funding the speaker fee to facilitate a visit from Urban Planner, Jeff Speck, regarding planning for walkable cities. Said funding to come from Project Cost Center (75J0034A) "Downtown Infrastructure Improvement and Reconstruction Project". A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy.

After summarizing the FOP report, Councilor Powers stated his position that it seemed reasonable for the City to be a part of a program that would be looking at the downtown in a different fashion. He noted how many other downtown community events the Council supported. He thought anything that could give the community more information that could help the downtown business owners was a good idea.

Councilor Remy said he had gone back and forth about this decision. At this point, given the scope of the downtown project that the City would be investing in regardless, he thought this contribution was minor and worth it if it could result in a new good idea. Mayor Hansel recalled that this would not be adding to the total cost of the downtown project, it was part of the funds allocated already. Councilor Remy understood, but he said projects always risk overrunning their budgets, and he did not want this cost to contribute to that problem.

Councilor Greenwald said that whether it was more money or coming out of an existing budget, it was still $5,000 of taxpayer money. He said he could think of 2 other consultants he would also be happy to listen to and suggested that perhaps $5,000 should be allocated to bring both of them to Keene as well. He noted that he is a member of the Downtown Merchants Association; he was not asked to contribute, and he would not if asked. He thought it was fine for the Downtown Merchants Association to pay to bring a consultant to Keene and Councilor Greenwald would listen to what Mr. Speck had to say. Still, the Councilor thought this would create further confusion about the downtown project. Councilor Greenwald recalled that the City spent substantial money on the Stantec consultants, and he saw no value in throwing out another $5,000 for a different consultant.

Councilor Filiault agreed with Councilor Greenwald. Councilor Filiault said he was completely against spending these funds. He was willing to listen to anyone that a City group wanted to invite, but he would not support spending tax dollars on this. He stated that he was approached by an individual who said that if the Council approved this $5,000, they would seek the same for their group and their ideas about downtown, and he asked what the Council would do in that situation. Councilor Filiault said this would set a precedent. He said all the Councilors agreed that that tax rate in the City was too high; he found it contradictory to spend $5,000 of those taxes for this purpose. He welcomed the Downtown Merchants Association bringing Mr. Speck to Keene, but he strongly objected to using tax dollars to do it, no matter how "minimal" that figure seemed to some.

Councilor Madison said he initially supported this at the FOP meeting. However, he had spent a lot of time thinking about this issue, and he stated that he was not comfortable with this from a procedural standpoint. He agreed with Councilor Filiault that this would set a precedent for other speakers demanding money for a presentation. He said the City should not have been asked to fund this; it was up to the groups inviting these speakers. Councilor Madison said there was a process for groups who wanted to host events sponsored by the City, like the Pride Festival and Pumpkin Festival. He said that this effort seemed to be circumventing that process. The Councilor said it pained him to say that, because he was interested in what Mr. Speck had to say. Still, he did not feel comfortable with this from a procedural standpoint.

Councilor Williams fully supported this visit, which he said could contribute to a decision that would affect Keene for the next 50 years. Thus, he thought $5,000 was a minor expense to help ensure that the downtown project is done right; it would cost a lot more if the City does not get it right. He understood the procedural concerns, but he said a lot about this downtown project process had been different. Still, he said that a lot of people were working hard to bring this project to a good outcome. Councilor Williams noted that the Downtown Merchants Association had already fundraised most of Mr. Speck's fee and he appreciated the Association's efforts to bring this to fruition. He appreciated all the hard work, and he thought the Council should support this.

Councilor Giacomo said his first inclination when he saw this on the agenda was to donate personally, which he did. Discussion ensued about how much the Downtown Merchants Association had raised at this point, with guesses between $7,000 and $10,000. While Councilor Giacomo supported the effort personally, he did not think it was proper to spend taxpayer money on this effort, particularly because it was unclear what the City would get out of the visit. He noted that Mr. Speck would be an additional consultant when the City had just paid heavily for the Ad Hoc Downtown Infrastructure Committee's effort with the consultants from Stantec. The Ad Hoc Committee presented their report 4–6 months ago, which meant that the City was still paying for Stantec's services throughout this whole Council Workshop process. Councilor Giacomo thought Mr. Speck could supply insight into the important issue of multimodal transportation downtown that was not entirely provided by Stantec. Still, Councilor Giacomo did not support using more of the taxpayers' money to do it.

Councilor Workman said Councilor Madison stated most of her points. Councilor Workman also wanted to hear what Mr. Speck had to say and she would attend the event if he did come, noting that she had started reading his book. She said her concern was about a special interest group dictating what the City does. She said this effort was after the fact when the Downtown Merchant's Association could have brought this to the Council earlier in this project. Councilor Workman stated her understanding that the City Manager was brought into the conversation long after the Association decided Mr. Speck was coming; she noted that the City had no input/choice about the date selected. So, Councilor Workman thought that using $5,000 of taxpayer money earmarked for the downtown project was problematic procedural issue. She encouraged anyone who wanted to donate individually, but she said the Downtown Merchants Association was well on its way to raising the full $12,000.

While this was the City Council's decision, Mayor Hansel took a moment of personal privilege to share that he had a meeting with Mr. Speck. The Mayor said he believed that Mr. Speck would bring a different perspective that most people had not likely considered. Mayor Hansel found it interesting that by the end of this conversation, some of his perspectives had changed. So, he encouraged as many people as possible to participate in the visit, since it looked like the full amount would be raised. Mayor Hansel knew it seemed to some like this opportunity came out of nowhere, but he said Mr. Speck learned about Keene because of all the controversy surrounding this project. He said Mr. Speck was a well-respected urban planner who happened to be available for this one date. Mayor Hansel said he understood both sides that the Councilors were coming from. Still, he thought it would be a missed opportunity for the City to sit out of this conversation that the Mayor hoped would move the community collectively in a more positive direction.

Councilor Jones recalled that when the City began working on its Comprehensive Master Plan 2008, more than 2,000 community members participated. He said the primary thing the community said it wanted was a more walkable City. So, he thought inviting an expert on walkable downtowns would provide great information. Councilor Jones had researched some of Mr. Speck's work in other cities and said the before/after were unimaginable. Councilor Jones did not think this would set a precedent. He recalled that before Keene had roundabouts, the City invited an expert from England to advise, and the City shared that cost with private citizens, which led to Keene's first roundabout. He thought the City would benefit from Mr. Speck's visit.

Councilor Ormerod said the City had put a lot of time, effort, and thoughtful process into this downtown infrastructure project. He said the project was put to the test with the public input process, and some holes and mistakes in the model came to light. He said one of those holes was walkability, in addition to the importance of families with young children who could not attend Council meetings to share their views. So, he thought a visit from Mr. Speck would help to fill a clear needs gap. Councilor Ormerod would vote in support so the whole town could participate and make their own decisions.

Councilor Madison asked if the City Attorney had any comments. The City Attorney said no, this was a legislative decision for the Council to make.

Councilor Workman stated her understanding that this visit would not be open to the whole community. She heard that only 150 people would be accommodated at Heberton Hall. She asked if it would be broadcast. The City Manager said it would be broadcast. Councilor Workman said that changed part of her opinion.

Councilor Johnsen asked if Mr. Speck would be able to address the contention over bike lanes. Mayor Hansel thought he might. Councilor Johnsen said that might change her thinking because a lot of constituents had been writing to her about the bike lane issue.

Councilor Lake said the FOP Committee addressed broadcasting, because he was one of the people who would not be able to attend Mr. Speck's visit. He hoped that any materials from the visit would be shared if the City was contributing to that. He understood the concern about using taxpayer

money, especially when the Downtown Merchant's Association seemed so close to reaching the fundraising goal. He wanted to amend the motion so the City would only pay the difference of what is fundraised, up to $5,000.

A motion by Councilor Lake to amend the Committee report to "contribute up to $5,000" was duly seconded by Councilor Remy. Discussion ensued about the fundraising goal, which was not completely clear.

Councilor Chadbourne said she was the only opposing vote at the FOP meeting. She cited her concern that the proposed schedule included multiple meals with VIPs and that Heberton Hall would only hold 150 people, in a City of 23,000 and on a project with such controversy. Councilor Chadbourne noted the hundreds of thousands of dollars the City had spent on Stantec and how much time Stantec spent on traffic analyses. She imagined that if the City had asked Stantec to focus on walkability, then they likely would have reported more on that. While she was open to new information from an expert—and would try to attend—she thought that City funding should lead to a larger venue like the Keene State College or high school auditoriums. She said that Keene State was as walkable from downtown as Heberton Hall. Councilor Chadbourne recalled groups associated with the skate park and dog park, and how they fundraised to make those happen. Even if Mr. Speck's visit was recorded, she thought that the Downtown Merchant's Association should be raising the full amount, especially if only 150 people would have access; she said streaming/broadcasting would not be the same as being present and able to ask questions. Councilor Chadbourne said she was struck by the fact that at the same FOP meeting that Mr. Speck's visit was being discussed, the FOP Committee began its budget process and heard from nonprofits requesting City funding. In one case, the City Manager recommended $2,500 for the Monadnock Center for Violence Prevention, and Councilor Chadbourne thought this $5,000 under question would be better spent on services like those. She wished the Downtown Merchant's Association would take this on and raise the money; she was sure plenty of people would attend. She did not agree with the City spending $5,00 on this.

Councilor Remy said he supported the amendment because it provided flexibility if the Downtown Merchants raised all the money.

On a roll call vote of 10–4, the City Council amended the FOP Committee report to say, "contribute up to $5,000." Councilors Filiault, Chadbourne, Greenwald, and Powers voted in opposition. Councilor Roberts was absent.

Councilor Greenwald followed up on Councilor Chadbourne's points. He said the Council talks a lot about budget contributions to City services and non-profits. He said this was taxpayer money, noting that the FOP Committee would soon deliberate the money allocated for this downtown project. Councilor Greenwald referred to a consultant out of CA, who had been emailing suggestions to the Councilor. He said that the consultant would also probably like to come to Keene. So, if the Council approved this $5,000 for Mr. Speck, Councilor Greenwald said he would come to the next Council meeting asking for another $5,000 to bring the CA consultant to Keene. He asked the Council what it was doing. He noted how much the City paid for Stantec and said that

if other Councilors did not have confidence in Stantec, they should own up to it. If Councilors wanted more information, he said they should have been asking for it. He thought it was fine if the Downtown Merchants wanted to fund Mr. Speck, but Councilor Greenwald intended to request $5,000 for another consultant if this passed.

Councilor Filiault echoed Councilor Greenwald, asking what the Council would do when another similar request is made and how the Council would distinguish. He thought this would set a dangerous precedent and he did not think this would be the last request. He recalled the City Manager asking the Council to wrap this project so she could start applying for grants, and he asked how long the Council would push this down the road. Councilor Filiault thought Councilor Madison's point about not following procedures was important. He wondered what the Council would do if they did not like the next $5,000 request. Councilor Filiault thought his point was made on the Council floor as no one could confirm how much the Downtown Merchants had fundraised. He thought it was fine for Mr. Speck to come to Keene, but he did not think it should cost the taxpayers.

Councilor Giacomo was sure that if the Downtown Merchants had 6 months to fundraise properly, they would have probably done so. He said the fact of the matter was that this was a time-sensitive issue. He thought the Merchants had done well fundraising their portion so far with such short notice. Councilor Giacomo thought it was fine to seek input from other experts, stating that it was the Council's job to decide whether to contribute to something like this. He noted that Mr. Speck was the national leader on urban planning for multimodal transportation. Councilor Giacomo thought that this would be an important visit. He did not think it would set a precedent. He felt like the City had wasted so much money on Stantec over the last 6 months by drawing out this process because the Council did not listen the first time. He thought that spending one-hundredth of that cost to bring in an expert would be well spent.

Councilor Chadbourne recalled that the location at Heberton Hall would only allow 150 people to participate.

Councilor Greenwald stated that this was inappropriate. He did not know of anyone who got paid $20,000 for one day's presentation.

Councilor Powers wanted to ensure that everyone knew what they were voting for. He asked his fellow Councilors to consider the message they would be sending by not contributing the difference of what the Downtown Merchants were able to raise, meaning the City might not spend anything on this.

On a roll call vote of 9–5 the motion to carry out the intent of the Committee report as amended carried. Councilors Filiault, Chadbourne, Workman, Greenwald, and Bosley voted in opposition. Councilor Roberts was absent.

FOP REPORT – ACCEPTANCE OF 2023 WELLNESS GRANT

A Finance, Organization, and Personnel Committee report read, recommending that the City Manager be authorized to do all things necessary to accept and expend the 2023 wellness grant from HealthTrust of $2,100 to be used for employee wellness activities. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT – ACCEPTANCE OF DONATION – COMMUNITY GARDEN TOOL SHED

A Finance, Organization, and Personnel Committee report read, recommending that the City Manager be authorized to do all things necessary to accept a donation of a tool shed from Cheshire County Conservation District for the community gardens located behind the Monadnock View Cemetery. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT – CONTRACT FOR DESIGN SERVICES – CONCEPT PLAN FOR ROBIN HOOD PARK

A Finance, Organization, and Personnel Committee report read, recommending that the City Manager be authorized to do all things necessary to negotiate and execute a professional service contract with Dubois & King for design services required for the Conceptual Design of Robin Hood Park, for an amount not to exceed $34,962.00 and with funding to come from Project Cost Center (65J0018A) “Robin Hood Park Improvement Project.” A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT – WINCHESTER STREET RECONSTRUCTION PROJECT – REQUEST TO REALLOCATE FUNDS

A Finance, Organization, and Personnel Committee report read, recommending that the City Manager be authorized to do all things necessary to reallocate the remaining unspent project balance of approximately $14,429.55 from the Wetmore/Winchester Street Main Repair Project (Water Fund Project No. 34JI024A) to the State Bypass Utilities Project, also known as the Winchester Street Reconstruction Project (Water Fund Project No. 34JI016A). A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT – REALLOCATION OF FUNDS – 1.5 MG TANK REPAIR PROJECT

A Finance, Organization, and Personnel Committee report read, recommending that the City Manager be authorized to do all things necessary to reallocate $139,109.12 in remaining project

balance from the Drummer Hill Tank and Pump Station Replacement Project (Water Fund Project 34JI014A) and $89,701.88 in funds from the Water Main Cleaning and Lining Project (Water Fund Project 34MI0400) and move these funds to the 1.5MG Storage Tank Repair Project (Water Fund Project 34JI002A). A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT – COUNCILOR MADISON – RECOMMENDING AN AMENDMENT TO THE CITY CODE – MEETING TIMES FOR PUBLIC BODIES

A Finance, Organization, and Personnel Committee report read, recommending that the City Manager work with the staff liaisons who support those public bodies established by the City Code to annually survey their membership to ensure meeting times are fostering the greatest level of participation possible for membership and the public. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy.

Councilor Madison said the purpose of his letter was to start a conversation between the Council and City Staff to ensure the City's board's and commission's meeting times, as well as public outreach events, are meeting the Committees' and public's needs. He recalled that he served on the Ad Hoc Downtown Infrastructure Committee and said that the 3:00 PM meeting time was prohibitive for many members of the public who were working class and working age. He said the FOP discussion clarified how much effort goes into scheduling all of the City's meetings and coordinating with all parties. Councilor Madison thought this was best left in the City Manager's hands to have those conversations with Staff and committees' memberships.

Councilor Remy said the FOP meeting clarified that the scheduling of certain committees was chosen by the Mayor. The Councilor asked the Mayor to keep this conversation in mind and Mayor Hansel said he would.

The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

CITY MANAGER COMMENTS

First, the City Manager reported on the City Hall rear wall. The City's contractor, Monadnock Commercial Building Co., began setting up scaffolding on May 19 for the City Hall rear wall repairs project. This project would be an interim fix to the settling and cracking of the rear wall of City Hall. The City Manager recalled that City Hall was built on top of the Town Brook, a stream that used to flow from the north of Central Square toward Emerald Street. Although the water that used to flow in the Town Brook had largely been diverted to other pipes, there was still a brick arch under the building that contained the remnants of the stream. A future capital project was planned to fill the pipe and re-route the roof and floor drains that connect to this arch. This work was expected to last approximately 1 month.

Next, the City Manager reported on the 30th annual NH 4th Grade Water Science Fair and Poetry Contest. Over 275 students from 14 different schools across New Hampshire gathered at the Keene Recreation Center on May 10 to learn about keeping water clean. The NH Drinking Water Festival celebrates National Drinking Water Week. In addition to the awards recognizing academic excellence, students learned about the complexities of keeping water clean and managing it equitably in our changing climate. The annual event is sponsored by the New Hampshire Drinking Water Coalition in conjunction with the New Hampshire Department of Environmental Services to encourage future leaders and scientists to learn about one of the world's most precious resources—water. Both the City Manager and the Mayor attended the event to help hand out awards and Councilor Madison served as a judge. The City's AV Tech, Asah Cramer, was also present to get some great photos and video clips. The City Manager thanked the Assistant Public Works Director, Aaron Costa, for all of his work organizing and holding the event, as well as the Parks and Facility crews for hosting and for all their help with set up and clean up. In addition, she thanked the Public Works Highway, Water/Sewer, Meters, and Laboratory employees for setting up and staffing activity stations for the students. There were 25 activity stations for kids to visit and 104 volunteers to make it all happen. The City Manager was grateful for another successful event. Mayor Hansel agreed, noting how many children and City Staff participated.

ACCEPTANCE OF DONATION – FIRE DEPARTMENT – FINANCE DIRECTOR

A report read from the Finance Director/Treasurer, Merri Howe, recommending the acceptance of the following donation: the Fire Department received $500.00 from HealthTrust to be utilized for staff wellness programs to encourage healthy habits and to promote wellness at the worksite. These funds were for the FY 2023 program year. A motion by Councilor Powers to carry out the intent of the report was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

ORDINANCE FOR FIRST READING – RELATING TO CLASS ALLOCATION AND SALARY SCHEDULES – ORDINANCE O-2023-11

A memorandum read from the HR Director/Assistant City Manager, Elizabeth Fox, recommending that the City Council refer Ordinance O-2023-11 to the Finance, Organization, and Personnel Committee. Mayor Hansel referred Ordinance O-2023-11 to the Finance, Organization, and Personnel Committee.

ORDINANCE FOR SECOND READING – RELATING TO AMENDMENTS TO THE RURAL DISTRICT MINIMUM LOT SIZE – ORDINANCE O-2023-02

A Planning, Licenses, and Development Committee report read on a vote of 4–1, recommending the adoption of Ordinance O-2023-02. A motion by Councilor Giacomo to adopt Ordinance O-2023-02 was duly seconded by Councilor Jones.

Councilor Jones recalled that when he looked to move out of NJ in 1989 because he did not like the urban sprawl, he came to New England. He recalled Nashua being a beautiful city in the early

1970s, when the outskirts were all farmlands; he said the same was true of Bedford. When he visited Keene in the 1980s and met with the planning director, Councilor Jones asked how to prevent urban sprawl. He said at that time, the Ordinance was changed to a 5-acre minimum lot size in the Rural District, which seemed to work, and was one of the reasons he moved to Keene. He said this Ordinance would result in urban sprawl. He said there were not a lot of houses available in Keene because people were buying them. He noted how local realtors used to vie for those listings, which he said was not done anymore with the advancement of sites like Zillow that allow people to sell on their own. Councilor Jones had not liked this Ordinance since it was first presented, stating that it came from City Staff and was never requested by the Council or public. He said the Council should have ascertained where and what kind of housing was needed in the City, and whether that housing should be near City services. Councilor Jones said he was not worried about today but worried about tomorrow. He referenced a NH Housing Atlas with 23,000 pages of zoning regulations and maps. He thought that if this Ordinance was adopted, that the property values would go way up, noting that market value brings up assessed value. He asked what would happen to people living in the Rural District who have more than 2 acres; he noted that a 6-acre lot could include 3 buildable units. Councilor Jones said that throughout this whole process, other City services (e.g., Police and Fire) were not consulted. He said no one asked whether the school system could accommodate more students. He noted how traffic in the Rural District would also change through this Ordinance, stating that every home would have 20 car movements per day. He said there were other places within the City closer to services where housing (e.g., quarter-acre) would be better; he cited the Northern Valley Subdivision near Kennedy Drive and Autumn Way. He added that 2 acres would not provide affordable or workforce housing, with prices between $200,000–$350,000 for a single-family home. He cited more appropriate places for housing near City services, like the Kingsbury property or the Elm Tree Farm. Councilor Jones said he never heard people talking about “attainable” housing for renters looking to buy houses, which would create more availability in the rental market, which he said was what Keene needed. He opposed this Ordinance.

Councilor Greenwald countered Councilor Jones’ point, noting that there was still a normal workflow for real estate transactions. Councilor Greenwald said he was representing his constituents who had called him, written letters, and came to meetings. He said this was a question about the quality of life in Keene, whether someone is living on a large tract of land or driving by it. He was convinced that a lot of the Rural Zone was in current use, or contained steep slopes or wetlands, all of which he said would prevent the rampant subdividing some feared. He said most of that current use could have been subdivided already and was not because those property owners valued open space. Councilor Greenwald recalled coming to Keene in the 1970s and getting lost on the hills surrounding the City, while still being so close to downtown. He said that represented the quality of life in Keene that he said was critical. He thought some people with larger tracts of land in the Rural District might subdivide. He said the real concern, though, was when those owners sell and developers subdivide large tracts, increasing density. He agreed that there were no City services in the Rural District to support this and that this would not create affordable housing. He said that houses on these lots would be particularly expensive because they would require septic systems, wells, and residential sprinklers. Councilor Greenwald asked his fellow Councilors to protect Keene’s quality of life and keep the residential density downtown.

Councilor Workman thought this Ordinance would create equality throughout the City. She said different neighborhoods throughout the City were being considered for housing and the Rural District was just one of many solutions. She said this Ordinance would give property owners autonomy over their properties. She noted that property owners in the Rural District who opposed this did not have to subdivide. This would give the other property owners who have that autonomy to subdivide if they choose. While Councilor Workman did not believe this Ordinance would cure the housing crisis, she thought this minimum lot size change would incrementally move the City toward more housing. She said the current housing market prices were outrageous and she said that was due to Keene residents selling their homes and taking higher bids and out-of-town money. She suggested that residents opposed to this Ordinance should look toward their neighbors instead of being mad at the Council for creating more opportunity and autonomy for property owners. She thought the Council should be looking at the bigger picture.

Councilor Madison said he represented his constituents in a north-central neighborhood, for example. Those residents were struggling with exorbitantly high rental prices and being removed from their homes so out-of-state buyers could turn them into short-term rentals, of which there were 23 in the neighborhood. He represented residents like himself and Councilor Workman, who had been struggling to buy homes in Keene for the last 3 years, with double-digit increases yearly; they were watching their chance to own a home disappear, while they both make decent wages. Councilor Madison did not believe that the 2-acre Zoning would lead to urban sprawl or the apocalyptic environmental disasters that some claimed (he said he knew because he has an advanced degree in that science). He said he was frustrated with this part of Keene that was really delineated to protect the City's wealthy. While living in the center of town, he had seen housing lost to fires, 5-unit apartment buildings, and single-family homes bought by out-of-state buyers and turned into hotels, violating local ordinances and building codes. Councilor Madison supported this Ordinance and hoped the rest of the Council would too.

Councilor Bosley said she had advocated for this Ordinance since the beginning, and she wanted to respond to some comments she heard. She said that the City Council did ask for this and City Staff did not randomly begin working on this. She said the Council had repeatedly told Staff to work on solutions to the housing crisis. Now, there was an entire housing analysis indicating that this Ordinance would be one solution to the bigger problem. Councilor Bosley noted that she lives in the Rural District on Gunn Road, where there were multiple 2-acre lots that were grandfathered before the acreage change in the 1970s. She did not think that any Councilor could drive down Gunn Road and leave believing that the environment had been ruined or that it was comparable to Nashua; it is one of the most idealistic rural roads in Keene. She did not expect this Ordinance to solve workforce housing, but she said people needed places to live outside of the City center. Councilor Bosley said it was important to not just identify one type of zone to solve the housing crisis and that options needed to be considered throughout the City.

Councilor Williams said he had been going back and forth between supporting housing and supporting environmental preservation. He had not made up his mind yet. He said that the Rural District had a lot going on and was under pressure, noting that fireworks were now allowed there.

He asked if the door would be open for solar developments everywhere. With this minimum lot size change, he did not see a broad strategy to conserve the Rural District. Councilor Williams said he would be more eager to support this Ordinance if he saw this effort within a broader context of protecting what Keene has. Simultaneously, he did not think 5-acre Zoning was a great preservation tool. He said 1–2-acre Zoning was common in surrounding towns, and he would rather have those buyers living and paying taxes in Keene and not commuting. He was concerned about the type of housing that would be available on these 2-acre rural lots, like 3,500 square foot mansions, which he thought would exacerbate Keene's housing problems. He wanted to see developers working downtown on the needed infill and apartments instead of homes for rich people. Councilor Williams preferred making this change after the minimum lot square footage was changed in the rest of Keene's Zones. He said he lived on a 2,700 square foot lot, which was smaller than any lot currently allowed in the City, even in the highest-density zones. He bought that single-family home because he could afford it, and he was able to prosper in Keene. He wanted to know why it was impossible to find other lots smaller than that in Keene. Councilor Williams recommended increasing density in the City's High and Medium Density Zones, and shrinking lots sizes throughout the City; he would prefer that every lot was 2/5 the size. Councilor Williams said he appreciated all the members of the public who came to meetings and spoke on this issue because he had been listening. He was still torn.

Councilor Giacomo said that when he first saw this on the Council's agenda in 2022, his initial reaction was that this change made sense. After hearing all the public testimonies, he was 50/50 on the issue. He said many of those public testimonies came from his neighbors and it was hard for him to consider voting against what his neighbors wanted. Councilor Giacomo said he had not lived in the Rural District for very long, but since living there, conservation became important to him. He encouraged anyone living in the Rural District who planned to sell their properties to consider putting their lands in conservation, which would carry over to new owners. He noted that there was a lot of conservation land in Keene. Councilor Giacomo ultimately thought this Ordinance was a holistic approach to identifying housing as one of the City's greatest needs. He noted that the recent Housing Needs Survey showed that a very high percentage (20%) of all homes in Keene were over $400,000, which he said contradicted the City's continued focus on workforce housing. He stressed how many residents were struggling to upgrade from their starter homes. While this Ordinance would not directly address that potential, it could start creating an effect for people in their starter homes who might look to live elsewhere if there were no opportunities in Keene. He hoped that the ability to upgrade from a starter home in Keene would make the market more affordable, with higher supply and demand. While this was the approach for the Rural District, Councilor Giacomo said the City should be focusing on building vertically in other districts.

Councilor Ormerod reassured Councilor Jones that the local schools had plenty of capacity to support more families in the area. He said that the housing study looked at average housing size across the State, and Keene had smaller and smaller households. He said the City needed more houses for families across the spectrum, from rentals to starter homes and beyond. He said the housing study showed that Keene was stagnating and dying as a community, despite City Staff's work to reinvigorate the City's growth, vitality, and culture. Councilor Ormerod said he asked Staff the hard questions, but noted how difficult some things were to predict depending on the shape of a

lot. So, he said Staff came back with this proposal to reduce the Rural District's minimum lot size and create 58 new opportunities for single-family homes and duplexes. Councilor Ormerod said he asked about multi-family housing, which Staff told him was not allowed in that area. He said that Councilors had asked Staff the necessary questions to get things moving. After looking at all of the data and listening to the various arguments, Councilor Ormerod would support this Ordinance.

Councilor Chadbourne understood both sides of this argument and said she was feeling similar to Councilor Williams. Councilor Chadbourne mentioned her idyllic home that was reasonably priced and 5 blocks from downtown, with a large backyard. However, she said that a developer would want to subdivide her property into 3 lots. When she moved to Keene from northern NH, she found the best of both worlds between rural and urban living. Councilor Chadbourne said she would never be able to afford a large swath of land on the outside of Keene. She said she respected, honored, and supported the stewards of Keene's lands. She thought those living in the Rural District were looking out for Keene's wildlife and air quality. Councilor Chadbourne recalled a recent opinion article in the Sentinel suggesting that the Council should slow down and not decide yet; she supported giving this more time. She said that every decision this Council made was building the future of Keene and she would not support this Ordinance.

On a roll call vote of 10–4, the City Council adopted Ordinance O-2023-02. Councilors Filiault, Jones, Chadbourne, and Greenwald voted in opposition. Councilor Roberts was absent.

RESOLUTIONS – RESOLUTION R-2023-14: RELATING TO THE APPROPRIATION OF FUNDS – ROAD PRESERVATION AND REHABILITATION PROGRAM; RESOLUTION R-2023-15: RELATING TO THE APPROPRIATION OF FUNDS – STORMWATER RESILIENCY PROGRAM; AND RESOLUTION R-2023-16: RELATING TO THE APPROPRIATION OF FUNDS – THOMPSON ROAD STABILIZATION PROJECT

A memorandum read from the Finance Director/Treasurer, Merri Howe, recommending that resolutions R-2023-14, R-2023-15, and R-2023-16, relating to the appropriation of funds for the Road Preservation and Rehabilitation Program, Stormwater Resiliency Program, and Thompson Road Stabilization, respectively, be introduced and read at the May 18, 2023 meeting of the City Council and be referred to the Finance, Organization, and Personnel Committee for consideration, discussion, and a recommendation back to City Council. Mayor Hansel referred Resolutions R-2023-14, R-2023-15, and R-2023-16 to the Finance, Organization, and Personnel Committee.

RESOLUTION – RELATING TO AN APPROPRIATION OF FUNDS AND USE OF UNASSIGNED FUND BALANCE – FY 2023 FIRE DEPARTMENT PERSONNEL BUDGET: RESOLUTION R-2023-27

A Finance, Organization, and Personnel Committee report read on a vote of 5–0, recommending the adoption of Resolution R-2023-27. A motion by Councilor Powers to adopt Resolution R-2023-27 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

ADJOURNMENT

There being no further business, Mayor Hansel adjourned the meeting at 9:03 PM.

A true record, attest: Geri M. Wood
Assistant City Clerk

PUBLIC HEARING AND SITE VISIT

Layout of Magnolia Way

Notice is hereby given that a site visit and public hearing are scheduled before the Keene City Council to consider a petition on behalf of Nuevo Transfers, LLC for the layout of Magnolia Way as a public way, and the acceptance of warranty deeds and an easement for access and maintenance of trees.

SITE VISIT (at the location of the layout)	June 1, 2023, at 5:45 PM
PUBLIC HEARING (In Keene City Council Chambers)	June 1, 2023, at 7:00 PM

Per order of the Mayor and Councilors of the City of Keene, this twentieth day of April, two thousand and twenty-three. Copies of Resolutions R-2023-22, R-2023-23, and R-2022-24 and the corresponding documents are available for review in the office of the City Clerk during regular business hours.

Attest:

Patricia A. Little, City Clerk

PUBLIC HEARING AND SITE VISIT

Matthews Road and Winchester Street Intersection

Notice is hereby given that a site visit and public hearing are scheduled before the Keene City Council to consider a petition on behalf of Nuevo Transfers, LLC for the layout of intersection improvements to the Matthews Road right-of-way at Matthews Road and Winchester Street.

SITE VISIT (at the location of the layout)	June 1, 2023, at 5:50 PM
PUBLIC HEARING (In Keene City Council Chambers)	June 1, 2023, at 7:05 PM

Per order of the Mayor and Councilors of the City of Keene, this twentieth day of April, two thousand and twenty-three. Copies of Resolutions R-2023-25 and R-2023-26 and corresponding documents are available for review in the office of the City Clerk during regular business hours.

Attest:

Patricia A. Little, City Clerk

CITY OF KEENE
PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held before the Keene City Council relative to Resolution R-2023-13, which, at the time of the printing of this notice, would require that the sum of $27,808,122 be raised by taxation during the current year which together with $40,073,236 for estimated operating revenues aggregating $67,881,358 is hereby appropriated for the use of the several departments of the City Government, and further that the sum of $7,098,671 be appropriated for capital expenditures and capital reserve appropriations in the City proprietary funds, funded by the use of capital reserves, fund balance and current revenues, for the fiscal year beginning July 1, 2023.

Hearing Date: June 1, 2023
Hearing Time: 7:10 PM

Per order of the Mayor and Councilors of the City of Keene, this 4th day of May, two thousand and twenty-three.

Attest:
City Clerk

CITY OF KEENE
NEW HAMPSHIRE

ITEM #C.1.

Meeting Date:	June 1, 2023
To:	Mayor and Keene City Council
From:	Adam Berube - Owner Muse Restaurant
Through:	Patricia Little, City Clerk
Subject:	**Adam Berube - Request to Serve Alcohol at Sidewalk Cafe - Muse Restaurant**

Recommendation:

Attachments:
1. Berube_Communication

Background:
Mr. Berube is opening a new restaurant at 44 Main Street and would like permission to serve alcohol on City property. He has applied for a Sidewalk Cafe license through the Office of the City Clerk.

Tuesday, May 30, 2023

Dear Mr. Mayor & City Council,

I am writing to you today to request to serve alcohol on our outdoor patio located at 44 Main Street.

Thank you for your consideration.

Adam Berube

Owner
Muse Tapas Bar & Lounge

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Janet Furcht on behalf of Monadnock Interfaith Project

Through: Patricia Little, City Clerk

Subject: **Monadnock Interfaith Project - Inclusion of Public Restrooms and Protected Bike Lanes in the Proposed Downtown Infrastructure Improvement and Reconstruction Project**

Recommendation:

Attachments:
1. Furcht_Communication

Background:
Ms. Furcht has submitted a letter on behalf of the Monadnock Interfaith Project supporting the inclusion of public restrooms and encouraging the Council to also include protected bike lanes in the proposed Downtown Infrastructure Improvement and Reconstruction Project.

Monadnock Interfaith Project
Building An Interfaith Coalition for Community, Understanding, and Social Justice
www.MIPNH.org MonadnockInterfaith@gmail.com

May 30, 2023

Dear Keene City Councilors and Mayor,

On behalf of the Monadnock Interfaith Project Housing Team, thank you for your thoughtful discussions about Keene's downtown infrastructure project. On May 24 the Municipal Services, Facilities and Infrastructure (MSFI) Committee made a set of recommendations that we would like to comment on.

We commend the inclusion of infrastructure for public restrooms. This is forward thinking planning that will add to residents' and visitors' wellbeing, contribute to the economic vitality of Keene's downtown, and save money in the long run.

Although not recommended by the MSFI Committee, we encourage you to continue pursuing protected bicycle lanes as part of the project.

Our region has excellent bike paths that lead to the center city from all directions. The Cheshire Rail Trail from the east and west, the Ashuelot Rail Trail from the south and the beautiful Appel Way and Jonathan Daniels Trail from the north. All that is needed for a sustainable, multimodal street system is for these trails to connect safely to the city center. .

We see a connection between safe, secure bike lanes and access to housing. Keene has excellent housing projects in the works and being planned. These housing developments, and hopefully many more to come in future years, will benefit from connectivity to the city center where there are jobs, education, shopping, medical services, and all the great cultural and recreational features Keene offers.

Young people moving to these new developments may wish, or need, to be independent of the costs associated with car ownership. They will be looking for options to safely move around the region and bicycles are a viable means of economical transit.

Bicycles are not a "want". They are a "need" for any sustainable, energy efficient, inclusive community. Please support bikeways in the infrastructure project as an essential part of forward thinking transit solutions. If we do not include them now, we may not have another chance to do this for many years to come.

Janet Furcht, on behalf of Monadnock Interfaith Project Housing Team
Keene

CITY OF KEENE
NEW HAMPSHIRE

ITEM #D.1.

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **Judy Rogers - Downtown Infrastructure and Reconstruction Project - Bike Infrastructure "Wants vs Needs" and a Potential Model to Handle Community Events on Central Square**

Recommendation:
On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the communication be accepted as informational.

Attachments:
None

Background:
Chair Greenwald asked to hear from Judy Rogers.

Judy Rogers of Woodbury St. stated that her letter expands on points she made at last week's special meeting. She continued that the City's Comprehensive Master Plan (CMP) is the road map for community planning, and a key takeaway is that pedestrian and bicycle transportation and infrastructure should be a consideration. They heard people talk about infrastructure for bicycles in the main corridor being an economic boon and about funds available for bicycle infrastructure. They will be tearing the street apart, so this is the moment when they should be planning for what the community needs and what the community has said that they want.

Councilor Williams asked Ms. Rogers what she thinks about having the bike lanes behind Main St. Ms. Rogers replied that since the CMP says that pedestrian and bicycle infrastructure should have priority over vehicles, she thinks routing them around the main corridor is like saying, "We don't care." It is like saying they do not care about all the other work they have done in the community planning process. Main St. is very wide, and will be torn up, so why not make access for bicycles. They have talked about traffic calming measures to make it safer for pedestrians, cars, and bicycles. With planning, she thinks bike lanes are very important.

Chair Greenwald asked if there were any further questions for Ms. Rogers. Hearing none, he thanked her for her input and asked for a motion.

Councilor Williams made the following motion, which was seconded by Councilor Filiault.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the communication be accepted as informational.

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **Continued Discussion - Downtown Improvement and Reconstruction Project**

Recommendation:

On a vote of 3-2, the Municipal Services, Facilities and Infrastructure Committee recommends to the City Council with respect to the proposed Downtown Infrastructure Project, the following:

- That Central Square remains in the existing configuration, but with improvements to lane markings, lengths of crosswalks, and traffic lighting systems.
- That the improvements to Main St. maximize sidewalk widths while also keeping parking in the center median.
- That the raised crossing table crossing Main St. to Gilbo Ave. and Railroad Square be installed as proposed.
- That the remaining crosswalks on Main St. be evaluated for potential elimination of mid-block crossings and/or the installation of pedestrian lighting systems where appropriate.
- That the project include infrastructure, water and sewer for the installation of public bathrooms at a later date.
- That protected bike lanes not be included in the final design.
- That during the final design an evaluation be done of all turning movements to connected side streets for possible alteration or improvement.
- That Gilbo Ave. remains two-way traffic.

Councilor Workman and Councilor Williams were opposed.

Attachments:

None

Background:

Chair Greenwald asked to hear from Kürt Blomquist, Public Works Director, and Stantec representative Edward Roberge, to give the Committee answers to questions the Committee raised at the previous meeting.

Mr. Blomquist stated that one of the questions was about whether there could be a detour around downtown for bicycles. Mr. Roberge showed a map of downtown and stated that as they looked at the key connecters everything funnels into the Cheshire Rail Trail connection, which runs east and

west downtown. He continued that when they looked at what a reasonable bypass route would be, and what that would look like, and how far from Main St. it would be, they determined that it would start on the east side. With bicyclists coming in from the north, such as Washington St. they determined there were two limitations in working with staff that are important. One, you would not be able to mark any private lanes, ways, or parking lots with signage. Knowing this, they tried to keep the bike route on the public ways, starting at Spring St. and diverting away with a zigzag approach to get to Roxbury St., then along the backside of Carpenter St. Carpenter St. would tie into Water St., which would then tie into the trail. This bicycle detour would encompass about 4,300 feet to get around the downtown and arrive at the Cheshire Rail Trail connector. Doing that same direction from the south, they thought the closest connection would be any of those side streets that would connect to the Cheshire Rail Trail to the southeast. The next major component was Marlboro St. Marlboro St. to the Cheshire Trail connector is about 1,300 feet. That connection point is about 1,900 feet away from that Main St. connection. It is a bit of a circumvential corridor. They would assume that all of these travel ways would be a shared use, with no protected or dedicated bike lanes. Protected or dedicated bike lanes along those streets would affect either public rights-of-way or parking. Otherwise, they assume these would be shared streets, albeit side streets.

Mr. Roberge continued that conversely to the west side of Main St., they started at Court St. They looked at a potential connection on Winter St., but Winter St. is one-way westbound. A shared bike path would likely impact on-street parking, which he did not think they had a clear direction on. Thus, they diverted that and shifted further north along Summer St. Summer St. to essentially School St. would get people to the rail trail connection. That is about 2,000 feet. That strip from School St. to downtown to Main St. is about 1,100 feet. They thought it was important not only to recognize the Cheshire Rail Trail, but also the Ashuelot Rail Trail. Part of Appian Way through the Keene State College campus connects down to School St. and through Wilson St. That southerly connection from Winchester St. north, using Ralston St. into Gilbo Ave., into the Cheshire Rail Trail connection, is about 1,800 feet. This is the culmination of their efforts and identifying a bicycle detour around downtown, but it could be tuned up. A couple factors they carried into this were the detour would not have any impacts on parking lots, and it would not have any impacts on private ways or private spaces. Obviously, they could negotiate that, but this would be that circumvential route that could be considered.

Chair Greenwald replied that hearing about the difficulty of constructing directional signs on other people's property, he is catching on to what the problem is. He continued that the reality is that (people on) bikes go wherever they want to go. He biked around, going on places that are open to the public but not, as Mr. Blomquist just explained, available for signage for making a formal route. He can see this as a problem.

Councilor Williams stated that he takes those routes on the east side all the time. He continued that if they go with this, it is not an investment in infrastructure, it is just the existing streets, and bicyclists will continue to go where they want to go. Bicyclists will continue to go downtown, and without the infrastructure to support them, they will be in the streets, and not safe. It is not just bikes - he saw an elderly man on a scooter today. That is how people will be getting around, 20-40 years in the future. They need to be thinking today about having the infrastructure for that. This simply does not solve the problem, but he thanks Mr. Blomquist and Mr. Roberge for doing this work.

Mr. Blomquist stated that one of the questions was about the extent of the project, and where it ends on the side streets. Mr. Roberge showed the base survey of the existing conditions, and showed the graphic that is the scope and magnitude of the utility replacement. He stated that regarding the right-of-way line and building face along Court St. to the north and West St., the improvements to the infrastructure side is short, just beyond the Court St. right-of-way. Short of any intersection improvements that would require additional geometric improvements, the utility scope was right

around there at West St. They have the same thing with utilities being really constrained at the Winter St. intersection as well as Court St. at Winter St. Everything would be connecting in to existing infrastructure. It is fair to say that the northerly limits along the Court St. side, which he will call the northwest side, would be within the projected right-of-way line of Winter St. and Court St. on both of those sides. Mr. Blomquist stated that Councilors may or may not remember, they redid Court St. in about 2008, and replaced the utilities down to about that Winter St. point.

Chair Greenwald asked about the sidewalk in front of Machina Arts, for example. He continued that he is looking for the extent of the project. Mr. Blomquist replied that they do not have the exact answer yet. He continued that they are looking at what the improvements are, depending on slope, and other factors, but right now, the intent is to not go up to Vernon St.

Chair Greenwald stated that he is catching onto what is being asked of this Committee. He continued that it has come to him that many of the smaller issues that he and others have been asking about are actually final design issues and they are looking for the big picture now. The details will be ongoing for the next “however many” years. Mr. Blomquist replied that that is correct.

Mr. Blomquist added that the utilities and roadway of Washington St. were redone in 2010, and they will do whatever is necessary up Washington St. to match, depending again on slopes and elevations, down around the corner. Mr. Roberge replied that there are sewer, storm drain, and water improvements being extended to that area about 50 feet from the crosswalk. He continued that it also encompasses the roadway segment in front of the church. An early consideration was to stay out of the Central Square green area. A connection would happen into the square. That would serve for irrigation/water source purposes; they heard about that, as well as replacing what is there today. Those improvements extend along, and at Roxbury St., some of the improvements in place today are rather new. They would be connecting into those facilities. Along the projected line of Washington St. the wrap-around, again, other than what might be required for geometry improvements to the roadway, would be limited to along that projected Washington St. right-of-way line. Mr. Blomquist added that they just completed Roxbury St. two summers ago.

Mr. Roberge stated that regarding the rest of Main St., starting with the north side, they are projecting building to building along most of those areas for water, sewer, and storm drain improvements. They are seeing improvements to tie into water and sewer along the Lamson St. corridor, that ties into the upper side street. Mr. Blomquist added that that would give an opportunity to upgrade Lamson St. Lamson Street was done as a brick walkway in 1988. Redoing Lamson St. from Main St. to Federal St. would be part of the project.

Mr. Roberge stated that for Gilbo Ave., they are showing substantial water, sewer, and storm water drain improvements. Gilbo Ave., to accomplish the utility improvements, would be going out to St. James. Mr. Blomquist added that they would be replacing water, sewer, while increasing the capacity down to at least St. James. They would also be redoing Gilbo Ave.’s roadway from Main St. to St. James.

Mr. Roberge continued that moving further south, there is about half a block of work on Commercial St., contained within the public right-of-way and servicing some of the building ties as well as replacing the main along that section. It is about a half a block, short of St. James and short of Wilson St., as Commercial St. extends into the larger parking lot. Mr. Blomquist added that they will be redoing the paved surface up to the parking lot area. They will be redoing the area of the transformer that is there now, when you head down St. James. They redid the Commercial St. parking lot about 5 or 6 years ago.

Mr. Roberge stated that Emerald St. was also recently redone, and they are stopping very close to

the existing Main St. right-of-way line. He continued that they do not anticipate this project needing to go down Emerald St. – again, unless there is some intersection geometry that would require them to move curb or do something different. Davis St. would be similar, as it does have a utility connection down the right-of-way, but it is minimal. The end of the work area is a little south of Water St., where those mains are connected, on the sewer, water, and storm drain side.

Mr. Roberge continued that projecting north, on the east side of the corridor, Dunbar St. has a limited stub. The two connections are connecting to existing utilities. On Eagle Ct. they will be building connections for a number of the utilities. Cypress St. is looking the same, again, projecting along the Main St. right-of-way. There is some work into Railroad Square, rerouting of pipe. Mr. Blomquist stated that Cypress St. and Eagle Ct. were redone when the Monadnock Food Coop was constructed, and that Railroad property was redeveloped, maybe 10 or 12 years ago. Railroad St. was also reconstructed about 10 years ago, upgrading the water, sewer, and storm water that runs down that street. Many of these side streets have had that upgrade work done, so now they are doing the upgrade work in Main St.

Mr. Roberge stated that knowing that there had not been any improvements in a while along the Church St. corridor, they will be seeing utility improvements and replacements along Church St. up to around Wells St. That would encompass a large portion, and based on that narrowness, it would essentially reconstruct that entire corridor. Mr. Blomquist replied that those are some of the city's oldest mains, going back to the 1890s, that were originally part of Church St. as it used to run through all the way over to 93rd and Norway Ave., prior to the construction of the senior housing complex in Roxbury Plaza.

Mr. Roberge continued that along the center of the corridor, they were looking to minimize ny adisturbance to the center median, which has a number of mature trees, but they know that based on some of these connections they did they may not have a lot of options. They will do their best to minimize, but they will have some impact on that center median island.

Chair Greenwald replied that that answers his question. He continued that he was trying to visualize the transition between this new work and what is remaining, and he thinks they covered it well.

Mr. Roberge stated that if you had a new section, and you were doing something and there was a 20-foot gap, in a final design detail, you would stretch that out to match in new pavement to new pavement, or new sidewalk to new sidewalk, so that you did not have any gap. Mr. Blomquist replied that on Roxbury St., they did go down a little further to replace sidewalk panels. He anticipates that they will probably see similar things with this project. He continued that probably they will do some work down Emerald St. in that immediate area, because the intersection area is in fairly rough shape.

Mr. Blomquist stated that the Committee had asked about right on red, if they want to talk about that. Chair Greenwald replied that that sounds like a final design issue. Mr. Blomquist replied yes. He continued that they had also asked about raised crosswalk areas. Some of the conversations they have had with the Fire Chief – and again, this is more of a final design issue – is that they certainly can use raised crosswalks across Main St. The issue is the frequency of them. That continues to be EMS's concern – if there are too many, depending on the passenger being transported, that can sometimes create some issues. If they reduce the number of crosswalks, having a fewer number can work. The major tabletop at Gilbo Ave. and Railroad Square is about halfway down and a good point to see traffic having to slow down. Some of the details about raised crosswalks will come when they move into more formal final design.

Mr. Blomquist continued that they intend to look at EV infrastructure as well. They currently have an

RFP for a preliminary EV plan, which will look at three areas – City operations, the City's public spaces like parking lots, and on-street. There are different philosophies about types of chargers, locations of chargers, and depending on whom you are trying to serve. That is running parallel to this project. As these things are getting accomplished, they will be bringing these components into it.

Mr. Blomquist continued that the Committee asked about accessibility of grants. He continued that when staff talked to the Committee in April, they identified some of the typical requirements now for many of the Federal grants. The grantors are looking for multi-modal and looking at environmental impacts. For example, they look at designs that are reducing carbon. Green infrastructure is an area of interest for many of these grants. Diversity and equity are also things that they speak to.

Mr. Roberge stated that they have had RAISE grants successful for clients. He continued that one of those projects was Roxbury Resiliency, a $25 million RAISE grant for the City of Boston to look at a multi-modal corridor with a social equity piece involved. They were trying to serve underserved communities and neighborhoods, like Roxbury. In particular, the reason that was so successful was its multi-modal corridor opportunity. It is a multi-lane boulevard/causeway on three major streets that all connect. It was to create a new, multi-modal hub, very similar to the Cheshire Rail Trail. Keene has a good thing going here, in terms of how that piece can connect the inner city downtown with all of the outside neighborhoods. That (Roxbury Resiliency) won some great evaluation points, because of the example of how they addressed multi-modal connectivity. That is important. The Federal Highway recently came out with additional guidelines on future RAISE grants, and Safe Streets for All programs. They are looking at connectivity and equity, in terms of multi-modal opportunities and making sure that streets are inclusive of those who are multi-modal dependent, like on transit or bicycle, and that is part of the fabric of those grants. They talked about the eligibility of that and whether that is important, and yes, he would stress the importance of that, for those particular grants if they are going to pursue those.

Councilor Workman stated that she would like to hear about what they would be looking at, as far as losing access to grants, if the City does not do bike lanes directly on Main St. She continued that she hears that having multi-modal projects opens the door to more grants.

Mr. Blomquist replied that none of the programs would say, "You can't apply." He continued that they could still apply. What Mr. Roberge is talking about is the scoring. If you do not have an element, you do not receive a score for that. Thus, when they total everything up, you go lower down on the list. As these programs continue to be rolled out, as each year goes by, there is more and more competition. There is more and more demand for that limited amount of funding in that particular grant program. Again, no one will say they cannot apply, but as they are grading the City's application, it just will not receive points for the sorts of activities (the grantors) are looking for. It is the same thing on the environmental side. Roundabouts and other types of intersections have already been determined over the years as being better, environmentally, than signalized intersections. Thus, a signalized intersection will score lower than a roundabout.

Mr. Roberge added that also, for these grants, a project's benefit/cost analysis is required to be competitive. He continued that that is what Mr. Blomquist was just talking about, the points system that these grants are evaluated on. They are quite competitive, so it is important to understand what the grantors are looking for – connectivity and a multi-modal presence. For example, whether the introduction of bike lanes reduces greenhouse gas emissions, or whether there are opportunities for green infrastructure, such as putting storm water back into a space. All of those things add up in a benefit/cost analysis. The more they have, obviously, the more competitive their application would be.

Mr. Blomquist stated that one of the larger questions was about the challenges of an accelerated

work schedule. He continued that they looked at that, and an accelerated work schedule is always possible. Right now, they are looking at a three-year program. They have been talking about starting at Central Square, completing that in a season, and moving down to Main St. to about the Gilbo Ave. area, completing that component, then finishing up the south of Gilbo Ave. down. They looked at the capacity of the local contracting. The Public Works Department has great concern about that. This very large project will require significant bond capacity and require access to resources. As everyone is probably aware, resources right now in the construction industry are short. Right now, they have contractors who cannot find flaggers, or laborers, or pipe fitters. That will be a limiting factor, who can come in and perform the work. The Winchester St. project was estimated at $7.4 million, which is a good-sized project, and they only had two bidders. Thus, he is not anticipating a whole bunch of contractors coming in from other places here. One of the challenges in the Monadnock region is that they are the Monadnock region. Bringing crews and supervisors in probably means having to put them up overnight. Now they start talking about the cost impacts. They will probably see a 15-20% increase in costs as they try to accelerate it. The only way to accelerate this project would be to split into two seasons. He does not believe they would be able to get it done in one. Splitting into two seasons would require a significant amount of resources in the area.

Mr. Blomquist continued that the other impact is the amount of frontage they will be taking offline. When they looked at this project they identified that they wanted to minimize, as much as possible, the amount of buildings they are going to be working in front of. If they accelerate it to two seasons, they will have Central Square and probably Main St. down to Gilbo Ave. in one season, potentially. That is a significant amount of construction going on in front of many, many building fronts, which will impact those others. The question is whether that would be better than having impact over in one area, opening that up, then moving down, then having impact in another area. Yes, there would be impacts all the way around in that scenario, but it would be a lesser impact because at least the area that gets completed can be put back. Certainly, they could do six-days-a-week work, but from working in this area, he knows that people need a break, and working six days a week would not give people a break, particularly when they are emphasizing the downtown area as a “live/work/play.” People who live here would be under constant construction activity for six days a week. This time of year, he and the City Engineer spend a lot of time going around and trying to help residents who get tired of even just the regular, five-days-a-week construction work. Certainly, they could do longer days, such as 7 AM to 5 PM or 7 AM to 7 PM. That would restrict downtown events. There are still a lot of details to work out, but right now, part of their planning has been that they will want to have the major events, like Pumpkin Fest. They would thus be putting into the contract documents that certain spaces would need to be in a condition in which they could have those events. Not perfect, but in a condition in which they could have those events. They could say no, and be looking at two years without any kind of major event in the city’s downtown area, which is an impact. There are ways they could accelerate the project, but they would have to weigh the impacts of that acceleration versus the potential for a three-year schedule.

Chair Greenwald replied that this is not something they need to deal with tonight. Mr. Blomquist agreed. He continued that he expects 2024 to be the year they would get the answers to all those questions. He assumes this calendar year or early 2024 they will get through the next level of design. That is when they would begin talking about these things, such as how to minimize impact, how to adjust the design to do those sorts of things. Then they would be ready, by the end of 2024, to put it out in the street and start construction in 2025.

Chair Greenwald stated that the downtown community needs to weigh in on the work schedule question. Mr. Blomquist replied absolutely, and as he said, there are choices that can be made. He continued that they have done preliminary work about understanding deliveries because those are all things they will want to work into the contract. Doing that extends time, because they will not be able

to work in those particular periods or be able to do certain things. This is why he is emphasizing this. This will be a trade off, and the question is what their pain threshold is on how to manage all this. This is not uncommon for projects of this size. They went through this when they did the Main/Marlboro/Winchester St. project, and Chair Greenwald and Councilor Filiault might remember the discussions about how to do that project.

Chair Greenwald asked if the Committee had any further questions for Mr. Blomquist or Mr. Roberge. Hearing none, he thanked Mr. Blomquist and Mr. Roberge for so quickly doing the work to get the Committee answers to their questions.

Chair Greenwald stated that to move this process along, he will put forth a motion, which will spark discussion. He continued that the Committee and public will be able to speak on it, and potential amendments would be acceptable.

Councilor Filiault made the following motion.

The Municipal Services, Facilities, and Infrastructure Committee recommends to the City Council with respect to the proposed Downtown Infrastructure Project, the following:

- That Central Square remains in the existing configuration, but with improvements to lane markings, lengths of crosswalks, and traffic lighting systems.
- That the improvements to Main St. maximize sidewalk widths while also keeping parking in the center median.
- That the raised crossing table crossing Main St. to Gilbo Ave. and Railroad Square be installed as proposed.
- That the remaining crosswalks on Main St. be evaluated for potential elimination of mid-block crossings and/or the installation of pedestrian lighting systems where appropriate.
- That the project include infrastructure, water and sewer, for the installation of public bathrooms at a later date.
- That protected bike lanes not be included in the final design.
- That during the final design an evaluation be done of all turning movements to connected side streets for a possible alteration or improvement."

Councilor Williams seconded the motion.

City Manager Elizabeth Dragon stated that she thinks one thing was missed – that Gilbo Ave. remain two-way. She continued that that was one of the elements they wanted to include in the motion. Chair Greenwald agreed.

Councilor Filiault added to the motion: "That Gilbo Ave. remains two-way traffic." Chair Greenwald asked Councilor Williams if he is okay seconding that. Councilor Williams replied yes. Chair Greenwald asked the Committee to discuss the motion.

Councilor Workman stated that after reflection from their last meeting, she does feel that they owe it to the community to have a differently framed conversation around bike lanes. She continued that the conversation last week devolved from where it needed to be. It went into a "do we or don't we" versus, as a devil's advocate, "if we were to do this…" The Councilor continued that Stantec had provided them with several different options for that multi-modal use on Main St., and they did not really look at the plans and discuss the particulars of them. She would like to have a deeper conversation around the bike lanes. She would like to hear more from Stantec, the City, and the cyclists about, if they were to do bike lanes, how they should be designed. Stantec and the City did a great job with the presentation, but she did not get to hear from the community about, if the City built

the bike lanes as Stantec is proposing in options 2A, 2B, and 2C, whether they would be used and whether cyclists would feel safe.

Chair Greenwald stated that he wants to hear from Stantec about whether it is possible to have bike lanes without losing any parking or sidewalk space. He cannot imagine how they could satisfy everyone with everything.

Mr. Blomquist replied that he thinks he is correct. He continued that there are approximately 134 feet, and the bike lanes would be 10 feet of that. The question is where they would take those 10 feet from. If they maintain (vehicle) lanes in both directions, that is about 24 feet, so they are at 34 feet depending on sidewalk width, 12 to 14 feet on both sides, which is another 24 feet, and with 18-foot parking bays on both sides, that is 36 feet, and if they are trying to maintain 18-foot parking bays in the center, it does not add up. They would have to reduce something, to be able to do 5-foot bike lanes on each side. Chair Greenwald replied that is the problem he is having. Mr. Blomquist replied that that is the challenge; they have limited space, and multiusers.

Councilor Workman asked if they could go slide by slide with these options. Mr. Roberge stated that the slide he will start with is the roundabout alternative. He continued that regarding Councilor Workman's reference to 2A, 2B, and 2C, Stantec focused on 2A and 2B at the Mayor's ad hoc committee level. 2C was an alternative to put the bike lane/multi-use path in the center median, and he has a couple graphics of how that looks. They talk a lot about parking, and he knows parking is very important to the entire community. Fifteen parking spaces would be impacted by the roundabout solution. With the traffic signal design, only one space was removed from the original 167. There would be 166 parking spaces provided. Thus, to answer Chair Greenwald's question about parking impact, yes, there is an impact, but they tried to mitigate that. The dimensions of many spaces along the corridor are not really to standard. They also looked at the frequency of crosswalks. As Mr. Blomquist said before, it is a balancing act, trying to balance all of these different things within the corridor.

Mr. Roberge continued that they looked at an arrangement with the bike lanes at the sidewalk grade, as opposed to the street grade. They went to the BPPAC twice and got their feedback on what they thought was important, wanting to know if it was, for example, bike lanes behind the parking, or bike lanes in front of the parking, adjacent to the sidewalk. Mr. Blomquist is right that there is only so much room from building to building. Building to building in the area of, say, Eagle Ct. to Emerald St., is quite different than the building to building width between Gilbo Ave. and Central Square. There are two sets of dimensions. They tried to hold that original, but you can only fit so much in that 134-foot range. The question is how to balance and maximize that. There needs to be give and take. What is most important to this community was part of the conversation that he appreciates them having now, and any bicycle advocates in the room today can comment. The configuration Stantec sees most in other communities is either sidewalk grade or street grade, but with bike lanes in front of vehicles and creating its own space.

Mr. Blomquist asked Mr. Roberge to show the cross sections. Mr. Roberge showed a graphic for "Option 1, Minimal" and stated that this would mimic what the traffic signal would look like. He continued that Option 1 was minimal, maintaining angled parking, no bike lanes, and two-way traffic on Main St. Option 2 looked at the two-lane, multi-modal perspective. Further north, the sidewalks are not impacted. Further south, there would be some dimensional change. The space where the bike lane would be has angled parking. In this case, it would not really affect the parking, but the tradeoff would be that the internal landscaping that is on the sidewalk panel today might be repositioned. That would be a final design detail. However, they would have the multi-modal corridor. The same is true with Option 3, Single Lane + Multi-Modal. Again, it is a balanced tradeoff. With single lanes, in saving a lane width, they can maximize the sidewalks and have the

bike path and all the on-street parking. They also included a parking bay with 18-foot depth, which would be improving the parking, because right now, some of those areas are quite narrow and longer trucks overhang that. They also tried to maximize the center median's size. With Option 4, Roundabout + Multi-Modal, they would be able to carry the same geometry, but there is a space where there would be parking impacts. Parking along Washington St., parking along Court St., would not be impacted. There has been a lot of conversation about the top of the square.

Councilor Workman stated that she is looking at option 2B, for example. She continued that on the left-hand side near Gilbo Ave. they are doing parallel parking. Mr. Blomquist replied no. Mr. Roberge stated that she might be looking at an older generation of a plan. He continued that when they first looked at alternatives, one of the ad hoc committee's goals was to maintain angled parking. Stantec showed some options with parallel parking, and once they heard that from the ad hoc committee, the options were revised. The most recent alternatives all show angled parking along the main corridor. Mr. Blomquist stated that those went out in January and April. He continued that everything from the middle of the ad hoc committee has shown angled parking, because that was something clearly desired.

Councilor Workman thanked them and replied that this is important, because there is a lot of information on the City's website, and she thinks the community is confused about what options are really on the table now. Obviously, all options are on the table, but when they are looking at it as a committee and as a Council, they need to know what they are looking at. They should be looking at the most recent designs. Mr. Roberge replied that these are from the April 26 workshop. He continued that on the City's website, the last recommendation that came from Keene as a group was the Mayor's ad hoc committee recommendation to the Council. That is the set of goals they are seeing today, with the angled parking, the raised table at the Gilbo Ave. intersection, and the roundabout option.

Mr. Blomquist stated that he knows there is a lot of information on the project website. He continued that part of that was in response to people wanting to know/see the iterations, to see how the ad hoc committee got to its final recommendation. Thus, there are some older concepts on there, but they were showing "Here's where we were," and then the committee's recommendations, which is what the Council has been considering.

Chair Greenwald asked how wide a bike lane has to be. He asked if there are regulations preventing it from being, say, two feet. Mr. Roberge replied yes, it is a minimum of five feet. Chair Greenwald asked if that is a regulation. Mr. Blomquist replied yes. Chair Greenwald asked what happens if they want it to be three feet. Mr. Blomquist replied that then it is not a bike lane. He continued that they could certainly mark it, to show 'bicyclists go here,' but five feet is the Federal Highway's design requirement. Chair Greenwald stated that they are trying to accommodate tables, merchants, pedestrians, and bike lanes, and it has to add up.

Councilor Williams stated that one of the ways they could save width on the bike lane is by not having curbs. He continued that it is the same height as the sidewalk, so if someone on the sidewalk accidentally strolls into the bike lane, they will not fall down. It does make that space available. It also leaves a possibility open that if he is completely wrong and nobody ever uses that bike lane, the Council can choose to make it a sidewalk again and it will not cost anything.

Councilor Roberts stated that he went through a lot of data, from many sources, looking at where the City of Keene came from and where the City of Keene is going. He looked into age, socio-economics, how many non-Keene residents came driving into Keene to work, and more. He continued that 22% of people in Keene right now are 60 years old or over. People age 30-39 and 40-49 only make up 11%. Families are not coming to Keene. Keene's population is going down, and

the Census and other resources predict it will keep going down, at least until 2029. He liked what Dan Mitchell was saying this morning on the radio. People in Keene just do not like to exercise. There is a small population of people who will ride their bikes. With all this talk about the city being "walkable," people in Keene just do not walk. Regarding Keene's socio-economics, if 10 people were walking down the street, one is below the poverty level. Yes, they have a great rail trail, and if they are going to have bikes, it should be tied into the rail trail. If he is coming in from either way on the rail trail, there is no reason he cannot stop right before the intersection somewhere on either side going into Main St., and get off his bike and walk north or south. He could visit any shop on Main St. Yes, some people said they do not ride their bikes downtown and they are afraid to take their children downtown because of traffic. He walks a lot, and on Saturday and Sunday mornings when there is hardly any traffic there, he hardly sees anyone walking or riding bikes. He does not care if there is not a bike lane. He would not be riding his bike at 5:00 or 6:00 PM, because he would not be able to anticipate what any driver was going to do. As they have seen around the country, people have this feeling that if they are in a bike lane, they are safe. There is no protective cone over a bike lane that will protect you from irresponsible drivers. Based on the numbers and where Keene is going, demographics and the other data, he cannot support bike lanes because he does not think they will be used very much. They are nice to have, but they will not be used very much, and people will not walk, and the biggest demand for downtown will be "parking for lazy people." To him, the parking spaces are the priority.

Councilor Williams replied that if they build their infrastructure "for lazy people," then they will have lazy people. He continued that they have seen the result of this. The city does not have good bicycle infrastructure, which is one reason people do not bike very much. People say, "Oh, we have the rail trails," but there are no rail trails in Ward 2, which is large, populous, and right next to downtown. Many people could bike there. He himself moved there so he could walk downtown, because he wants to be in a walkable city. If Keene was not that, he would be living somewhere else today. People from Ward 2 come down Washington St. to go downtown, and on a bike, it is a nightmare once you hit Central Square. With one of these design options you get a lane that is separated from traffic, you are protected, elevated, safe, and not in traffic because the cars are parked in front of you. He thinks it would be used. The Committee had quite a few representatives at the last meeting saying how it would be used. On the official survey asking Keene residents what they wanted in downtown infrastructure, 75% of respondents said they wanted bicycle infrastructure. Thus, they have a responsibility to build bicycle infrastructure.

Councilor Roberts stated that one of the individuals that came to the last meeting and spoke about wanting to have bike lanes. He continued that she had her daughter with her, and she spoke about how most people cannot come to these meetings because they have a life, have to go to work, have to help with homework and put the kids to bed, and so on and so forth. Yes, the Committee has all of the public seats occupied, but it is still a miniscule percentage of the people in Keene. Councilor Williams mentioned that 75% of survey respondents want bike lanes, but survey respondents are a small percentage of the 22,000 Keene residents. If they only had 300 surveys completed, that is less than 1% of the population.

Dave Morrill of Mechanic St. stated that the last meeting there was a lot of talk about costs. He continued that today he is hearing this motion suggesting that they not include bike lanes, which is essentially leaving money on the table. He thinks they should revisit the conversation about costs, if they are going to leave that money on the table by not including bike lanes.

Rowland Russell of High St. stated that he is a member of the Bicycle and Pedestrian Path Advisory Committee (BPPAC), and they have discussed this extensively. He continued that the consensus of that committee and the constituents they talked to is that the safest option is having bike lanes at sidewalk level inside the cars, so bikes are not in the footprint of the roadway. His email to all

Councilors included research he and the committee did on the economic benefits of protected bike lanes and the grants funding. One of the economic benefits is the people who are drawn to cities that have this kind of infrastructure, particularly regarding workforce development. Younger folks who prefer to bike to their jobs are attentive to carbon footprint and want that option. Putting on his other hat as an Antioch alum and current employee, he reminds everyone that the university plans to move toward KSC on the Winchester St. corridor. That is a younger population, and is not as large as KSC, but a significant percentage of students and employees bike to the university's current location, which is further out. Many Antioch students live in Ward 3. Protected bike lanes would be important for commuting for those students, and for KSC students who live in off-campus housing.

Connie Joyce stated that she moved to Keene in 1964 and has worked professionally here for almost 60 years. She continued that she graduated from Antioch in 1985. She mentioned that she had previously asked about when the bike survey was done and what the written results were, but she has never received an answer. Continuing, she noted there are enormous safety issue to creating bike lanes. Both the bicyclists and drivers are at risk. Drivers are preoccupied. Our local population is greying. Some drivers have slow reaction time due to age, poor driving ability, and medications that shorten their reaction time. Other people use drugs or alcohol. Some are driving above the speed limit. The law considers cars as "deadly weapons." In the past few months, several well-known cyclists have been killed or lost limbs. Recently, a cyclist in NYC was killed when a truck hit her, and her family is suing the city for $100 million for not properly constructing safe bike lanes. We cannot risk killing people. Bikers need to pay strict attention at all times.

Ms. Joyce continued that in the past few days, she has seen five bikers. Four were riding on the sidewalk, and one was in the bike lane, traveling toward her. Those bikers do not know the rules of the road and do not use the existing bike lanes. If she still rode a bike, she would never feel safe riding down Main St. and she would feel like she was risking her life riding on West St. The sidewalks are safer. Many bikers fear parked cars more than moving cars. With a moving car, you assume the driver knows what he/she is doing, but you never know what a parked car is doing. You do not know when a person will back out or open a door, throwing the biker into traffic. Mixing pedestrian sidewalks with bike lanes adds another hazard.

She continued that the disadvantages of designing the project with bike lanes downtown is that there will be less space for cars, less space for handicapped drivers, and increasing lack of good judgment from bikers. Bike lanes can be costly and unnecessary for many cities, and improper design may do more harm than good. Other disadvantages include creating a liability to the drivers for an accident, creating great financial burden, and the harm it does forever to the drivers who accidentally harm a bicyclist. Ms. Joyce added there is also liability to the City for injuries to the bikers. She asks the Committee to not put bike lanes downtown, and to not bend to a small minority of bikers who have adequate and safe access to millions of dollars' worth of Keene bike paths. Route them around the city. In Keene, weather prevents biking for many months. They can allow bikes downtown on the sidewalks that exist, if the bikers get off their seats and walk their bikes.

Ms. Joyce continued that from those other comments, she wonders how many Committee members have read Fred Parsells' letter in the Keene Sentinel on May 27. If needed, she has additional copies for anyone who would like to read his comments as a former Police Officer, about accidents.

Nancy Ancharski of 60 School St. stated that it seems like they are spending a lot of time on bike lanes and multi-modal lanes. She continued that she wants to know if the design calls for these dedicated, multi-modal lanes to extend from Emerald St. to West St. or if they go along the sidewalks beyond West St., and on the other side from Eagle Ct. to Roxbury St. She asked if there is a bike lane that goes, say, in front of Luca's. Chair Greenwald replied yes. Ms. Ancharski asked if it would be the same on the other side of Central Square. Chair Greenwald replied presumably, yes. Ms.

Ancharski asked if it is correct that the bicyclists would not be funneled into Central Square.

Mr. Blomquist stated that the plan is to have, starting down toward Emerald St. and Eagle Ct., bringing the bicycle facilities from the Water St. area all the way up through Central Square, ultimately to West St., ultimately to Washington St., and Court St. Certainly, those outer streets, like West St., need work. West St. is a $32 million project in the CIP, starting in about 2028. Those pieces will be coming together over the next decade.

Ms. Ancharski stated that she is still not completely clear on it, but it seems like they are arguing about a block beyond the current rail trail, a block south of the current rail trail on both sides, and a block north of the current rail trail on both sides. Chair Greenwald replied yes. Ms. Ancharski replied that the bikers will end up somewhere else. She continued that that zigzag path that was shown will still have to be used. They are spending a lot of time and money on a very short distance, and the people who will be biking to work will be on the street after these dedicated bike lanes, so she does not see the benefit of the dedicated bike lanes. She asked if all businesses will have bicycle racks in front of their businesses, taking up more sidewalk space, so that people can get off their bikes for those two blocks. Chair Greenwald replied that the locations of the bike racks are not specified; that is a final design detail. Ms. Ancharski continued that she is part of the older population and does ride her bike, but she parks it near Yolo and walks. She continued that coming down Washington St., it would be nice to have a bike rack; she knows there is a small bike rack near City Hall. She thinks they are spending a lot of time on this because "some people are being rather noisy" about multi-modal transportation.

Jim Sterling stated that he is one of those "noisy multi-modal people," and he will fight for the bike lanes. He continued that some people do not understand is that it is not just about traveling through Keene. People want access to the downtown, not just to park at Railroad Square and have to walk. They do not say that to people who have cars, and they do not say to pedestrians. Bikers want the same opportunity as everyone else. Listening to the previous speaker, he thought she made some very good points for having protected bike lanes. Whether they vote for bike lanes or not, there will still be perils on the road. They are just trying to remove the perils that are here downtown. The reason so many business owners do not recognize bikers as shoppers is because bikers have been cut out from that. He appreciates Councilor Roberts for doing research, and he appreciates Councilor Workman for being so thoughtful about what she heard last week. Regarding their conversations about an "older demographic" electric bikes are being sold at twice the rate of regular bikes. In addition, he wishes young children could be here to voice their thoughts, because the Council is voting on something that will affect the next 40 to 50 years. He would like to see if they have actually done a cost/benefit analysis of bikers versus 10 or 15 parking spaces. Trying to keep downtown the same is absurd, and he would like the Councilors to have some vision.

Chair Greenwald stated that he has a question for staff or Stantec. If they say that they want to maximize the sidewalk width, and he is not saying bikes or no bikes, is it correct that a bike lane would be a strip of paint going down the sidewalk, five feet off the curb? Mr. Blomquist replied yes, there would be some type of marker that would indicate the bike lane. He continued that of course, they want that from a safety standpoint. Someone on the other side, such as a pedestrian or someone using a mobility device, would be aware that they were crossing into an area in which they need to pay more attention.

Chair Greenwald replied that maybe he is thinking of this a little differently. He continued that he keeps saying he wants a maximum sidewalk. Whether there is the marking there now or not, that seems like a final design issue. Mr. Blomquist replied yes, but when Chair Greenwald says "maximize sidewalk width," he can say right now, the one lane option north/south gives the maximum sidewalk width. But if they want to keep the median the size that it is, and keep two lanes north

south, and keep 18-foot parking bays, that tells them how much space they now have left from the front of the parking bay to the face of the building, which basically is what they have there today. If they want a bike lane in that, now they will be taking five feet away from the sidewalk width.

Chair Greenwald stated that if he is not prepared to give up a lane of traffic, and he not prepared to give up center parking. The sidewalk is where it is, and they are doing a lot of talking about something that does not make any difference. Mr. Blomquist replied that if they keep Main St. essentially the way it is, they are not changing any lines. He continued that they would be keeping the sidewalk widths the same as what they are today. Chair Greenwald replied that if some Council in the future decides they want to take five feet of that sidewalk and put a stripe down and call it a bike lane, they could. Mr. Blomquist replied that that would be reducing the sidewalk width. Chair Greenwald replied yes, but that is not something they have to decide now. Mr. Blomquist replied that Chair Greenwald is right, certainly a future Council could do that. However, this is part of the design process, determining what they are going to be putting in and around that. They have talked about green infrastructure. Certainly, there will be green spaces, like there are today, because that is part of why people come downtown; they can sit under trees, and enjoy the beauty. The question is how to lay that out. The decisions the Committee is making today, which he thinks they have been emphasizing, are decisions that will affect downtown for the next 30 years. Historically, downtown has been addressed approximately every 30 years when there has been some change in society, such as moving to the automobile, rail going out, or commercial activity no longer being the main focus in the downtown. What happens in 30 years? It seems like movement towards electric vehicles, autonomous vehicles, will change the demand, and probably at that time, the downtown will be adjusting to meet those particular needs. What Chair Greenwald is proposing is basically the lines that exist out there today. In the future, yes, someone could talk about taking the five feet for bike lanes, but that means that they have to make sure as they are doing the design that they are not putting anything in that five-foot area that would need to be removed.

Chair Greenwald thanked Mr. Blomquist for being his sounding board on this. He continued that if he is saying he does not want the parking in the middle to be removed or reduced, as much as he might want the bike path, it does not fit. Mr. Blomquist replied that it does not fit based on what Chair Greenwald has identified as being the priorities. He continued that they talk about not losing parking spaces, and right now they have a conceptual design. They have not sat down and done the next level. For example, if they were to choose the roundabout option, probably eight or ten parking spaces could be fit onto West St. that are not there today. There are probably other things that they could do, if they are looking at pure numbers, to get the parking spaces back up to what they have, and maybe more. However, again, part of the challenge is they do not know what configuration, other than, they know what they have today. Chair Greenwald replied that it is clarified in his mind, and he will find his way around the perimeter, as he has done for years.

Councilor Filiault stated that he has heard comments throughout the week that if the bike lanes do not happen, the City is “anti-bike.” He continued that that is a complete misstatement. This City has spent more time and money on bicycle infrastructure than probably any community in the state has. He challenges any city to rival what Keene has spent. They are talking about two city blocks here. Councilor Williams said there are no bike trails in Ward 2, and there still will not be, because they are only talking about two city blocks. Regarding college students getting to Winchester St., it does not matter – they will not be using these two city blocks to get there. Councilor Filiault noted that he grew up in Keene, and rode a bike, and he made it everywhere downtown. That was before the bike trails even came in. Anyone from the area who comes into downtown Keene knows how to circumvent and get anywhere they want to go, and now, they have multi-million dollar bike trails to do it. Railroad Square and Gilbo Ave. hopefully will have many bike racks. They talk about exercise. If you are biking into Keene and are going to stay in Keene, you can walk one block north and one block south. You can get to anywhere in Keene on a bike with a little bit of creativity. You know

where the alleyways are, you know where the streets are, and you do not need signs. For those bike paths in Keene, you do not need to go down Main St., just go around it and go. He takes offense to those who say the Council is anti-bike. He appreciates the multiple calls he got this morning from people on the BPPAC who disagreed with designing protected bike lanes downtown, but who did not want their names out there.

Councilor Filiault continued that if they did a bike lane, if there was all the space in the world, fine. But they do not have all the space in the world. Instead of talking about reducing sidewalks to accommodate bike lanes, they should be talking about widening them. Downtowns are now social downtowns, and they see that in Keene. People who grew up in Keene know that they have gone from retail to social. They will need wider sidewalks if some of these retail buildings become restaurants. They will need more room for tables. When the Colonial Theater has a show, 900 people come in to those shows at night. There is not a parking space to be found anywhere, or an outdoor table. They will need more of that. They can live without two blocks of bike lanes. If someone cannot manage to get into Keene on a bike without that, they probably should not be pedaling. He rides a bike, knows how to get anywhere downtown, and has not been hit yet.

Pam Slack of Beaver St. asked for clarification on the motion on the table. She continued that it seems like part of this conversation is not part of the motion. She requested that the Chair read the motion so that everyone understands it. Tonight is probably one of the first times she has heard that there are four projects on the table. However, those four projects are not the projects that were promoted by the City. The City promoted one project, the project that came out of the Mayor's ad hoc committee. Tonight is the first time she understood that all four projects are on the table. When they make the motion tonight, she would like it to be made clear to the public what is actually being recommended to the City Council.

Chair Greenwald replied the motion will not reference a plan letter or number, but rather his intent is to identify the design scope in words. Ms. Slack replied that she understands that, but the public might not be able to follow that. It is not clear, and that has been a problem with this project all along, in her opinion.

Ms. Slack continued that regarding the RAISE grant Mr. Roberge spoke about that Boston got for $25 million, the chances of Keene getting that type of grant are slim. She does not want people to think that the City can get a $25 million grant to help with the project downtown. Also, she is very concerned that they are going to change the entire downtown to accommodate bicycles. They will lose something, somewhere, if they do that. She does not want to see any businesses lost. She wants to continue to see the restaurant grow and see people outside. She is a walker, and rode her bike all around Keene when she was a child. The law at the time was that you could not ride your bike downtown on the sidewalk, and there was a $50 fine.

She appreciates that this has finally come to the MSFI Committee, which is where it belonged in the first place, and she appreciates the hard work that the Councilors have put into this. This is a very important project to the entire city, and everyone should have a voice, and because they did it this way, she feels like everyone has had a voice.

Chair Greenwald stated that he will re-read the motion. He continued that intentionally, he did not try to figure out which one of these numbered/lettered plans should be incorporated.
He read the motion as:

- "That Central Square remains in the existing configuration, but with improvements to lane markings, lengths of crosswalks, and traffic lighting systems.
- That the improvements to Main St. maximize sidewalk widths while also keeping parking in the

center median.
- That the raised crossing table crossing Main St. to Gilbo Ave. and Railroad Square be installed as proposed.
- That the remaining crosswalks on Main St. be evaluated for potential elimination of mid-block crossings and/or the installation of pedestrian lighting systems where appropriate.
- That the project include infrastructure, water and sewer, for the installation of public bathrooms at a later date.
- That protected bike lanes not be included in the final design.
- That during the final design an evaluation be done of all turning movements to connected side streets for a possible alteration or improvement."
- That Gilbo Ave. remains two-way traffic

Chair Greenwald stated that he is expecting an attempt for an amendment, and that is the process. He continued that right before they vote, for the record, he wants to run down some of these final design considerations that will come up later. He also wants to note that this is not the end for the MSFI Committee. Once it goes into final design in the next stages, it will come back to the Committee periodically for informational review and input.

Roger Weinreich of 51 Railroad St. stated that he does not know if bike lanes downtown are the thing, either around the town or down the middle, because he does not have enough information to make that decision. He continued that one thing he knows is that Keene is in transition. He is sure it was in transition when they went from horses to cars; at some point, cars took over. They are now in transition in that bicycles and alternative means of transportation, which have not even come yet, are coming. He saw an older man come through the square on a scooter, and thought to himself that that is how he would get around if he could do so safely. They are not even at the cusp of what it is going to look like, but the bike lanes are at least a way to segregate some space, and if they have to give up part of the sidewalk, he is in favor of that. He does not see crowds in front of the Main St. stores anymore as he used to, so he thinks there might be space for five feet of sidewalk for bikes, with six or eight feet for pedestrians, he is not sure. He has been in business for 30 years and can count the accidents involving pedestrians hit by bikes in front of the store and not blame anyone but know that if anything, that is a reason why they have to protect their citizens. They are getting more bikes on the sidewalks whether they like it or not. They are getting in the way of cars and vice versa, so there is a need for some segregation or integration they have to play around with and explore. To that end, he wants to thank the Council for offering to contribute to Jeff Speck's visit on June 12. Mr. Speck is the foremost infrastructure designer in America right now, and he is coming to Keene not as a consultant – all he will do is show examples of other towns. He would like to see if his book of tricks has another town like Keene with bike lanes, and see what they did and how that looks. He thinks they just have not compared enough of what has actually been done, so they do not have to reinvent the wheel. Mr. Speck's visit is unbiased. He goes to some towns and says "Nope, no bike path, don't do it." But it is good to have this discussion.

Mr. Weinreich continued that regarding the finances, in some of the cities he looked at around the country where they got grants for the above multi-modality work, it cost the taxpayers less money. He is beginning to believe that if they do that extra work and pull in some grants, it might have less burden on the taxpayer. He is not sure if that is true. To remind everyone, Mr. Speck's visit will be at Heberton Hall, 6:00 PM, on Monday, June 12. The following morning a workshop is open to 30-50 people who want to come do more Q&A. He is only coming to Keene to share his experience. He encourages people to attend and listen to what he has to say.

Hilda Demoya of Pine Ave. stated that she lives near the first bike trail. She continued that she rode her bicycle for 20 years, in seasonable weather, back and forth to work. She also rode it from her home to lower Main St. at a different job. She would be riding it still, perhaps, except she does not

feel safe riding a bicycle in Keene. It is not a dedicated trail, and it is not sidewalks, it is the whole, general infrastructure in Keene where West St. has a finite width, as does Main St. They cannot add or subtract real estate. If they start to put in bicycles, fine. Dedicated lanes on West St. that are three feet wide and painted with a white stripe just do not cut it, because the sewer drains have to be avoided on a bicycle otherwise you would stop dead. Vehicles are getting bigger and faster, and trucks are wider. There are people riding motorcycles, from motorized wheelchairs to Harleys. There are people getting drivers licenses without much experience. There are elderly people who should not be driving anymore. It is the responsibility of the City and the State, and of the individual, to make sure that the operator is competent. She sees a lot of discourtesy on the part of every motorized vehicle. She has seen motorized scooters driven by children who look to be eight years old. She recalls the ATV accident where the driver was 6 years old and killed on the rail trail crossing routes 9, 10, and 12. She does not want to have to argue with the sidewalk or the pothole in the road, and does not want to have to argue with bicycle riders who do not even ding their bell to let you know they are behind you on the rail trail. She would like to have bicycle access, but personally does not feel that she needs it on Main St. Yes, it would be nice to have a place where you could securely lock your bicycle in a bike rack, like at the Library. She will not ride her bike on West St. or Main St. She is 100% in favor of requiring people to walk their bicycles on Main St.

Ms. Demoya continued that she is glad to hear that Central Square will be on timed lights and about other things like that that will make it safer. She recognizes that Keene has changed. She may not like speeding tables on Main St. sidewalks, but she puts up with them. She does not like walking down the west side of the square when someone is riding a bicycle and three families are eating at tables outside and there are two dogs on leashes and you can barely fit through. They have finite real estate, and have to figure out how to coexist. She does love to ride a bicycle and understands why they want to commute to and from work on a bicycle. She thanks the Council for doing this. She is delighted to hear that Central Square will stay the same and will have safety improvements.

Jodi Newell of 32 Leveret St. stated that she has not yet contributed to these conversations but she appreciates the way they are going about it and getting input from everyone. Regarding bike lanes, she can speak from the perspective of someone who tries to leave her car at home during the week and ride her bike instead. She continued that when her children were young, she used to ride around with them in a trailer behind her, and can say how mortifying it is to ride around the streets if there is not a bike lane in place. It makes it safer. She understands the idea of going around the downtown, and she is perfectly fine with the way it is set up now and walking her bike through the downtown. That is what she does. Regarding the conversation about taking the roads around Main St., she wants to know if the Committee members have done that themselves, because the sidewalks are not good and riding in the street is not good, either. She knows and appreciates that Keene is bike-friendly, but bike lanes are helpful in keeping people safe. Her children now ride their bikes downtown with their friends, to go to Local Burger and so on and so forth, and it would be safer for them to go downtown if there were a bike lane. She understands that there are considerations to be made. If the bike lanes do not end up being on Main St. she would appreciate it if they could fix up the streets around it, so that going around it is a little safer for people, especially children.

Dorrie Masten stated that she wants to clarify one of the biggest problems with this conversation. She continued that not putting in bike lanes on Main St. does not eliminate the RAISE grant funding in any way. Putting it a block away will not affect the RAISE grant. She called the Federal government's office and spoke with a RAISE grant representative, who assured her that the scoring process is not about bike lanes. It is about making the downtown easier to get through, the environment, and all of that. It has nothing to do with riding down Main St. on your e-bike. You can be a block away. Stantec knows how to figure that out; they could put a bike path on Summer St. It does not have to be in downtown. They are talking about two blocks. If anyone on a bike cannot get

off and walk for those two blocks, they should not be on a bike, they should be in a wheelchair. She thought the whole point was that they are riding their bikes to be outside in the fresh air. The RAISE grant will not be shut off, nor will the City's score be lowered, for not having bike lanes on these two blocks. However, while saying that, she is not against the bike path. She does not mind it at all. She just thinks that altering the entire downtown for two blocks is ridiculous. They need to be fiscally responsible. She asks the Council to remember that their job is to consider what would benefit the majority of Keene, not the few people who may or may not live in Keene.

Councilor Williams stated that it is interesting when people say, "You can walk your bike for two blocks," because nobody says, "Push your car for two blocks." He continued that there is inequality here, regarding how drivers are treated versus how people who are not driving are treated. He finds that attitude extends to the streets, where he does not feel safe. It is concerning to him to be hearing what he will call an anti-bike vibe. He does not think the City supports bicyclists particularly well. They certainly make a lot of noise about it, but if you think about the City's budget, the funding for bike lanes comes from a non-profit that raises money to give to the City for bicycle infrastructure. That is not how it works for roads; roads are paid for through taxes. They would not dream of having a non-profit do it. But the cars get the special privileges, and somehow that 167th parking space is considered a "need," not a "want," but a bike lane that will keep people safe – and keep his child out of traffic – is considered a "want."

Councilor Williams made a motion to amend, so that the 6th item in the motion reads: "That protected bike lanes be included in the final design." Councilor Workman seconded the motion.

Chair Greenwald stated that his thoughts are that if they could make the street wider, he would be all about this. However, when it comes down to taking away sidewalk for pedestrians and merchants, to make the bike lanes, he loses it. Otherwise, he would be in favor. He continued that once this is finally down, all they would have to do is get some paint, and they would have a bike lane. In the future, if there were that many bikers and the future Council sees it in their wisdom to want to do it, this is a very easy change. He will be opposing the amendment but understands Councilor Williams's points.

Chair Greenwald asked if other Committee members had thoughts on the amendment. Hearing none, he called for a vote. The motion to amend failed with a vote of 2-3. Chair Greenwald, Councilor Roberts, and Councilor Filiault were opposed.

Chair Greenwald stated that they return to the motion on the floor, as presented. He asked if anyone from the public wanted to speak on the motion.

Councilor Williams stated that he has another amendment to propose, regarding the part that says, "Central Square is to remain in the existing configuration but with improvements to lane markings, lengths of crosswalks, and traffic lighting systems." He continued that as he said before, he does not think this will be effective. He thinks they will continue to have a downtown that is overwhelmed by traffic. (People are familiar with the experience of having a good time on Central Square and then suddenly some guys with big engines start circling around the square. They want to not have that anymore; they want Central Square to be an accessible place where people can go. Someone was saying you cannot find downtown space anymore because there is only so much real estate, but there is a configuration here that has figured out how to get more real estate out of downtown. That is gold and they should not give that up. He proposes that the motion say, "That Central Square be upgraded to a configuration that includes traffic lights and a one-way section at the north end of the square."

Chair Greenwald asked if there was a second. There was no response. He asked if there were any

more amendments to propose. Hearing none, he asked for a vote on the motion.

Councilor Roberts asked to speak first. He stated that one of the most prevailing things he has heard over all these meetings is how they are going to improve the downtown, make the downtown the center point, and attract more people downtown, like the crowds they had before. He continued that it is more than bike lanes, more than a roundabout. It is about changing their perspective. The reason they do not have a lot of people downtown is, for example, the high school has 500 less students. They do not have people coming back to Keene to produce families to shop downtown. They do not have income equality for women. The majority of workers in Keene are women. Even a woman with a bachelor's degree gets $15,000 a year less than men. With a graduate degree, $25,000 a year less. If they are not working as a City to improve that, no woman is going to want to come back to Keene to raise a family if they will get so shortchanged on their income. The City of Keene has to wake up and understand many of the economic discrepancies Keene has that are preventing women graduating, going to college, getting a job, coming back to Keene, buying homes, putting children into Keene's schools, and spending money at Keene businesses. Bike lanes will not put more people downtown. It is a much bigger picture.

Chair Greenwald asked for any last public comment. Hearing none, he asked for a vote on the motion. The motion passed with a vote of 3-2. Councilor Workman and Councilor Williams were opposed.

Chair Greenwald stated that for the background notes, there has been talk about final design considerations. He continued that in his notes, he listed the following: street lights, traffic signals, stop signs, lane markings, planting beds, trees, crosswalk lighting, bike racks, electric vehicle charging, event protection, and the work schedule.

Chair Greenwald stated that whatever project makes it through Council, it will come back to the MSFI Committee for periodic review and input.

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through:

Subject: **Acceptance of Strategic Planning Grant - Engineering Evaluation of Groundwater**

Recommendation:

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to execute and expend a Strategic Planning Grant from the New Hampshire Department of Environmental Services (NHDES) for $50,000 to perform an engineering evaluation of the Robertson Field property and West Street Well Facilities.

Attachments:

None

Background:

Assistant City Manager/Public Works Director Aaron Costa addressed the Committee first. He stated he was before the Committee to request acceptance of a strategic planning grant through NHDES for $50,000. He explained the West Street water facility has been a source of water for the City since the 1950's. In 1997 the City purchased Robertson Field as a potential location for groundwater sources. One of the recommendations of the Water Supply Master Plan was to develop that property as a groundwater source and connect West Street well supply via a new raw water main to the treatment facility on the Robertson Field property, thus minimizing the upgrades needed at the West Street Well Facility.

Mr. Costa stated the City applied for the Strategic Planning Grant and will use those funds to hire a consultant to provide a clearer picture of the scope of work required to develop a new groundwater source on the Robertson Field property, look at what would entail installing a new transmission line that connects the West Street groundwater supply to the Robertson Field property and any improvements needed at the West Street Well Facilities.

Councilor Lake made the following motion, which was seconded by Councilor Madison.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to execute and expend a Strategic Planning Grant from the New Hampshire Department of Environmental Services (NHDES) for $50,000 to perform an engineering evaluation of the Robertson Field property and West Street Well Facilities.

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through:

Subject: **Change Order for Professional Services - Appraisal Services - Winchester Street Reconstruction Project**

Recommendation:

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to negotiate and execute a change order for continuing professional services with MMC Appraisal Services for an amount not to exceed $20,000.

Attachments:

None

Background:

City Engineer Don Lussier addressed the Committee next and stated he was before the Committee regarding a professional services change order for an appraiser that is assisting the City with the Winchester Street property acquisition. One of the property owners of property the City acquired challenged the City as to whether this was a necessity or a net public benefit. The City won this argument at the Superior Court and the next step is to go before the Bureau of Tax and Land Appeals (BTLA). That hearing was scheduled for this month but the property owner has asked for a continuance and it is now tentatively scheduled for next spring.

Mr. Lussier stated the City Manager approved a professional services contract with the appraiser who was assisting the City's outside counsel in preparing for the BTLA hearing; updating the appraisal to current value, reviewing the opposing team's appraisal, and providing feedback to counsel. Mr. Lussier stated when the contract was prepared the City was not sure what the effort would be and it was done for a nominal amount of money but now have a better idea of what this work entails. Unfortunately, the change order is more than 10% of the original contract and needs Council authority.

Chair Powers clarified this additional amount is also within the budgeted amount for this project. Mr. Lussier agreed and added this project is funded through the federal highway grant, 80/20 split. No additional City funds are being asked to be appropriated for this project.

Councilor Madison made the following motion, which was seconded by Councilor Lake.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends that the

City Manager be authorized to do all things necessary to negotiate and execute a change order for continuing professional services with MMC Appraisal Services for an amount not to exceed $20,000.

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through:

Subject: **Amendment to KSC Agreement**

Recommendation:
On a 4-0 roll vote, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to execute the 6th amendment to the Municipal Services Agreement between the City of Keene and Keene State College.

Attachments:
None

Background:
City Manager Elizabeth Dragon addressed the Committee and stated this item is an amendment to the Municipal Service Agreement with Keene State College. The Manager stated when they started this conversation with Keene State College, their enrollment was declining and there was a lot of pressure on the Keene State College budget. As has happened in the past, the Manager is asking for an extension of the Agreement but to approve an automatic renewal in the future unless one entity asks for negotiation of a new agreement. The Manager stated this agreement is important to the City, especially during budget time as it brings all revenue amount into the budget; the life safety portion of the agreement is just over $497,000 and the City also receives funding for a police officer position which is approximately $141,000, the social host position is split which is about $15,000, in the past have also collected $10,000 for prosecution services. The new agreement in addition to creating an automatic renewal, instead of referring to prosecution services talks about off-campus neighborhood and code and fire enforcement. This is something the President of Keene State College would like to work towards.

Councilor Lake made the following motion, which was seconded by Councilor Madison.

On a 4-0 roll vote, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to execute the 6th amendment to the Municipal Services Agreement between the City of Keene and Keene State College.

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **John Sosnowski - Request for Water Abatement and Fee Waiver - 251 Park Avenue Staff Response: 251 Park Avenue Sewer/Water Abatement Request**

Recommendation:
On a vote of 5-0, the request for the water abatement and fee waiver was placed on more time.

Attachments:
None

Background:
Chair Greenwald stated that Mr. Sosnowski is not available this evening, and it would be appropriate to place this item on more time so he can address the Committee at the June meeting.

Councilor Filiault made the following motion, which was seconded by Councilor Williams.

On a vote of 5-0, the request for the water abatement and fee waiver was placed on more time.

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Habitat for Humanity

Through: Patricia Little, City Clerk

Subject: **Relating to an Amendment to Zoning Map - Old Walpole Road - Rural to Low Density**
Ordinance O-2023-12

Recommendation:

Attachments:
1. Application to Amend the Zoning Map
2. O-2023-12 Zone Change - Old Walpole Road
3. Old Walpole Road Map

Background:
Michael Conway, agent for Monadnock Habitat for Humanity, has submitted an application to amend the Zoning Map from Rural to Low Density for a 7.1-acre parcel of land on Old Walpole Road.

APPLICATION TO AMEND THE ZONING MAP

Petitioner: Michael F. Conway, Agent-Monadnock Habitat for Humanity **Date:** May 23,2023

Address: Monadnock Habitat for Humanity P.O. Box 21, Keene NH 03431

Telephone: (781) 760-3636 **Email:** mfconway911@gmail.com

Property Owner: Monadnock Habitat for Humanity, Matt Keenan, President

Location of Property to be Rezoned: 0 Old Walpole Road

Approximate Acreage: 7.1 **Present Zoning District:** R **Proposed Zoning District:** LD

Parcel ID #s of Property to be Rezoned: MAP 503 Lot 005

Validation of parcel ID #'s by the Assessing Department

Petitioner's Signature

SUBMITTAL REQUIREMENTS WHICH MUST BE COMPLETE AT TIME OF SUBMISSION TO THE CITY CLERK:

- A properly drafted Ordinance containing the full description of the property to be rezoned (by Parcel ID number(s) or metes and bounds description, as appropriate) and the proposed amendment.
- A typed or neatly printed narrative explaining the purpose of, effect of, and justification for the proposed change(s).
- $100.00 application fee.
- As provided for in RSA 675:7, if the proposed amendment changes the boundary of a zoning district, the Petitioner shall submit a notarized list of all property owners within the zoning district directly affected by the proposed boundary line change, and of all property owners outside of the zoning district that abut the proposed boundary line change. This list shall include the tax map number and address of each abutter and owner, and must be current with the Assessing Department's records within ten days of submittal. The list shall also include the name of any agent who should receive notice. Two sets of mailing labels shall be provided.
- Three maps showing the boundary of the area or areas to be changed, one at 8 1/2" x 11" and two at City tax map scale (24" x 36").

Date Received by City Clerk: 05/25/2023 Ordinance Number: O-2023-12

On City Council agenda: 06/01/2023 Workshop to be held: _____

Public Hearing to be held: _____

K://Council/Formsl/Application_Amend_Zoning_Map.doc

APPLICATION TO AMEND THE ZONING MAP

APPLICABLE FEES:

Application Fee @ $100.00	$ 100 —
Publication of Notice in The Keene Sentinel @ $90.00	$ 90 —
Postage Fees for property owners/agents and abutters at current USPS 1st Class Mailing rate	$ 12 60
Total Fees submitted to City Clerk	**$** 202 60

The petitioner is also responsible for the publication costs for the public workshop before the joint Planning Board and Planning, Licenses and Development Committee. Additional fees will be collected by the Community Development Department for the mailing costs associated with the public workshop as well as the publication of the public workshop notice.

Application to Amend the Keene Zoning Map

To Rezone Map 503 Lot 005

From Rural to Low Density

May 23, 2023

This Application, when approved, will amend the Keene Zoning Map to change the zoning designation of MAP 503 Lot 005 from Rural to Low Density.

Lot 005 is owned by Monadnock Habitat for Humanity, Inc. P.O. Box 21, Keene, NH and is a 7.1-acre undeveloped lot. It has 780 feet of frontage on Old Walpole Road and has access to city water and sewer, both of which will require our extending the mains either along Old Walpole Road or, if an access easement can be secured, by connecting to the existing mains on Butternut Drive. Lot 005 abuts Lot 004 along its eastern border, and it abuts the current LD zone along its southwest border.

Purpose: The purpose of the zoning change requested by this application is to create an opportunity for the development of affordable work-force housing. This is in accordance with the mission of Habitat for Humanity and in compliance with the Keene Comprehensive Master Plan.

Effect: The requested change in the zoning designation would result in several changes to the permitted uses of the property. Table 1 below presents the permitted uses for Rural and LD zoning districts. Many uses that are permitted in a Rural Zone are not permitted in LD. Two-family and multi-family dwellings are permitted in the LD zone only if the tract is developed as a Conservation Residential Development (CRD).

The requested change to LD Zoning would change the permitted density from 1 dwelling unit per 2 acres with city water and sewer to one dwelling unit per 10,000 square feet. However, presently unconfirmed and unquantified physical factors such as potential wetlands, steep slopes, bedrock outcrops, etc. are anticipated to significantly reduce the total percentage of developable land on the 7.1-acre Lot 005.

Justification: The 2010 Keene Comprehensive Master Plan identifies housing as a critical component of the economic vitality of the community. The dire need for additional home construction is indisputable. Keenenh.gov reports statistics showing a 47

TABLE 1

COMPARISON OF PERMITTED USES

RURAL DISTRICT		LOW DENSITY DISTRICT	
Dwelling, Manufactured Housing	P		
Dwelling, Single Family	P	Dwelling, Single Family	P
		Dwelling, Two Family	PCRD
		Dwelling, Multi-Family	PCRD
Manufactured Housing Park	P		
Animal Care Facility	P		
Bed and Breakfast	SE	Bed and Breakfast	SE
Greenhouse / Nursery	P		
Kennel	P		
Group Home, Small	CUP	Group Home, Small	CUP
Cemetery	P		
Community Garden	P	Community Garden	P
Conservation Area	P	Conservation Area	P
Farming	P		
Golf Course	P1		
Gravel Pit	SE		
Solar Energy System (Small Scale)	P1		
Solar Energy System (Medium Scale)	CUP		
Solar Energy System (Large Scale)	CUP		
Telecommunications Facilities	P1	Telecommunications Facilities	P1

P = Permitted
P1 = Permitted with Limitations per Article 8
SE = Permitted by Special Exception
CUP = Conditional Use Permit Required
PCRD = Permitted only as part of a Conservation Residential Development

percent average single family price increase from 2019 to 2022. All the other metrics, including volume of inventory, time on the market, and rental vacancy rates all point to a significant supply/demand imbalance that constricts economic growth as middle and low-income working families are priced out of the market.

The requested zoning designation change is consistent with the Master Plan. It will enable Habitat for Humanity to build affordable work-force housing connected to city water and sewer, which, based on our discussions with the City Engineer, have adequate capacity and pressure in this area. The location on Old Walpole Road is convenient to downtown, the medical center, and the surrounding major transportation roads and routes.

ORDINANCE O-2023-12

CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Three

AN ORDINANCE To Amend the Zoning Map – Old Walpole Road - Rural to Low Density.

Be it ordained by the City Council of the City of Keene, as follows: that the Ordinances of the City of Keene, as amended, are hereby further amended by changing the zoning designation of a certain tract of land on the southwest side of Old Walpole Road (Map 503 Lot 005) in the City of Keene, County of Cheshire, State of New Hampshire from Rural to Low Density.

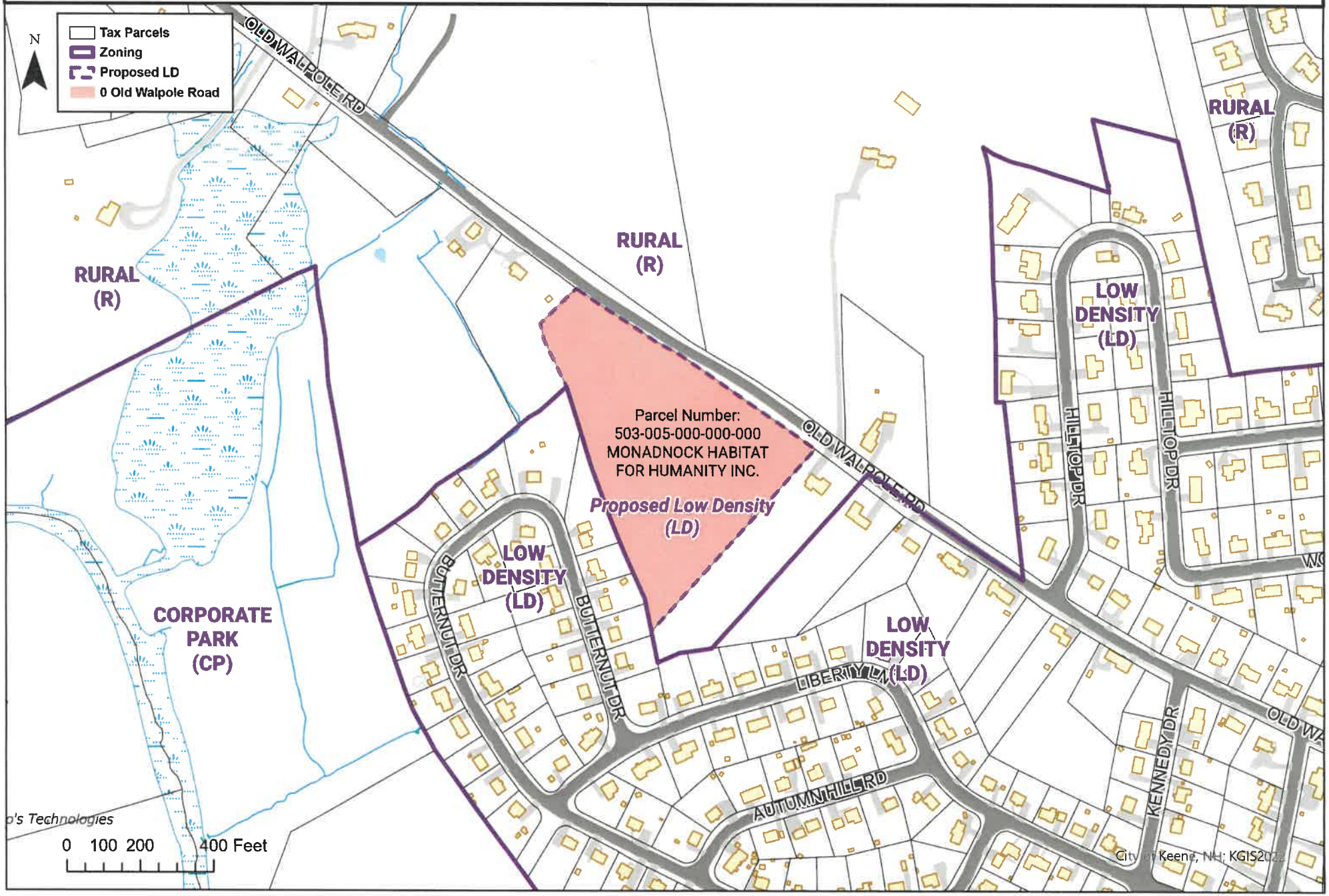
_____

George S. Hansel, Mayor

Proposed Zoning Change:
0 OLD WALPOLE RD
Keene, NH

Prepared by KGIS
5/22/23
City of Keene Parcels:
CAI Inc
Basemapping:
KGIS2023

DISCLAIMER:
The City of Keene makes no warranty or representation as to the accuracy, timeliness or completeness of any of the data. The City of Keene shall have no liability for the data or lack thereof, or any decision made or action taken or not taken in reliance upon any of the data.



CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through:

Subject: **Relating to Class Allocation and Salary Schedules**
Ordinance O-2023-11-A

Recommendation:
On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Ordinance O-2023-11-A.

Attachments:
1. Ordinance O-2023-11-A

Background:
Assistant City Manager/Human Resources Director Beth Fox was the next speaker who addressed the Committee regarding Ordinance O-2023-11-A which refers to Class Allocation and Salary Schedules for non-union employees and includes Charter Officers, Call Firefighters, Probationary Public Works Employees, Probationary Firefighters, Probationary Police Officers, and Non-Union Administrative Management and Technical Group. She noted that the "A" version corrects a formula error in the original Ordinance.

Ms. Fox stated this Ordinance provides for COLA Adjustments that are comparable to the bargaining units.

Ms. Fox called the Committee's attention to a couple of other issues – the City is proposing a larger adjustment to Probationary Police Officers. The City like many communities are having a difficult time recruiting and are hoping offering a substantive increase in the starting pay for Probationary Non-Certified Officers can create more success with recruitment.

She also noted the Class Allocation Schedule does include adjustments that were discussed during the budget process. There is a new job title added for Human Services Specialist and a reclassification for the Parking Operations Manager position. There is also the addition (anticipation of a grant) for a position of Social Worker and in Public Works an Infrastructure Project Manager position included in the schedule.

Councilor Madison made the following motion, which was seconded by Councilor Lake.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Ordinance O-2023-11-A.

ORDINANCE 2023-11-A

CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Three

AN ORDINANCE Relating to Class Allocations and Salary Schedules

Be it ordained by the City Council of the City of Keene, as follows:

That the Ordinances of the City of Keene, as amended, hereby are further amended by deleting Section 2-231, "City Council Appointments' Salary Schedules" of Chapter 2, entitled "Administration;" as well as Section 62-141 "Call Firefighter Hourly Wage Schedule;", Section 62-166, "Hourly Wage Schedule for Probationary Public Works;" Section 62-191, "Probationary Firefighter;" Section 62-192, "Probationary Police Officer;" and Section 62-194, "Administrative and Clerical – Annual Salary Schedule", of Chapter 62 entitled, "Personnel," and by substituting in lieu thereof the following attached new sections: Section 2-231, "City Council Appointments' Salary Schedule;" Section 62-141 "Call Firefighter Hourly Wage Schedule;" Section 62-166, "Probationary Public Works Hourly Wage Schedule;" Section 62-191, "Probationary Firefighter;" Section 62-192 "Probationary Police Officer;" and Section 62-194, "Administrative, Office, Technical and Management – Annual Salary Schedule," effective July 1, 2023.

_____

George S. Hansel, Mayor

City Code Section 2-231

COUNCIL APPOINTMENTS
ANNUAL SALARY SCHEDULE

(effective July 1, 2023)

SALARY	City Clerk	City Attorney	City Manager
L	96,694	119,697	143,689
E	101,045	125,083	150,155
V	105,592	130,712	156,912
E	110,344	136,594	163,973
L	115,309	142,741	171,352
	120,498	149,164	179,063

City Code Section 62-141

CALL FIREFIGHTER
HOURLY WAGE SCALE

Non-bargaining unit
(effective July 1, 2023)

Grade		Step 1
CF1	Non-certified Probationary Firefighter	$ 11.25
CF2	Probationary Firefighter (Level 1)	$ 14.63
CF3	Probationary Firefighter (Level 2)	$ 16.28
CF4	Firefighter (Level 1)	$ 16.88
CF5	Firefighter (Level 2)	$ 20.26
CF6	Special services (Chaplain, Photographer & Aide)	$ 15.75

City Code Section 62-166

The hourly wage schedule for probationary public works employees is as follows:

PROBATIONARY PUBLIC WORKS
HOURLY WAGE SCHEDULE
Non-bargaining unit
(effective July 1, 2023)

GRADE	1	2	3
PPW 2	16.09	16.81	17.57
PPW 4	17.58	18.37	19.20
PPW 5	18.37	19.20	20.06
PPW 7	19.67	20.56	21.49
PPW 8	20.96	21.90	22.89
PPW 9	21.90	22.89	23.92
PPW 10	22.89	23.92	25.00
PPW 11	23.91	24.99	26.11
PPW 12	25.00	26.13	27.31

GRADE	
PPW 2	Maintenance Aide I; Recycler I; Recycler I/Attendant
PPW 4	Water & Sewer Service Aide I
PPW 5	Maintenance Aide II; Motor Equipment Operator I; Recycler II; Water & Sewer Service Aide II
PPW 7	Mechanic I
PPW 8	Motor Equipment Operator II
PPW 9	Mechanic II; Sign Maker; Maintenance Mechanic; Utility Operator
PPW 10	Highway Foreman; Solid Waste Foreman; Maintenance Technician I**;** Lead Mechanic
PPW 11	Water Meter Technician; Maintenance Electrician
PPW 12	Water & Sewer Foreman; Maintenance Technician II; Shop Manager; Solid Waste Operations Foreman

City Code Section 62-191

PROBATIONARY FIREFIGHTER
HOURLY WAGE SCHEDULE
Non-bargaining unit
(effective July 1, 2023)

GRADE		STEP 1
F 1	Firefighter/EMT B	$21.68
F 2	Firefighter/A-EMT	$22.98
F 3	Firefighter/Medic	$24.45
F 4	Paramedic Only	$22.98

City Code Section 62-192

PROBATIONARY POLICE OFFICER
HOURLY WAGE SCHEDULE
Non-bargaining unit
(effective July 1, 2023)

GRADE	STEP
PP 1	$27.46
PP 2	$28.70

City Code Section 62-194 Administrative, Office, Technical and Management Personnel

The annual salary schedule for administrative, office, technical and management personnel is as follows:

ADMINISTRATIVE, OFFICE, TECHNICAL AND MANAGEMENT
ANNUAL SALARY SCHEDULE

Non-bargaining unit
(effective July 1, 2023)

	STEPS					
	1	2	3	4	5	6
GRADE						
S 4	38,372	40,099	41,903	43,789	45,760	47,819
S 5	40,099	41,903	43,789	45,760	47,819	49,971
S 6	41,903	43,789	45,760	47,819	49,971	52,220
S 7	43,789	45,760	47,819	49,971	52,220	54,570
S 8	45,760	47,819	49,971	52,220	54,570	57,026
S 9	47,819	49,971	52,220	54,570	57,026	59,592
S 10	49,971	52,220	54,570	57,026	59,592	62,274
S 11	52,220	54,570	57,026	59,592	62,274	65,076
S 12	54,570	57,026	59,592	62,274	65,076	68,004
S 13	57,026	59,592	62,274	65,076	68,004	71,064
S 14	59,592	62,274	65,076	68,004	71,064	74,262
S 15	62,274	65,076	68,004	71,064	74,262	77,604
S 16	65,076	68,004	71,064	74,262	77,604	81,096
S 17	68,004	71,064	74,262	77,604	81,096	84,745
S 18	71,064	74,262	77,604	81,096	84,745	88,559
S 19	74,262	77,604	81,096	84,745	88,559	92,544
S 20	77,604	81,096	84,745	88,559	92,544	96,708
S 21	81,096	84,745	88,559	92,544	96,708	101,060
S 22	84,745	88,559	92,544	96,708	101,060	105,608
S 23	88,559	92,544	96,708	101,060	105,608	110,360
S 24	92,544	96,708	101,060	105,608	110,360	115,326
S 25	96,708	101,060	105,608	110,360	115,326	120,516
S 26	101,060	105,608	110,360	115,326	120,516	125,939
S 27	105,608	110,360	115,326	120,516	125,939	131,606
S 28	110,360	115,326	120,516	125,939	131,606	137,528
S 29	115,326	120,516	125,939	131,606	137,528	143,717
S 30	120,516	125,939	131,606	137,528	143,717	150,184

City Code Section 62-194

ADMINISTRATIVE, OFFICE, TECHNICAL AND MANAGEMENT

(effective July 1, 2023)

GRADE	CLASS ALLOCATION
S 4	Library Aide
S 5	Minute Taker
S 6	Administrative Assistant; Records Clerk
S 7	Administrative Assistant I
S 8	NO POSITIONS ASSIGNED
S 9	NO POSITIONS ASSIGNED
S 10	Audio Video Production Specialist
S 11	Office Manager; Parking Services Technician
S 12	Librarian I; Planning Technician; Executive Secretary**;** Staff Accountant; Fire Department Administrator; Purchasing Specialist**; Human Resource Specialist**
S 13	NO POSITIONS ASSIGNED
S 14	NO POSITIONS ASSIGNED
S 15	Executive Assistant; Librarian II; Payroll Administrator; Human Resources Assistant; Youth Services Manager; Mapping Technician; Engineering Technician; Assistant City Clerk; ~~Parking Operations Manager;~~ Senior Paralegal; Police Dispatch Supevisor; **Social Worker**
S 16	Planner; Laboratory Supervisor
S 17	Appraiser; Recreation Programmer; Librarian III; Parks & Cemetery Maintenance Superintendent; Airport Maintenance & Operations Manager; IT Systems Specialist**; Parking Operations Manager**
S 18	Water/Sewer Operations Manager*;* Purchasing Agent*;* Civil Engineer; Solid Waste Manager; Maintenance Manager; Revenue Collector; Records Manager/Deputy City Clerk; Laboratory Manager*;* Human Services Manager; Treatment Plant Manager
S 19	Transportation/Stormwater Operations Manager; Utilities Treatment Operations/Plant Manager; Senior Planner; Recreation Manager; Fleet Services Manager, Accounting & Fund Manager**; Infrastructure Project Manager**
S 20	Systems Administrator; Purchasing & Contract Services Manager; Assistant City Attorney
S 21	NO POSITIONS ASSIGNED
S 22	NO POSITIONS ASSIGNED
S 23	NO POSITIONS ASSIGNED
S 24	City Engineer; Assistant Public Works Director/Division Head; Database Administrator; Airport Director; Building/Health Official
S 25	Human Resources Director; Library Director; Assistant Finance Director/Assistant Treasurer; Police Captain; Deputy Fire Chief
S 26	Community Development Director; City Assessor; Parks, Recreation & Facilities Director
S 27	Finance Director/Treasurer; IT Director; Communications & Marketing Director
S 28	Police Chief; Fire Chief; Public Works Director
S 29	NO POSITIONS ASSIGNED
S 30	Deputy City Manager

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through:

Subject: **Relating to the Appropriation of Funds - Road Preservation and Rehabilitation Program; Relating to the Appropriation of Funds - Stormwater Resiliency Program, *and* Relating to the Appropriation of Funds - Thompson Road Stabilization Project**
Resolution R-2023-14
Resolution R-2023-15
Resolution R-2023-16

Recommendation:

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-14.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-15.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-16.

Attachments:

1. Resolution R-2023-14
2. Resolution R-2023-15
3. Resolution R-2023-16

Background:

Finance Director Merri Howe addressed the Committee next and referred to final pieces of the budget regarding Resolutions for bonding that came out of the CIP. There are three Resolutions this year.

The first is the Road Preservation and Rehabilitation Program R-2023-14, General Fund Bond in the amount of $520,000. This is for the road program the City does every year since this work moved to a program. Funding for FY24 road program.

Resolution R-2023-15, Stormwater Resiliency Program for $1,374,000, General Fund Bond, for a program coming out of the CIP for FY24 project.

Resolution R-2023-16, Thompson Road Stabilization Project, General Fund Bond in the amount of $1,057,000 for work that needs to be done on Thompson Road to stabilize it from falling down.

Councilor Lake made the following motion, which was seconded by Councilor Madison.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-14.

Councilor Madison made the following motion, which was seconded by Councilor Lake.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-15.

Councilor Lake made the following motion, which was seconded by Councilor Madison.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-16.

CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Three

A RESOLUTION Relating to the Appropriation of Funds for the Road Preservation and Rehabilitation Program

Resolved by the City Council of the City of Keene, as follows:

That the sum of five hundred twenty thousand dollars ($520,000.00) is hereby appropriated for Road Preservation and Rehabilitation Program, and to fund said appropriation, the City Treasurer, with the approval of the City Manager, is authorized to borrow up to five hundred twenty thousand dollars ($520,000.00) under the provisions of the Municipal Finance Act and to issue bonds or notes thereof.

This authorization shall lapse if not fulfilled within five (5) years from the date of approval.

George S. Hansel, Mayor

In City Council May 18, 2023.
Referred to the Finance, Organization and Personnel Committee.

Terri M. Hood
Assistant City Clerk

CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Three

A RESOLUTION Relating to the Appropriation of Funds for the Stormwater Resiliency Program

Resolved by the City Council of the City of Keene, as follows:

That the sum of one million three hundred seventy-four thousand dollars ($1,374,000.00) is hereby appropriated for Stormwater Resiliency Program, and to fund said appropriation, the City Treasurer, with the approval of the City Manager, is authorized to borrow up to one million three hundred seventy-four thousand dollars ($1,374,000.00) under the provisions of the Municipal Finance Act and to issue bonds or notes thereof.

This authorization shall lapse if not fulfilled within five (5) years from the date of approval.

_____
George S. Hansel, Mayor

In City Council May 18, 2023.
Referred to the Finance, Organization and Personnel Committee.

Terri M. Hood
Assistant City Clerk

CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Three

A RESOLUTION Relating to the Appropriation of Funds for Thompson Road Stabilization

Resolved by the City Council of the City of Keene, as follows:

That the sum of one million fifty-seven thousand dollars ($1,057,000.00) is hereby appropriated for Thompson Road Stabilization, and to fund said appropriation, the City Treasurer, with the approval of the City Manager, is authorized to borrow up to five hundred twenty thousand dollars ($1,057,000.00) under the provisions of the Municipal Finance Act and to issue bonds or notes thereof.

This authorization shall lapse if not fulfilled within five (5) years from the date of approval.

George S. Hansel, Mayor

In City Council May 18, 2023.
Referred to the Finance, Organization and Personnel Committee.

Assistant City Clerk

CITY OF KEENE
NEW HAMPSHIRE

Meeting Date: June 1, 2023

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through:

Subject: **Relating to the FY 2023-2024 Budget**
Resolution R-2023-13

Recommendation:
On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-13.

Attachments:
1. Resolution R-2023-13
2. R-2023-13 FY 2024 Operating Budget detail

Background:
Councilor Lake made the following motion, which was seconded by Councilor Madison.
That the Finance, Organization and Personnel Committee recommends adoption of Resolution R-2023-13.

Councilor Lake referred to Page 39, Outside Agencies, and stated the Committee heard a few weeks ago about the unfortunate closure of the Samaritans organization. The first change is to adjust the Samaritan's line item appropriately.

The second change is to the Senior Citizens Center the intended appropriation was to be the agency request of $16,500 but due to a clerical error, it was noted to last year's funding amount.

Councilor Lake made the following motion, which was seconded by Councilor Madison.

To amend Resolution R-2023-13, Line 521330, Senior Citizens Center from $15,000 to $16,500 and Line 521480, Samaritans from $5,000 to zero dollars.

The amended motion carried on a 4-0 roll call vote.

Councilor Madison proposed an amendment, based on the zeroing out of the $5,000 of the Samaritans and the adjustment of $1,500 to the Senior Center. He noted that leaves a remainder of $3,500 and proposed to split that amount ($1,750) between the Monadnock Center for Violence Prevention and Monadnock Region Child Advocacy Center. Councilor Lake seconded the motion.

The amended motion carried on a 4-0 roll call vote.

Councilor Remy stated he was going to suggest applying the funding to Four on the Fourth or the Clarence DeMar Marathon.

It was noted that because the amendments made by the FOP Committee did not change any of the language in Resolution R-2023-13, it is not necessary to offer the Resolution as an “A” version when it returns to City Council with the Committee’s recommendation.

On a 4-0 roll call vote, the Finance, Organization and Personnel Committee recommends the adoption of Resolution R-2023-13.

CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Three

A RESOLUTION Relating to the 2023/2024 fiscal year budget

Resolved by the City Council of the City of Keene, as follows:

That the sum of $27,808,122 be raised by taxation during the current year which together with $40,073,236 for estimated operating revenues aggregating $67,881,358 is hereby appropriated for the use of the several departments of the City Government, and further that the sum of $7,098,671 be appropriated for capital expenditures and capital reserve appropriations in the City proprietary funds, funded by the use of capital reserves, fund balance and current revenues, for the fiscal year beginning July 1, 2023, as attached hereto and made a part thereof.

In City Council May 4, 2023.
Referred to the Finance, Organization and Personnel Committee. Public Hearing scheduled for June 1, 2023 at 7:10 PM.

City Clerk

George S. Hansel, Mayor

2023/2024 Annual Operating Budget

R-2023-13

General Fund Revenue & Other Financing Sources:	*Adopted*		General Fund Appropriations:	*Adopted*
Property Tax Revenue	$27,808,122		Elected & Appointed Officials	$2,458,454
Use of Surplus	2,628,474		Capital Projects	5,545,793
Other Taxes	1,174,025		Administrative Services	5,809,211
Tax Increment Financing	1,005,842		Community Services	23,018,690
Licenses, Permits & Fees	4,183,392		Municipal Development Services	7,580,116
Intergovernmental	3,416,783		Debt Service	3,324,493
Charges for Services	2,415,896			
Fines & Forfeits	51,332			
Miscellaneous	1,657,871			
Other Financing Sources	3,395,020			
NET GENERAL FUND OPERATING REVENUES	**$47,736,757**		**NET GENERAL FUND OPERATING APPROPRIATIONS**	**$47,736,757**
TOTAL PARKING FUND REVENUES	**$1,072,087**		**TOTAL PARKING FUND APPROPRIATIONS**	**$1,072,087**
TOTAL PC REPLACEMENT FUND REVENUES	**$134,160**		**TOTAL PC REPLACEMENT FUND APPROPRIATIONS**	**$134,160**
TOTAL SOLID WASTE FUND REVENUES	**$5,500,094**		**TOTAL SOLID WASTE FUND APPROPRIATIONS**	**$5,500,094**
TOTAL SEWER FUND REVENUES	**$6,143,384**		**TOTAL SEWER FUND APPROPRIATIONS**	**$6,143,384**
TOTAL WATER FUND REVENUES	**$4,558,701**		**TOTAL WATER FUND APPROPRIATIONS**	**$4,558,701**
TOTAL EQUIPMENT FUND REVENUES	**$2,736,175**		**TOTAL EQUIPMENT FUND APPROPRIATIONS**	**$2,736,175**
TOTAL OPERATING REVENUES - ALL FUNDS	**$67,881,358**		**TOTAL OPERATING APPROPRIATIONS - ALL FUNDS**	**$67,881,358**
CAPITAL:				
PARKING FUND CAPITAL FUNDING	**$247,400**		PARKING FUND CAPITAL APPROPRIATIONS	**$247,400**
SOLID WASTE FUND CAPITAL FUNDING	**$125,000**		SOLID WASTE FUND CAPITAL APPROPRIATIONS	**$125,000**
SEWER FUND CAPITAL FUNDING	**$3,173,906**		SEWER FUND CAPITAL APPROPRIATIONS	**$3,173,906**
WATER FUND CAPITAL FUNDING	**$2,728,400**		WATER FUND CAPITAL APPROPRIATIONS	**$2,728,400**
EQUIPMENT FUND CAPITAL FUNDING	**$823,965**		EQUIPMENT FUND CAPITAL APPROPRIATIONS	**$823,965**
TOTAL CAPITAL FUNDING - OTHER FUNDS	**$7,098,671**		**TOTAL CAPITAL APPROPRIATIONS - OTHER FUNDS**	**$7,098,671**