



LEBANON ECONOMIC DEVELOPMENT COMMISSION
OCTOBER 28, 2020 - 4:00 PM
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE

1. Call to Order

The October 28, 2020 Economic Development Commission Meeting is hereby called to order.

2. Approval of Minutes

A. September 23, 2020

3. New Business

- A. Appoint a member of the EDC to the West Lebanon Revitalization Advisory Committee
- B. Review plans for the connection between the Northern Rail Trail and the newly renovated downtown tunnel
- C. Discuss proposal from Dan Nash regarding changes to the City's requirements for underground wire utilities
- D. Discuss the potential changes in the workplace and local economy (short and long term) as result of the impacts of COVID-19

4. Future Agenda Items

5. Next Meeting Date

Wednesday, November 25, 2020

6. Other Business

7. Adjournment

Due to the current situation with the COVID-19 Pandemic, the City of Lebanon is offering its meetings via Microsoft Teams. Members of the public are encouraged to attend by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the Microsoft Teams software or by phone. Please visit LebanonNH.gov/Live for full details.

THE AGENDA, IN ITS ENTIRETY IS AVAILABLE ON THE CITY'S WEBSITE AT [LEBANONNH.GOV](https://LebanonNH.gov)



MINUTES
ECONOMIC DEVELOPMENT COMMISSION
WEDNESDAY, September 23, 2020 – 4:00PM
REMOTE VIA MICROSOFT TEAMS
LebanonNH.gov/Live

1. CALL TO ORDER:

- The September 23, 2020 Economic Development Commission Meeting was called to order.
- Present on the Commission: Chairman Steve Whitman, Vice-Chairman William Dunn, Assistant Mayor Clifton Below, Chip Brown, Dan Nash, Councilor Karen Liot-Hill, David Newlove, Andy Key, UVBA Executive Director Tracy Hutchins, City Manager Shaun Mulholland

2. ACCEPTANCE OF MINUTES:

- Minutes of July 22, 2020: MOTION made by Dan Nash second by Clifton Below to approve the minutes as amended. Kevin Purcell's name was spelled with only one "L". It have been amended to show two "L"s. The motion passed unanimously.

3. DISCUSSION ITEMS:

- CM Mulholland provided a summary of the status of the 20 Spencer Street Re-Development Project.
- CM Mulholland provided a summary of the next steps for the West Lebanon redevelopment.
- CM Mulholland and ED Hutchins provided a summary of the impacts of COVID-19 on the local economy and recovery strategies.

4. FUTURE AGENDA ITEMS:

- The future changes to our local economy due to COVID-19 in the post COVID-19 period.

5. NEXT MEETING DATE:

- Wednesday, October 28, 2020

6. OTHER BUSINESS:

7. ADJOURNMENT.

- MOTION: to adjourn made by Dan Nash second by Chip Brown. The motion passed unanimously, the meeting was adjourned at approximately 5 PM.

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Here is the Tunnel project wayfinding plan to connect the MRG to the Northern Rail-Trail. Signage is shown on next page. The green line portion is mostly only 5' wide now and the proposal from Ped-Bike is to widen this portion to 10' by adding a new 5' "lane" to the south of the existing 5' asphalt path. The sections shown in orange are presently 8' wide and could fairly easily be widened to 10' in the future. The portion with a purple line is also currently 8' but would be more difficult and expensive to widen to 10'. It is currently very low volume use.

Northern Rail-Trail (NRT) to Mascoma River Greenway (MRG) Connector Proposal

Assembled by Clifton Below with slide annotations added as of 10/9/20.

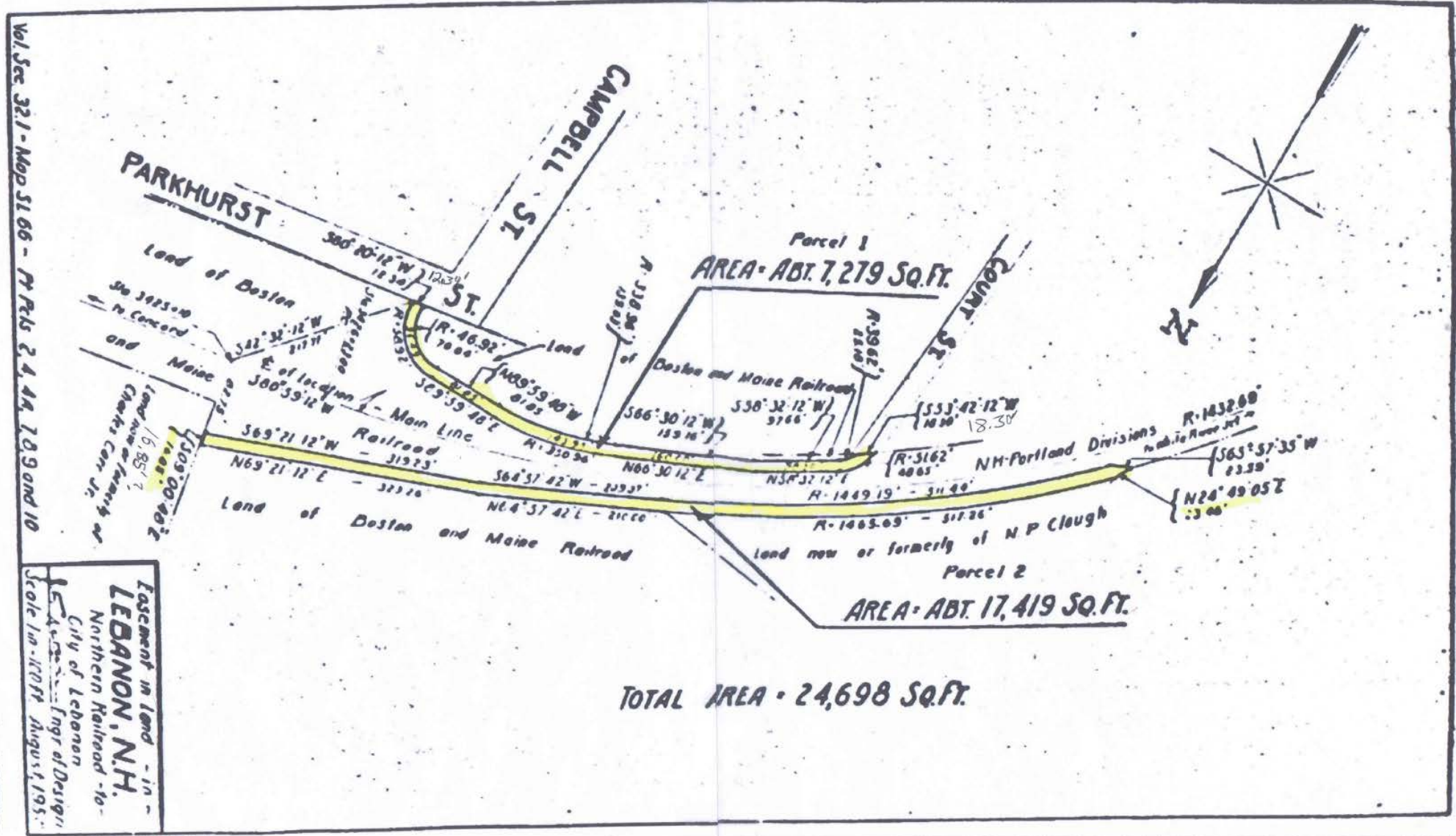


1960 Plan showing two ROWs deeded to City of Lebanon on either side of the RR main line. The lower yellow line is roughly where the west bound lane of Taylor Street is now, at least towards the left (east) and is about 12' wide. Note that the RR owned the land where the Senior Center parking lot and Carter-Witherell are now.

Received Apr. 12, 1960, 8:00 A.M.
Recorded & examined, Attest:

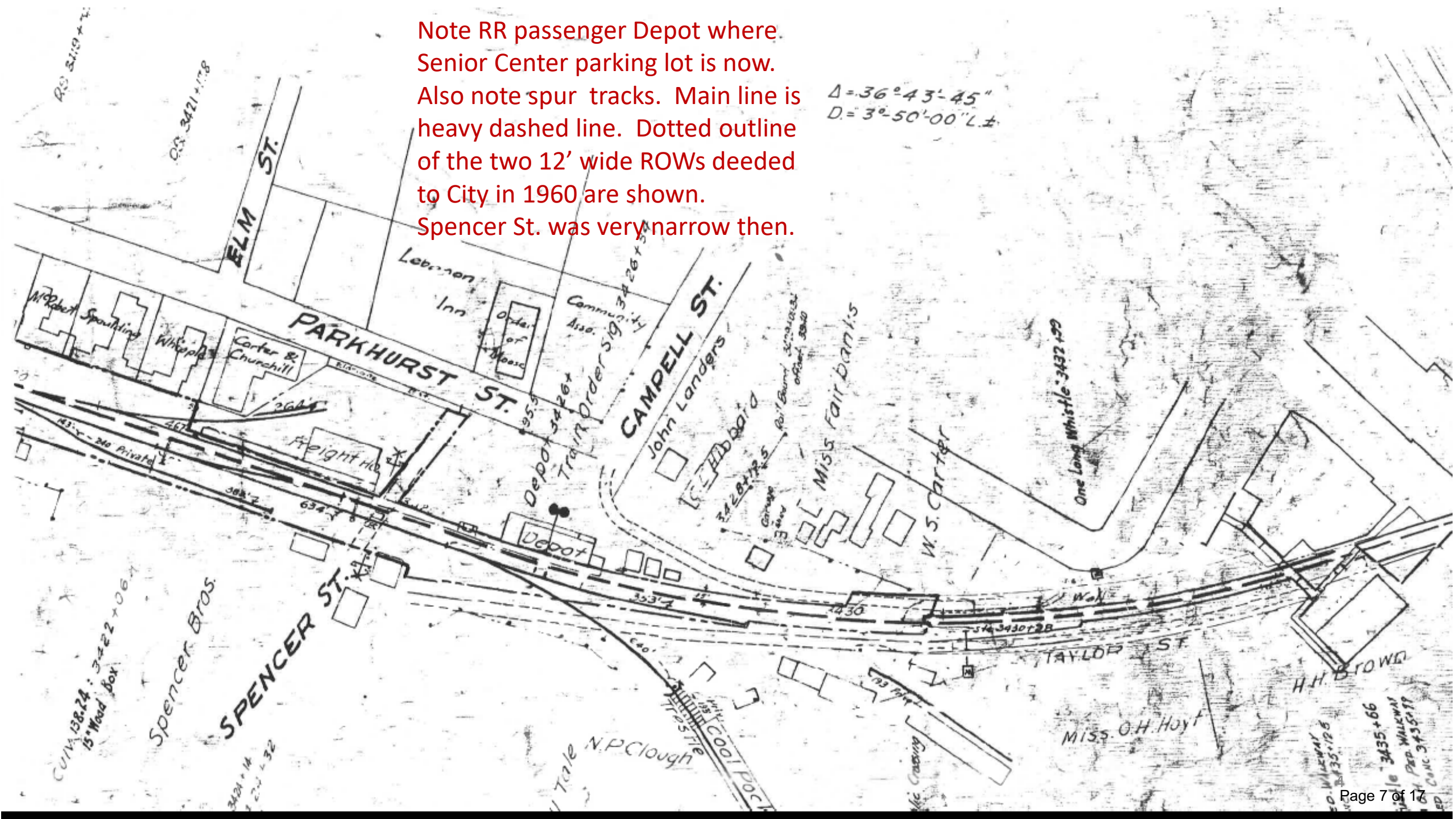
Vol. Sec 32.1 - Map 51.66 - P. P. 2.4.4. 7.0.9 and 10

Easement in Land - in -
LEBANON, N.H.
City of Lebanon
Northern Railroad - 10 -
Scale 1 in. = 100 ft. August 1, 1951

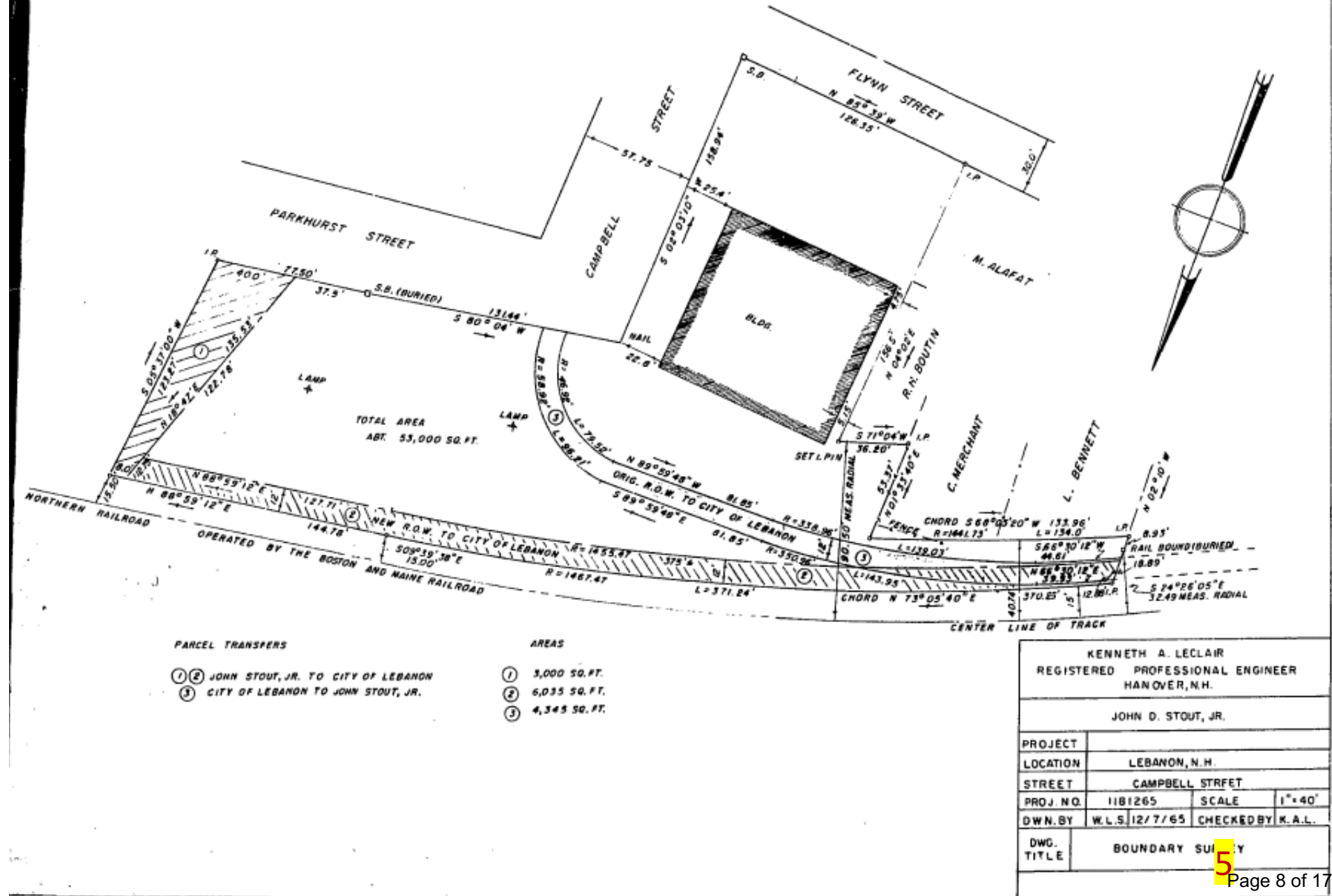


Note RR passenger Depot where Senior Center parking lot is now. Also note spur tracks. Main line is heavy dashed line. Dotted outline of the two 12' wide ROWs deeded to City in 1960 are shown. Spencer St. was very narrow then.

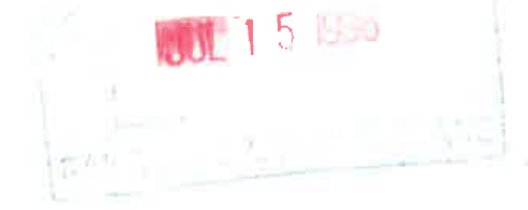
$\Delta = 36^{\circ}43'45''$
 $D = 3^{\circ}50'00''L \pm$



By 1965 John Stout had acquired the B&M land where the RR station had been for a parking lot for the 1960 built A&P supermarket that later became the Senior Citizen Center. This plan shows a land swap where the City gave up the curved ROW (Parcel 3) from the end of Campbell St. toward the end of Court St. in exchange for Parcel 1 at the east end that is now part of Spencer St. and a 12' wide ROW (Parcel 2) along the entire northern length of the Stout land. That northern boundary is 15' S of RR center line, mostly on a curve.



July 12, 1996



Christopher Morgan
State of NHDO
PO Box 483
Concord, NH 03302-0483

Note that this 1996 transmission of a preliminary sketch from the City Engineer references an 8 foot wide paved sidewalk to provide pedestrian/bike path link from the Rail-Trail corridor to the east with areas to the west.

Dear Mr. Morgan:

Attached is a preliminary sketch of the parking area the City is contemplating constructing which was referenced in my February 9, 1996 letter. The cross-hatched area symbolizes an 8 foot paved sidewalk around the perimeter that would provide a direct pedestrian/bike path link between your existing corridor to the east and areas to the west.

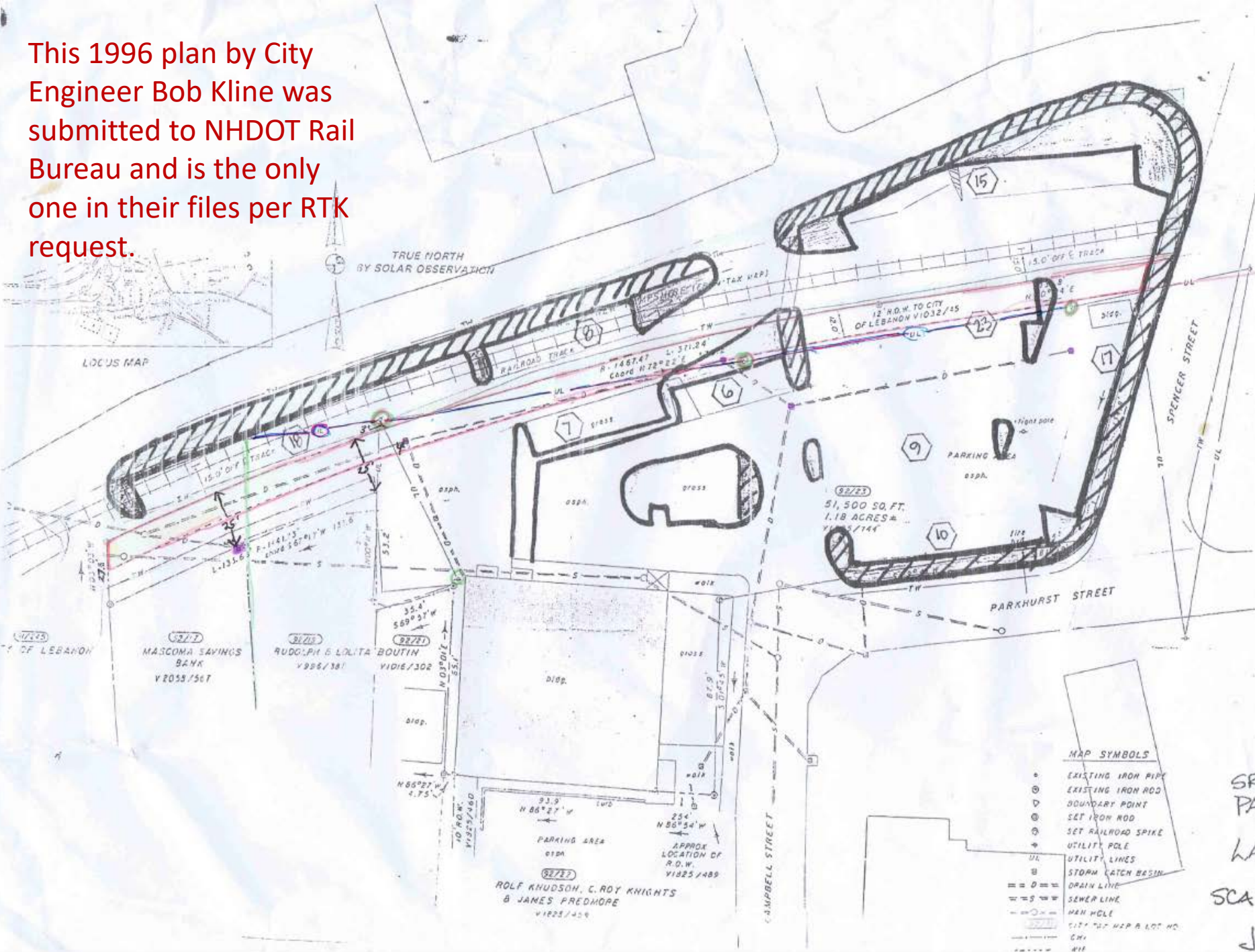
I have highlighted the State owned property that would be subject to whatever agreement we would negotiate. Please advise me if this project may proceed. Construction will be scheduled as soon as the final construction plans are approved by all parties.

Thank you for your prompt attention to this matter.

Sincerely,

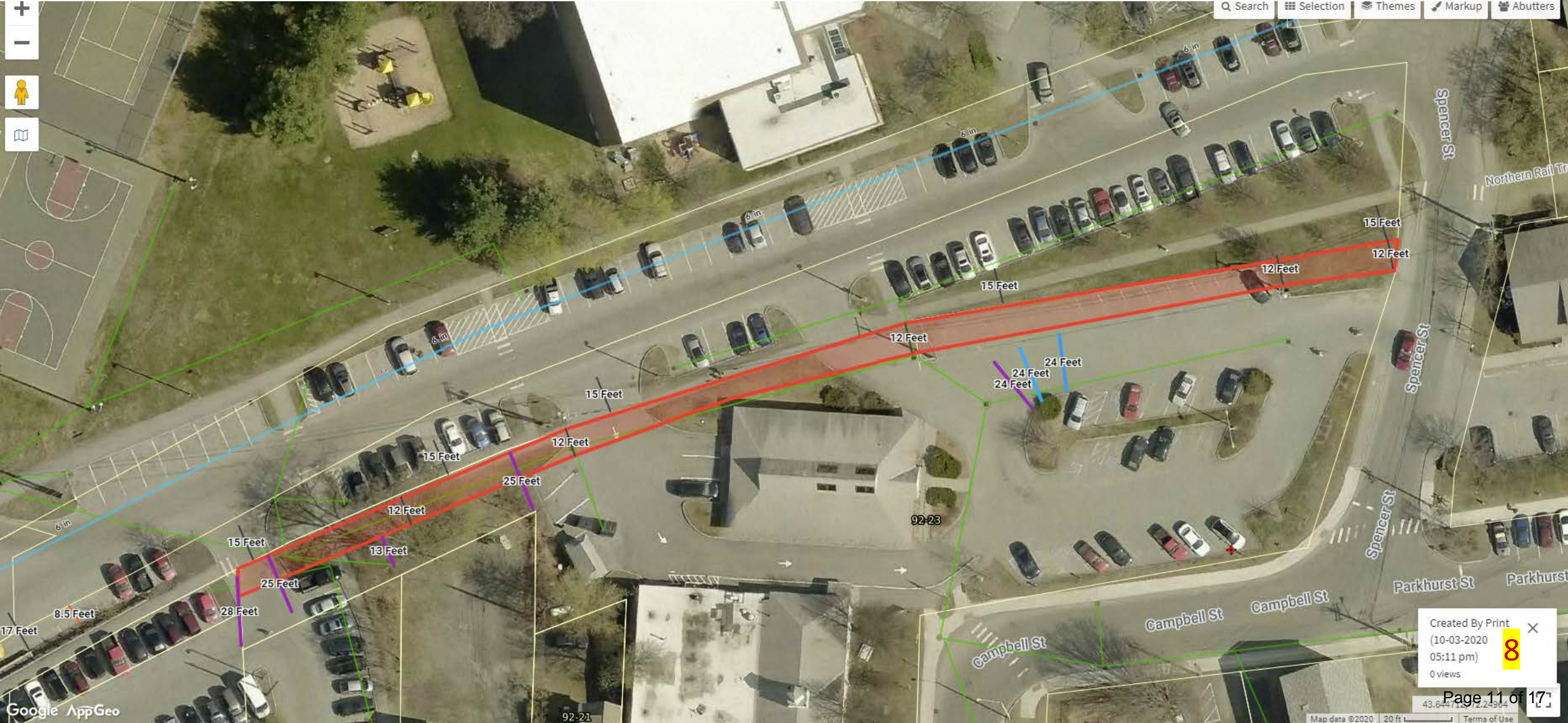
Robert G. Kline
City Engineer

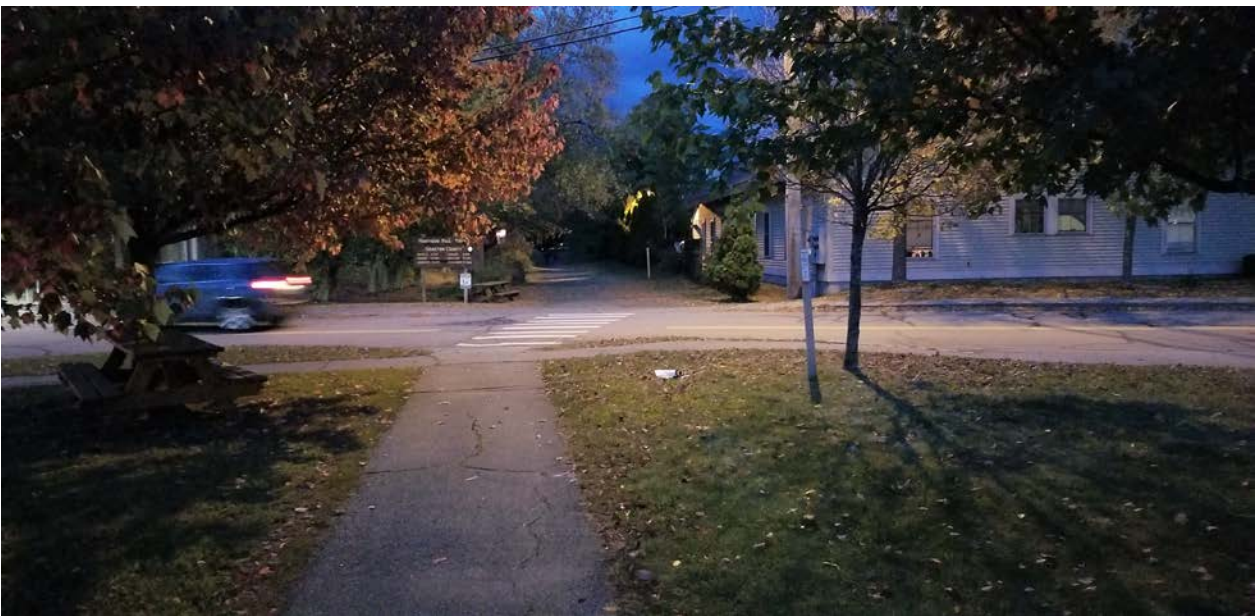
This 1996 plan by City Engineer Bob Kline was submitted to NHDOT Rail Bureau and is the only one in their files per RTK request.



This is not how the parking lot was built but it is based on a survey that shows locations of overhead utility lines, poles, and storm drain grates (and drainage lines) that help locate the 12' City ROW (outlined in red) on the next image of current conditions.

Approximate location of 12' City owned ROW along northern boundary of Senior Center. There is easily 5' to the south of the current 5' sidewalk within State or City ROW to widen path to 10' while preserving current 5' pavement with a natural dividing line (between old and new asphalt). The few parking spaces impacted can be moved a bit to the south and maintain 24' lane following curve of island (i.e. curve about 5 parking spaces a bit). Planning Dept. has been discussing with Sr. Ctr. the possibility of closing their middle access that would create a bit more parking and green space. Note that most of this ROW and northern boundary is actually on a curve but is outlined in straight sections.





White paper spots at end of tape measure shows additional 5' width to south of current 5' sidewalk to widen to 10'. The curb along parking in Sr. Ctr. lot needs to move a bit south along about 5 spaces, but this is opposite the curved internal lot island, so there is actually room to move and curve spaces south a bit and maintain existing 24' isle within the lot. Pair of wood utility poles seen in lower right photo are along the southern boundary of City 12' ROW. A few trees branches may need to be pruned to clear space overhead of 5' path expansion, but tree trunks would still be several feet outside path.

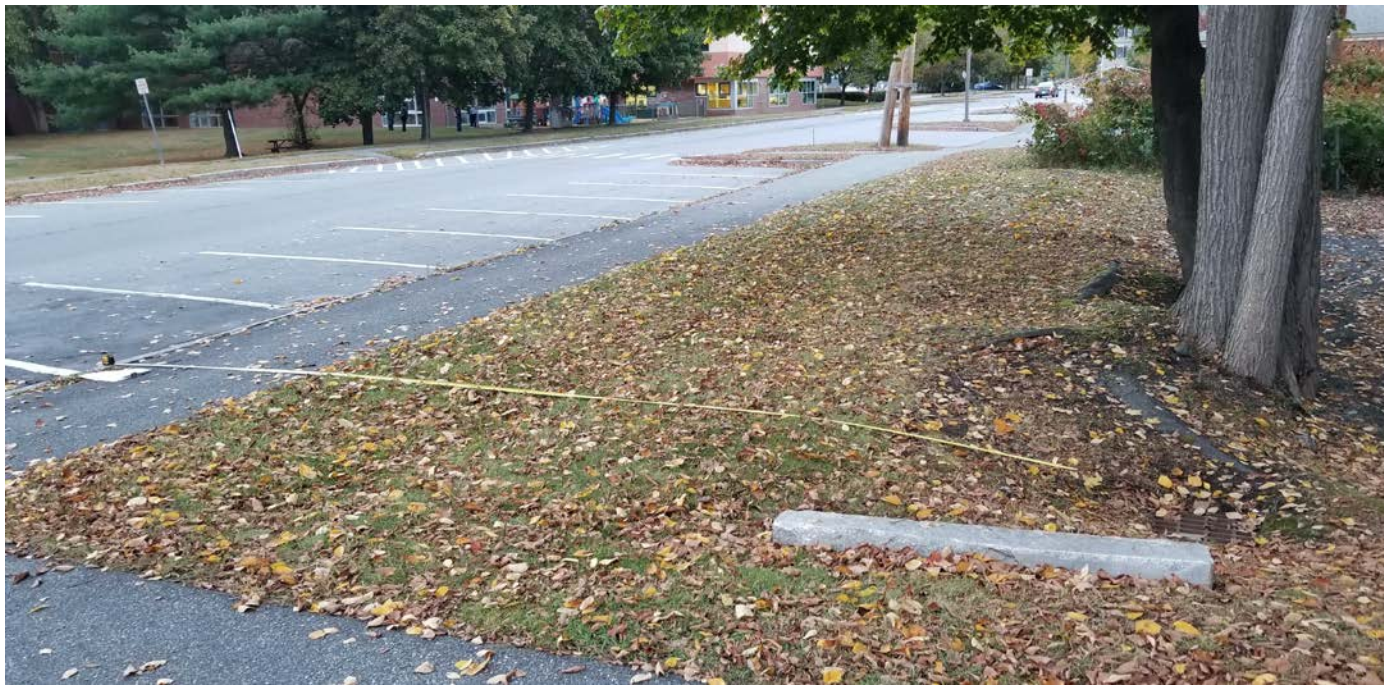


Plenty of room to add 5' to the south of current 5' pavement along this section by moving sloped curb for curb cut out one position



Shown here is the western most 1/3 of this connector on S. side of Taylor St. It is actually 8' wide here, but there is plenty of room to add 5' to the S. of current pavement and perhaps remove a couple of feet of asphalt along curb to create 2' to 3' of grass/green space along parking to accommodate curb overhangs of parked vehicles. The one parking space impacted (with tent frame) can be preserved by making it deeper on Sr. Ctr. owned land.

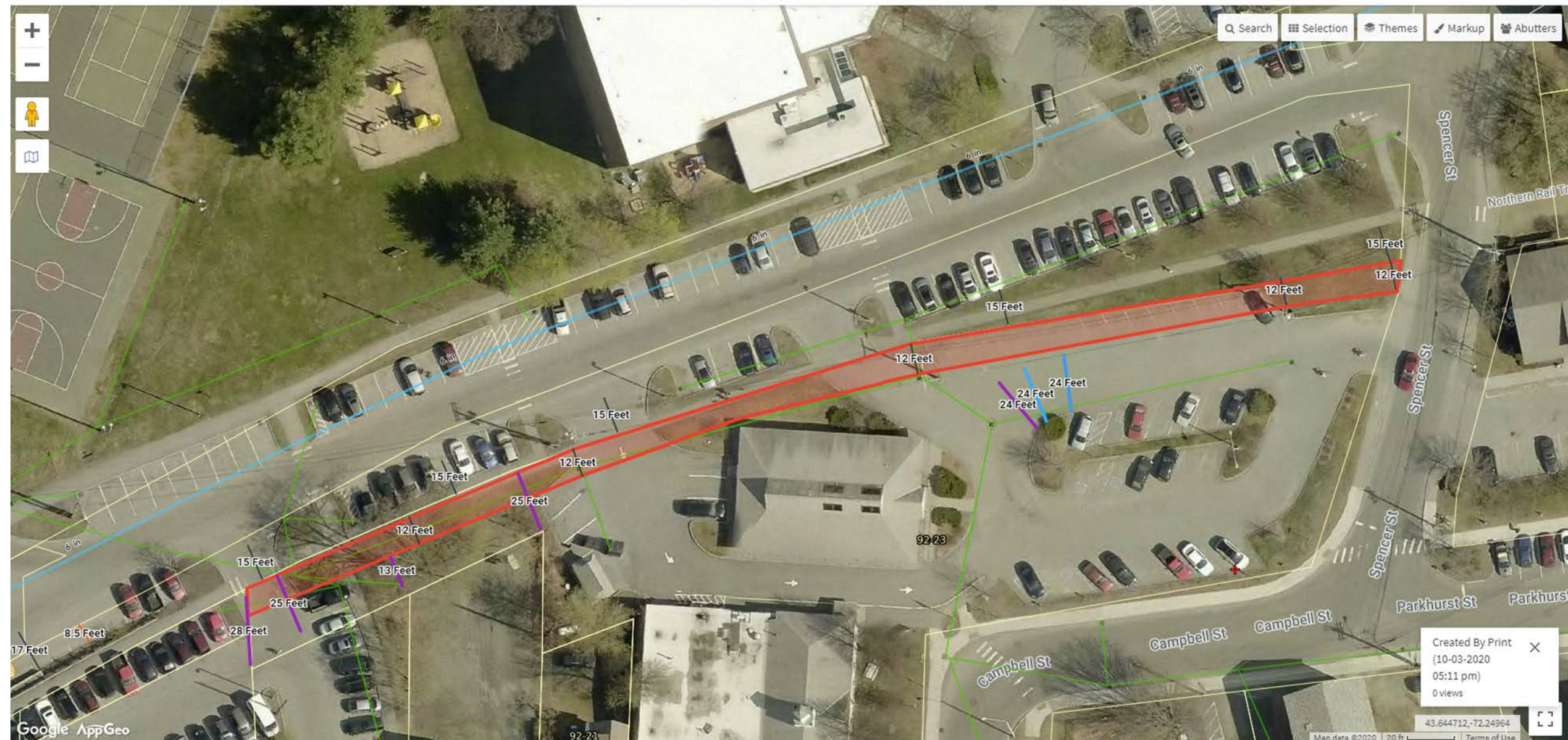
Photo @ right shows 8' path @ upper-lower parking lots crossover. Path at left to cross Taylor St. is also 8'. The storm drain grate to the right is on City land. The tape measure to the right shows approximate 25'-26' width of this Sr. Center "panhandle", 12' of which is City ROW.





Above shows 8' path crossing to N. side of Taylor St. to continue connection to MR Greenway – this could be expanded to 10' in the future. To the right chalk lines at center of 17' tape measure shows approximate center line of RR track based on 17' width of City owned section of RR ROW that runs along face of retaining wall.





The funny panhandle on the Grafton County Senior Citizen Council parcel seen on the left may be of little value to them and perhaps the City could trade the portion of the ROW to the right (east) that is used for Sr. Center parking spaces (and not needed to widen path to 10' (plus green strip?)) for the panhandle which in turn could be used for a future EV charging site, as there is room for a transformer and 3 phase power from near pole that does not need to cross state owned RR land or underground AT&T fiber.