



**LEBANON CITY COUNCIL
JUNE 1, 2022 - 7:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

1. Call to Order

1. To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 472 739 751#). If you have trouble accessing this meeting, please [email Shaun Mulholland](#).

The June 1, 2022, Lebanon City Council Meeting is hereby called to order.

2. Pledge of Allegiance

3. Public Forum Announcement by the Mayor

Any member of the public who desires to speak on any item may do so when the item is taken up by the Council and will be allowed to speak on the subject for not more than three minutes. **(Note: Speakers are asked to state their name, ward of residence, and to use the microphone provided.)**

4. Open to the Public

5. Recognitions: None

6. Approval of Minutes

- A. MOTION TO approve the minutes as presented in the June 1, 2022 agenda packet.

7. Appointments

- A. Pedestrian & Bicyclist Advisory Committee, Marie McCormick (Regular Member)

8. Public Hearing Items

- A. SUPPLEMENTAL APPROPRIATION FOR MECHANIC STREET SIDEWALK – Public hearing for the purpose of receiving public input and taking action to appropriate \$425,000 for Mechanic Street Sidewalk Segment 2 Improvements; and to authorize a transfer in the amount of \$134,750 from unassigned fund balance.
- i. Presentation:
 - ii. Opening of the Public Hearing:
 - iii. Questions & Comments by the Public:
 - iv. Closing of the Public Hearing:
 - v. Council Deliberation & Action:

9. Old Business: None

10. New Business

A. Presentation of Preliminary Streetscape Plans for Main Street West Lebanon

B. Review and Endorsement of Lebanon Open Space Plan

11. City Manager Report

12. Council Representatives to Other Bodies Report

13. Future Agenda Items

14. Non-Public Session

15. Adjournment

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://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 City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

FUTURE BOARD/COMMITTEE/COMMISSION APPOINTMENTS

Board/Committee: Airport Tech Park TIF Advisory Board

Position: Regular Member

Applicant: K. Caron

Assigned Councilor: C. Below

Assigned Date: 04/19/2022

Board/Committee: Arts & Culture Commission

Position: Regular Member

Applicant: J. Giordani

Assigned Councilor: G. Sykes

Assigned Date: 02/09/2022

Board/Committee: Pedestrian & Bicyclist Advisory Committee

Position: Regular Member

Applicant: C. Smith

Assigned Councilor: K. Hill

Assigned Date: 03/03/2022

Board/Committee: Conservation Commission

Position: Alternate Member

Applicant: S. Dittrich

Assigned Councilor: K. Zook

Assigned Date: 01/03/2022

Board/Committee: West Lebanon Revitalization Advisory Committee

Position: Resident

Applicant: L. Stavis

Assigned Councilor: K. Zook

Assigned Date: 03/30/2022

Board/Committee: West Lebanon Revitalization Advisory Committee

Position: Resident

Applicant: J. Sherman

Assigned Councilor: D. Whittlesey

Assigned Date: 03/30/2022

Note: While 1 City Councilor is officially assigned to interview each applicant, any City Councilor may interview any applicant for any position to better inform their decision.

PROPOSED FUTURE AGENDA ITEMS: Dates may be tentative and this list is not considered all-inclusive.
JUNE 15, 2022

NEW BUSINESS:

A. Discussion & Set Public Hearings for July 6, 2022:

1. Readoption of the Housing & Community Development Plan
 2. CDBG Application for Families Flourish
 3. Adoption of Families Flourish Anti-Displacement & Relocation Plan
- B. Presentation of Plans for Lahaye Drive/Mount Support Road Intersection Improvements**
- C. Warrant for Civil Forfeiture Notice**
- D. Amendments to Electric Aggregation Plan for Lebanon Community Power to address PUC request for additional detail**
- E. Proposed amendment to Joint Powers Agreement for Community Power Coalition of New Hampshire**
- F. Discussion & Set Public Hearing for July 6, 2022: Ordinance 2022-02 to amend City Code Chapter 115, Enactment of Ordinances**

JULY 6, 2022

PUBLIC HEARING ITEMS:

- A. CDBG Application for Families Flourish
- B. Readoption of Housing & Community Development Plan
- C. Adoption of Families Flourish Anti-Displacement & Relocation Plan

**AGENDA
LEBANON CITY COUNCIL
JUNE 1, 2022**

6. ACCEPTANCE OF MINUTES:

MINUTES TO BE ACCEPTED

- May 11, 2022 (Work Session)
- May 18, 2022 (Regular Meeting)

MOVED, to approve the minutes as presented in the June 1, 2022 agenda packet.

DRAFT

**LEBANON CITY COUNCIL
WORK SESSION MINUTES**

Wednesday, May 11, 2022, 5:30 p.m.

Remote Via Microsoft Teams: [LebanonNH.gov/Live](https://lebanonnh.gov/Live)

MEMBERS PRESENT: Mayor Tim McNamara, Assistant Mayor Clifton Below, Erling Heistad, Karen Liot Hill, Christian Simon, George Sykes, Douglas Whittlesey, Devin Wilkie, and Karen Zook

MEMBERS ABSENT:

STAFF PRESENT: City Manager Shaun Mulholland, Deputy City Manager Paula Maville, City Clerk Kristin Kenniston, Finance Director Vicki Lee, Deputy Finance Director Alesia Williams, Director of Planning & Development David Brooks, Chief of Police Phillip Roberts, Deputy Chief of Police Matthew Isham, Assistant Director of Public Works Everett Hammond, Assistant Director of Public Works Jay Cairelli, Fire Chief/Emergency Management Director Chris Christopoulos, Fire Captain Jim Wheatley, Utilities Maintenance Supervisor Rick Brown, Airport Director Carl Gross, Recreation/Arts/Parks Director Paul Coats, HR Director Gloria Leskiewicz, Human Services Director Lynne Goodwin, Lebanon Libraries Director Sean Fleming, Cyber Services Director Perry Eaton, DPW Administrative Services Manager Kelly Crate

1. CALL TO ORDER: Mayor McNamara called the meeting to order at 5:30 p.m.

City Manager Mulholland made his meeting announcement noting this meeting is a Workshop and not a regular meeting so normally public comment is not taken. There will be subsequent Council meetings in the fall, and during the Budget Hearing, which is December 21st, where public comments can be made. Guidance from the Council will go out to Department Heads after this meeting as to what the expectations are for their budgets. Budget decisions will be made by the end of October and will be sent to the Council for their review. The Council's workshops begin in November, but the first CIP workshop meeting will be in October. The final Budget Hearing will be held on December 21, 2022.

2. ANNUAL WORK SESSION:

A. Review and Discussion of

2021 Year-end – Vicki Lee, Finance Director & Alesia Williams, Deputy Finance Director

Details can be found on [*pages 2-6, agenda packet.*](#)

Below are the financials for the budget year ending December 31, 2021. These are unaudited, and subject to change.

Under state budget law, the City is governed by the concept of a "bottom line" budget. That is, while appropriations are allocated and tracked in several functional categories which allows the City to efficiently track and manage its operations, it is the total of the approved budget that dictates the maximum expenditure level for each fiscal year. It follows therefore, that the categories summarized may end a given fiscal year in a deficit position if total fund expenditures do not exceed the City Council's approved "bottom line."

The City's General Fund indicates that approximately \$1.5M of the approved FY 2021 budget, will be put back into fund balance. This amount is net of both revenues and expenditures including encumbrances as of 12/31/2021.

As of the last audit, the fund balance of \$13.2M has been increased to include the net revenue and expenditures of \$1.5M and reduced by council approved expenditures of \$950K from fund balance (\$250K for the special assessment and \$700K for Spencer Street) and the use of fund balance of \$1,535K to reduce the tax rate which leaves a net fund balance of \$12.2M.

General Fund Revenues

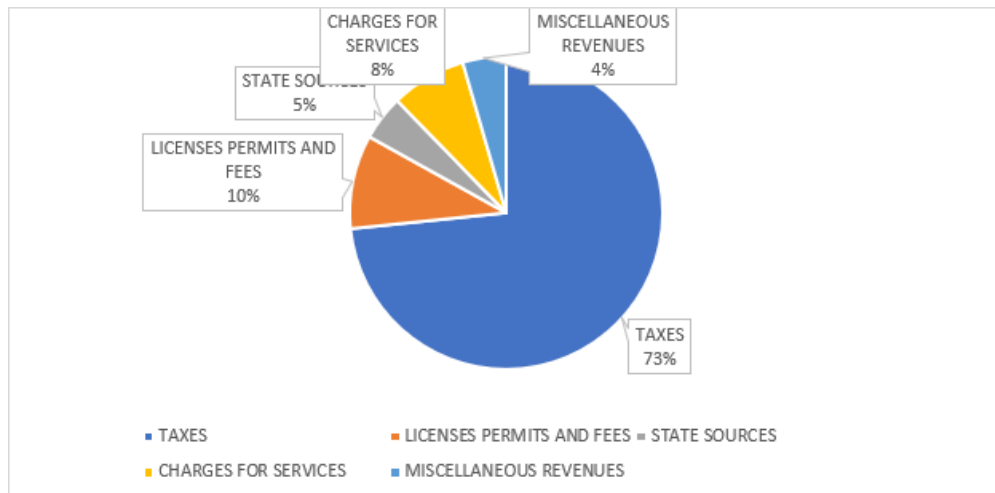
City revenues continue to outpace budgetary estimates despite impacts from the COVID-19 pandemic. Revenues collected exceeded budgeted by \$912K.

Highlights of over-budget estimates are:

- Building Permits - \$244K
- Ambulance Revenue - \$121K
- Motor Vehicle Registrations - \$218K

Shortfalls were from recreation programs and interest income.

	Budget	Actual	Difference	
TAXES	24,196,652.00	24,224,619.30	(27,967.30)	100.1%
LICENSES PERMITS AND FEES	3,195,430.00	3,698,204.13	(502,774.13)	115.7%
STATE SOURCES	1,536,473.00	1,585,189.79	(48,716.79)	103.2%
CHARGES FOR SERVICES	2,568,070.00	2,709,659.81	(141,589.81)	105.5%
MISCELLANEOUS REVENUES	1,479,675.00	1,671,384.80	(191,709.80)	113.0%
	32,976,300.00	33,889,057.83	(912,757.83)	102.8%



General Fund Expenditures

City expenditures were underspent by \$586,582, approximately 1.7% of the budget.

Description	2021 Approved Budget	Actual Expensed	YTD Available Balance	% of Budget Used
City Clerk	\$ 642,510	\$ 541,631	\$ 100,879	84.3%
City Manager	\$ 1,241,200	\$ 1,188,170	\$ 53,030	95.7%
Finance	\$ 5,668,130	\$ 5,075,857	\$ 592,273	89.6%
Cyber Services	\$ 1,411,290	\$ 1,400,341	\$ 10,949	99.2%
Fire	\$ 4,334,990	\$ 4,181,083	\$ 153,907	96.4%
Human Resources	\$ 262,270	\$ 256,017	\$ 6,253	97.6%
Human Services	\$ 639,600	\$ 474,885	\$ 164,715	74.2%
Library	\$ 1,259,960	\$ 1,266,192	\$ (6,232)	100.5%
Planning & Zoning	\$ 1,079,720	\$ 1,024,919	\$ 54,801	94.9%
Police	\$ 6,220,120	\$ 6,172,771	\$ 47,349	99.2%
Public Works	\$ 4,540,250	\$ 5,147,560	\$ (607,310)	113.4%
Recreation	\$ 854,990	\$ 854,794	\$ 196	100.0%
Long Term Debt-Prin	\$ 3,558,790	\$ 3,550,922	\$ 7,868	99.8%
Long Term Debt-int	\$ 1,441,500	\$ 1,431,928	\$ 9,572	99.3%
Transfer to Spec Rev	\$ 510,980	\$ 512,649	\$ (1,669)	100.3%
Transfer to CIP	\$ 1,040,000	\$ 1,040,000	\$ -	100.0%
Transfer to Capital Reserve	\$ 755,000	\$ 755,000	\$ -	100.0%
TOTALS	\$ 35,461,300	\$ 34,874,718	\$ 586,582	98.3%

Other Funds –

- Solid Waste Disposal Fund is responsible for the operation and maintenance of the landfill, recycling facilities and hazardous waste processing. Revenues at year end exceeded expenditures by \$86K. However, revenues came in less than anticipated (revenues budgeted \$4,487,830). Tipping Fees came in at \$586K less than budgeted; however, coupon sales came in \$126K higher, as well as recycle sales coming in at \$110K more than expected. Therefore, expenditures were underspent to stay in line with revenues. Expenditures were budgeted to come in \$11K more than revenues (expenditures budgeted \$4,498,830). 2021 unaudited fund balance \$2,998,311.

Landfill Fund	
Revenue Received	\$ 4,159,531
Expenditures & Encumbrances	\$ (4,072,925)
	\$ 86,606

- Water Treatment and Distribution Fund is responsible for the provision and distribution of clean and safe drinking water, the planning, maintenance and replacement of water treatment facilities, pump stations, water tanks, and the water distribution system. Revenues exceeded expenditures by \$280K. Revenues didn't come in as budgeted due to water user charges by \$146K. Revenues were budgeted to exceed expenditures by \$406K. (Revenues budgeted \$4,130,550, expenditures budgeted \$3,724,290). 2021 unaudited fund balance \$3,448,418.

Water Fund	
Revenue Received	\$ 3,995,643
Expenditures & Encumbrances	\$ (3,714,786)
	\$ 280,857

- Sewage Collection and Disposal Fund is responsible for the safe and hygienic collection and treatment of wastewater, and the planning, maintenance and replacement of the wastewater

collection system, pump stations and wastewater treatment plant. Revenues exceeded expenditures by \$11K. Revenues were budgeted to exceed expenditures by \$239K (Revenues budgeted \$7,368,570, expenditures budgeted \$7,128,990). However, sewer charges and the sewer development revenue came in underestimated by \$335K; therefore, expenditures were underspent to stay in line with revenues. 2021 unaudited fund balance \$3,296,463.

Sewer Fund	
Revenue Received	\$ 6,999,909
Expenditures & Encumbrances	\$ (6,988,661)
	\$ 11,248

- Municipal Airport Fund is responsible for the operation and maintenance of the Lebanon Municipal Airport. At year end, revenues exceeded the budgeted amount due to the resulting in a surplus of approximately \$700. (Revenues budgeted \$1,192,790, expenditures budgeted \$1,358,250)

Two AIPs in 2021 were used to help meet critical airport needs during the COVID-19 pandemic by providing funds to offset loss of revenue. The grant parameters allowed for a wide range of operating expenses to be covered. Those two grants were AIP63 — Coronavirus Aid, Relief, and Economic Security (CARES) Act, and AIP67 — Airport Coronavirus Response Grant Program (ACRGP). AIP67 continues in 2022 along with a new grant — AIP69, Airport Rescue Plan Act (ARPA). 2021 unaudited fund balance \$1,081,817.

Airport Fund	
Revenue Received	\$ 1,942,076
Expenditures & Encumbrances	\$ (1,243,751)
	\$ 698,325

Unassigned Fund Balance

The residual classification for the City's General Fund includes all amounts not contained in other fund balance component classifications and therefore not subject to any constraints. Appropriation from the Unassigned Fund Balance requires approval of the City Council.

The *unaudited* Unassigned General Fund Balance as of December 31, 2021 is \$12.2M. This amount could change if the auditors make adjustments or change the reserve for contingencies.

City Manager Mulholland noted that the positive fund balance for the Airport cannot be expected each year and is not part of the City's general revenue so these funds have to be spent on particular projects at the Airport. However, these funds are for things that the City will not have spent from other funds.

In response to Councilor Liot Hill's question regarding the low income from the landfill's revenues, City Manager Mulholland noted that the numbers of the tonnage of trash has been down during COVID and people are not going out to restaurants, etc. He also spoke about a possible economic downturn, so people are already starting to cancel projects, whether they are new buildings or renovations, which impacts the landfill on receiving funds construction demolition and debris.

2022 1st Quarter Budget Reports-Vicki Lee, Finance Director & Alesia Williams, Deputy Finance Director

Complete details can be found on [*pages 7-10, agenda packet.*](#)

The following report highlights key points for the City's General Fund operating budget, Solid Waste Disposal Fund, Water Treatment and Distribution Fund, Sewage Collection and Disposal Fund and Municipal Airport Fund.

GENERAL FUND

Expenditures

The following chart summarizes appropriations, expenditures and amounts encumbered as of March 31st (25% of the fiscal year) by department. For FY 2022, 28.9% of appropriations have been expended or encumbered (obligated for future expenditure) during the quarter.

Not all operating costs are absorbed equally over the course of each year. For example, most debt service payments are due in the 3rd or 4th quarter, and support for local non-profit organizations is typically disbursed in the first month of the fiscal year.

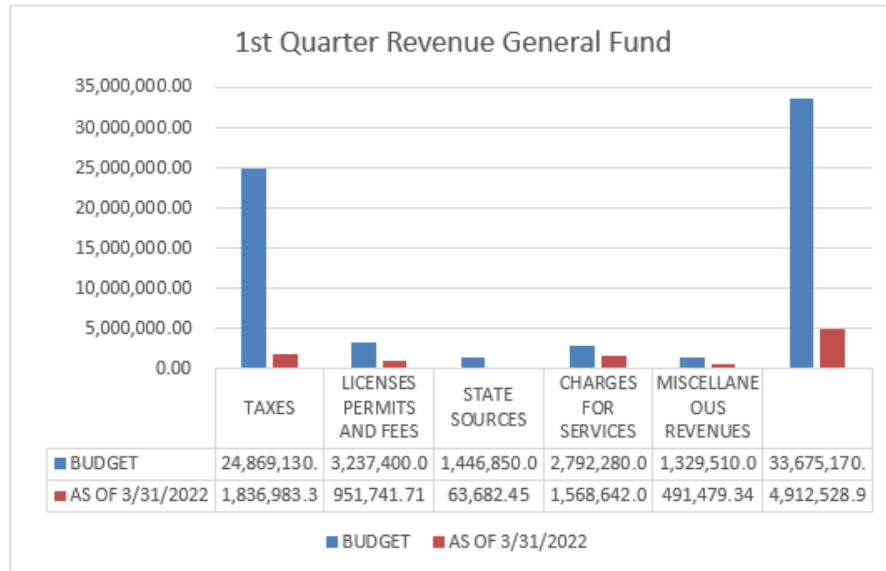
The 28.9% expended and encumbered to date is close to each of the past two fiscal years, which had percentages of 27.2% (2021) and 29.7% (2020), respectively, so it is historically at the level expected.

QUARTRLY REPORT FOR CITY OF LEBANON						
AS OF MARCH 31, 2022						
GENERAL FUND	2022 BUDGET	AS OF 3/31/2022	ENCUMBRANCES	YTD AVAILABLE BALANCE	% OF BUDGET USED	
CITY CLERK	\$ 721,630	\$ 166,439.31	\$ -	\$ 555,190.69	23.1%	
CITY MANAGER	\$ 1,284,480	\$ 260,569.24	\$ -	\$ 1,023,910.76	20.3%	
CYBER SERVICES	\$ 1,705,560	\$ 314,514.51	\$ 41,792.00	\$ 1,349,253.49	20.9%	
FINANCE	\$ 5,391,890	\$ 1,622,956.35	\$ 6,495.00	\$ 3,762,438.65	30.2%	
FIRE	\$ 4,775,030	\$ 1,050,740.20	\$ 7,713.34	\$ 3,716,576.46	22.2%	
HUMAN RESOURCES	\$ 350,060	\$ 73,200.84	\$ 10,500.00	\$ 266,359.16	23.9%	
HUMAN SERVICES	\$ 554,900	\$ 308,700.85	\$ -	\$ 246,199.15	55.6%	
LIBRARY	\$ 1,383,440	\$ 326,203.74	\$ 10,434.00	\$ 1,046,802.26	24.3%	
PLANNING	\$ 1,142,110	\$ 245,469.07	\$ -	\$ 896,640.93	21.5%	
POLICE	\$ 6,893,010	\$ 1,484,583.67	\$ 344,102.43	\$ 5,064,323.90	26.5%	
PUBLIC WORKS	\$ 4,904,010	\$ 936,688.56	\$ 84,560.66	\$ 3,882,760.78	20.8%	
RECREATION ARTS & PARKS	\$ 1,116,720	\$ 227,126.20	\$ 19,928.00	\$ 869,665.80	22.1%	
DEBT SERVICE	\$ 4,837,990	\$ 1,495,246.71	\$ -	\$ 3,342,743.29	30.9%	
INTERFUND TRANSFER	\$ 1,555,540	\$ 1,555,540.00	\$ -	\$ -	100.0%	
TOTALS	\$ 36,616,370	\$ 10,067,979.25	\$ 525,525.43	\$ 26,022,865.32	28.9%	

Revenues

The following chart summarizes amounts budgeted and collected year-to-date by general revenue category. Revenues collected throughout the course of a given fiscal year total approximately 14.6% of the amount budgeted for FY 2022, which compares to 14.6% (2021) and 15.8% (2020) in the previous two fiscal years. Highlights for the quarter include:

- Tax bills will be going out by June 1st, due July 1st.
- Motor vehicle registrations are just below the quarterly benchmark at 23.1% collected.
- Building permits are trending well above the quarterly benchmark at 46.8% collected.
- Ambulance Service revenue is collected just above the quarterly benchmark at 25.4%.



Other Funds –

- Solid Waste Disposal Fund is responsible for the operation and maintenance of the landfill, recycling facilities and hazardous waste processing.

QUARTLERY REPORT FOR CITY OF LEBANON					
AS OF MARCH 31, 2022					
LANDFILL FUND	2022 BUDGET	AS OF 3/31/2022	ENCUMBRANCES	YTD AVAILABLE BALANCE	% OF BUDGET USED
REVENUE	\$ 4,127,230.00	\$ 966,879.42		\$ 3,160,350.58	23.4%
EXPENDITURES	\$ 4,046,450.00	\$ 1,054,719.50	\$ 206,601.92	\$ 2,785,128.58	31.2%

- Water Treatment and Distribution Fund is responsible for the provision and distribution of clean and safe drinking water, the planning, maintenance and replacement of water treatment facilities, pump stations, water tanks, and the water distribution system.

QUARTLERY REPORT FOR CITY OF LEBANON					
AS OF MARCH 31, 2022					
WATER FUND	2022 BUDGET	AS OF 3/31/2022	ENCUMBRANCES	YTD AVAILABLE BALANCE	% OF BUDGET USED
REVENUE	4210810	1206883.87		\$ 3,003,926.13	28.7%
EXPENDITURES	\$ 4,141,290.00	\$ 1,566,238.32	\$ 205,067.09	\$ 2,369,984.59	42.8%

- Sewage Collection and Disposal Fund is responsible for the safe and hygienic collection and treatment of wastewater, and the planning, maintenance and replacement of the wastewater collection system, pump stations and wastewater treatment plant.

QUARTLERY REPORT FOR CITY OF LEBANON					
AS OF MARCH 31, 2022					
SEWER FUND	2022 BUDGET	AS OF 3/31/2022	ENCUMBRANCES	YTD AVAILABLE BALANCE	% OF BUDGET USED
REVENUE	\$ 7,277,230.00	\$ 2,092,646.45		\$ 5,184,583.55	28.8%
EXPENDITURES	\$ 7,264,330.00	\$ 3,137,429.82	\$ 163,340.53	\$ 3,963,559.65	45.4%

- Municipal Airport Fund is responsible for the operation and maintenance of the Lebanon Municipal Airport.

QUARTLERY REPORT FOR CITY OF LEBANON					
AS OF MARCH 31, 2022					
AIRPORT FUND	2022 BUDGET	AS OF 3/31/2022	ENCUMBRANCES	YTD AVAILABLE BALANCE	% OF BUDGET USED
REVENUE	\$ 929,040.00	\$ 254,324.70		\$ 674,715.30	27.4%
EXPENDITURES	\$ 1,479,310.00	\$ 487,026.66	\$ 26,343.50	\$ 965,939.84	34.7%

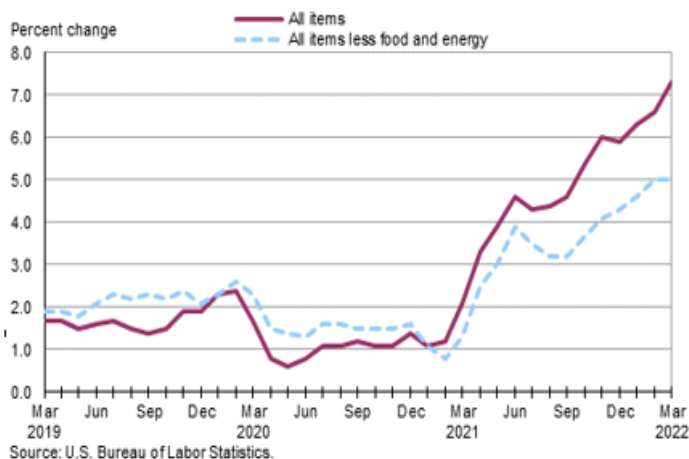
Councilor Liot Hill questioned what the monthly lease was going to be for the new restaurant going into the Airport. Mr. Gross stated it is \$1,009.00 per month.

B. Presentation of 2023-2025 Financial Outlook - City Manager Shaun Mulholland

Complete details can be found on [pages 11-51, agenda packet](#). Memo from the Finance Department containing detailed graphs and information can be found on [pages 11-21, agenda packet](#).

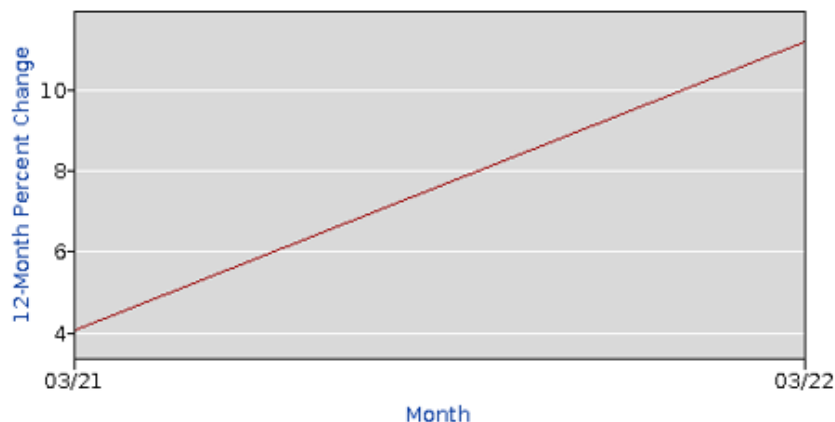
City Manager Shaun Mulholland gave a PowerPoint presentation and reviewed the 2023 Financial Outlook for the City of Lebanon with the Council as follows:

Chart 1. Over-the-year percent change in CPI-U, Northeast region, March 2019–March 2022



Consumer Price Index

Producer Price Index



City Revenue Impacts Vary by Source



Property Tax



MV Registration Fees



Rooms & Meals Tax



Development Fees



Utility Users Tax, Franchise Payments



Recreation and Fee Programs



He noted the City has seen a healthy increase with the recent change in the State Statute, noting Rooms & Meals Tax had a predominate impact of reducing the tax rate for 2021 to 1%.

State Revenue Impacts

Retirement Contribution-Police & Fire only, 7.5% for 1 Year

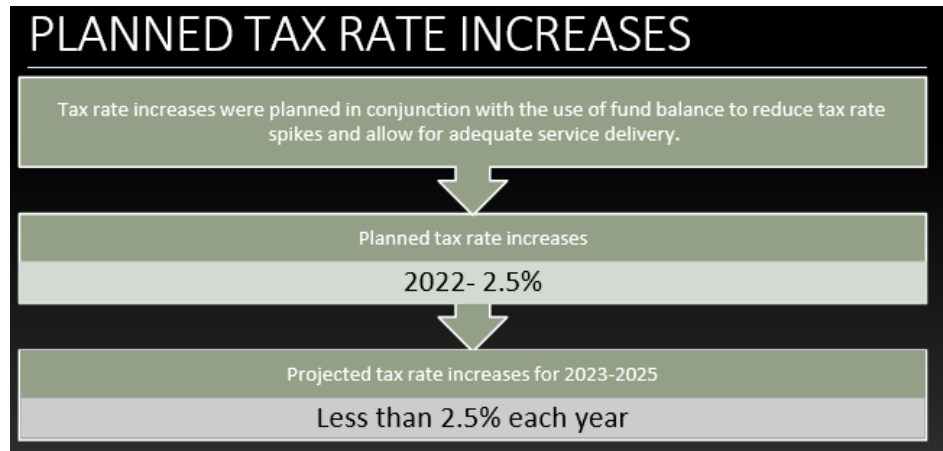
Increased Municipal Bridge Aid & Highway Block Grant funding

Grants relative to Housing

Rooms & Meals Tax Distribution

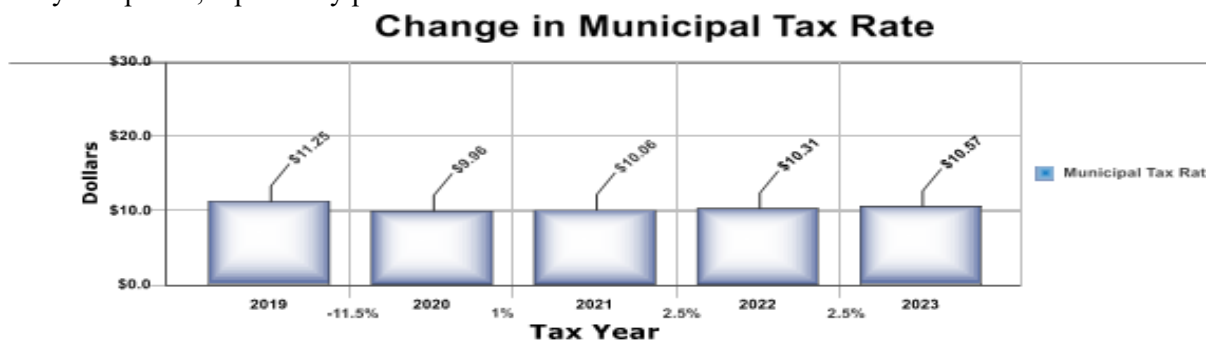
It appears the \$100M for housing has passed NH Executive Council and they are now working on the Administrative Rules for these funds. We should have this information within the next 6 weeks. The City could receive \$1M and is ready to submit a grant application as soon as the details come out, so the Council should be ready to discuss how to use the funds if/when they are made available.

The Council discussed how the State would distribute the Rooms & Meal Tax and the formula the State is using.

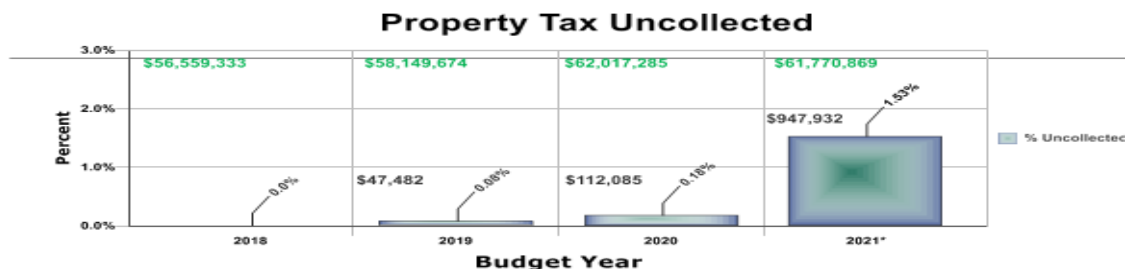


The projected planned tax rate increase depends on what the revenues are. In September/October the Council will have the opportunity to adjust the City's revenue numbers, which will have a direct impact on the tax rate.

In response to Councilor Liot Hill's question regarding whether or not any new construction will be added to the City's tax rolls (i.e., Juniper Hill), Mayor McNamara noted that since this project was only partially completed, it paid only partial taxes.



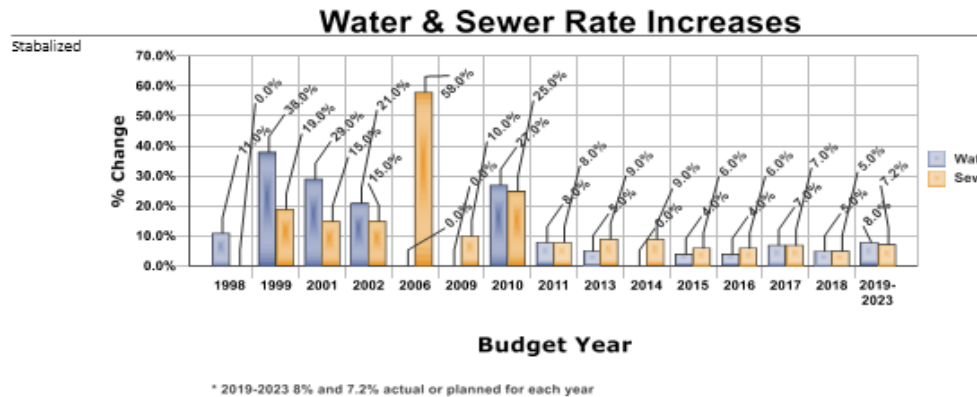
NOTE: Years 2022 and 2023 are projected based on a set of variable assumptions



NOTE: 2021 Uncollected includes \$728,283 due from Alice Peck Day Hospital which is in negotiations relative to a PILOT agreement
Total Amount of Property Tax Warrant

City Manager Mulholland noted Alice Peck Day Memorial Hospital (APD) was sent a proposal for payment in October of 2021, which they then assigned to an outside counsel. He is waiting to hear back

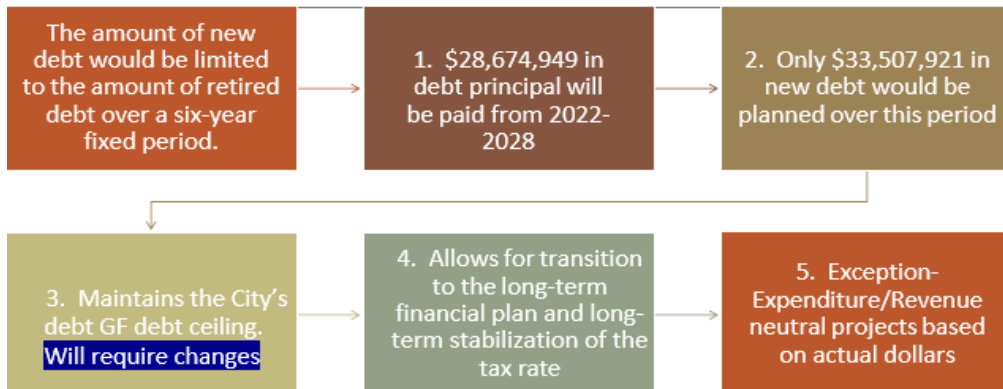
from them, and will remind them again, noting this is accruing interest every day. He does not feel this will go into litigation and is cautiously optimistic this issue will be resolved.



Water & Sewer Bills Uncollected

Water		Sewer	
Assessed	\$3,528,470	Assessed	\$5,638,407
Uncollected	\$24,232	Uncollected	\$21,578

Limitation of Future Capital Projects General Fund



Impacts on CIP

Projects have been backed up due to the impact of the CSO

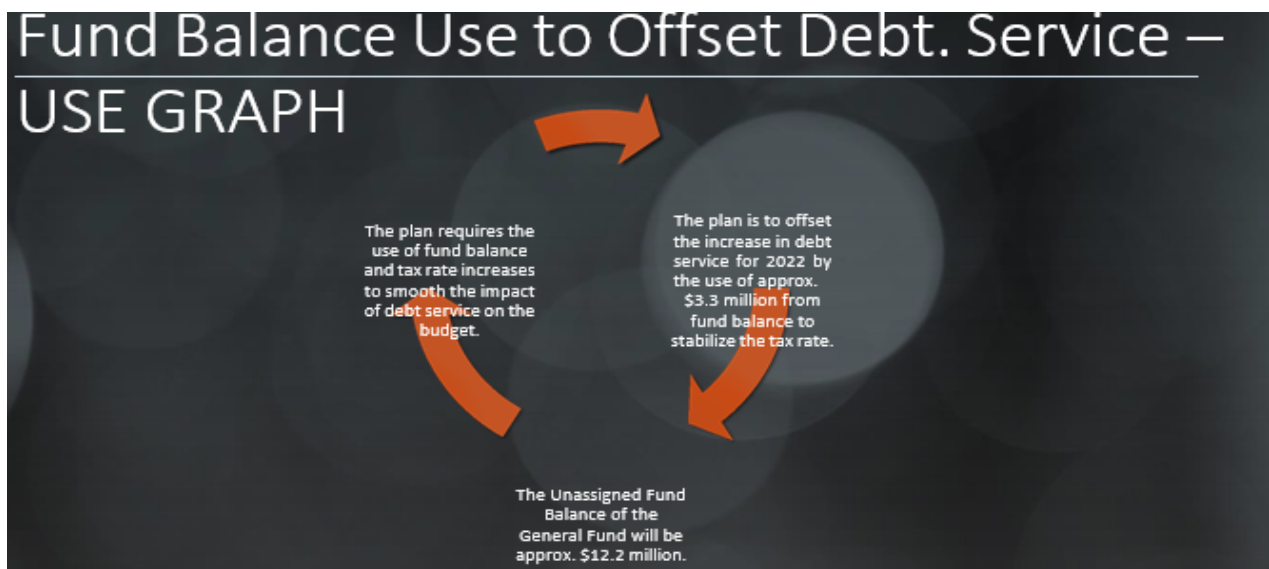
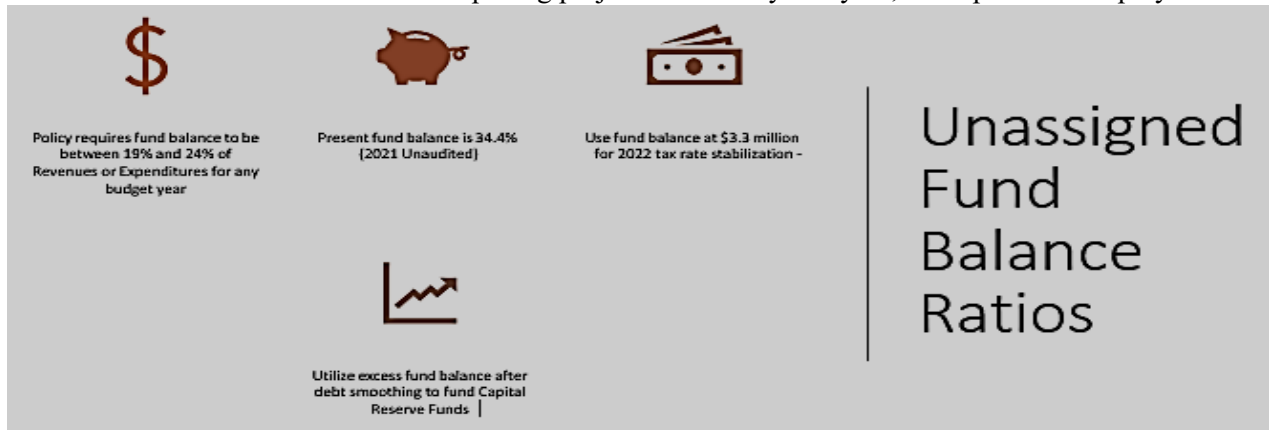
Failure to address known issues may result in cascading impacts

- Facilities
- Transportation Infrastructure
- Equipment and Vehicles

Could result in higher long-term costs and negative service delivery impacts

Normally, the City Manager does not see proposed CIPs at this point, but he has been holding meetings with individual departments to go over their CIPs to warn them of what is coming. Everything has gone

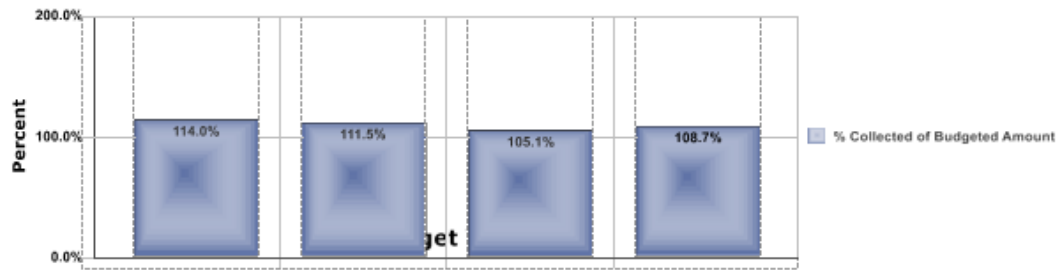
1 up in price and the City will only be able to do those things that are high priorities, noting every City in
 2 the country is facing the same situation due to the state of the economy. He specifically spoke about the
 3 Seminary Hill School, noting the inflation rate increases for construction cannot continue. While we are
 4 bidding on projects, by the time a contract is ready to sign, the price has gone up to the point where the
 5 contractor cannot do the work. For the paving projects in the City this year, the asphalt went up by 6%.



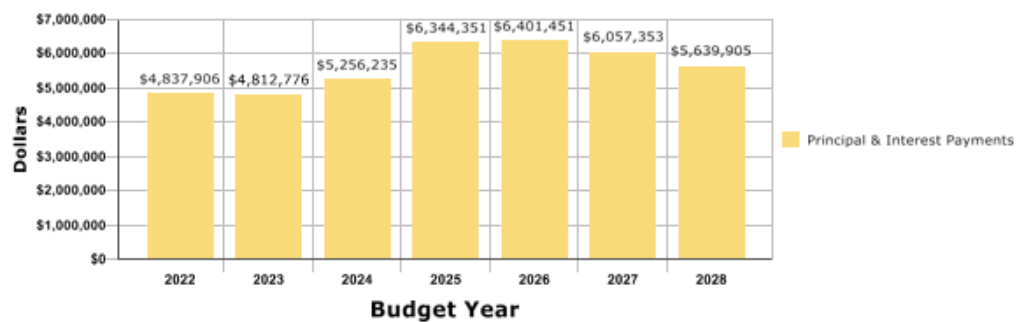
Long Term Financial Plan

Reduce or eliminate	Reduce or eliminate the use of fund balance to offset the tax rate.
Utilize	Utilize the Unassigned Fund Balance to offset the cost of Capital Projects • Pay as you go- using cash to pay for projects/equipment • Capital Reserve Funds
Eliminate	Eliminate the use of the UFB to subsidize the cost of operating expenses

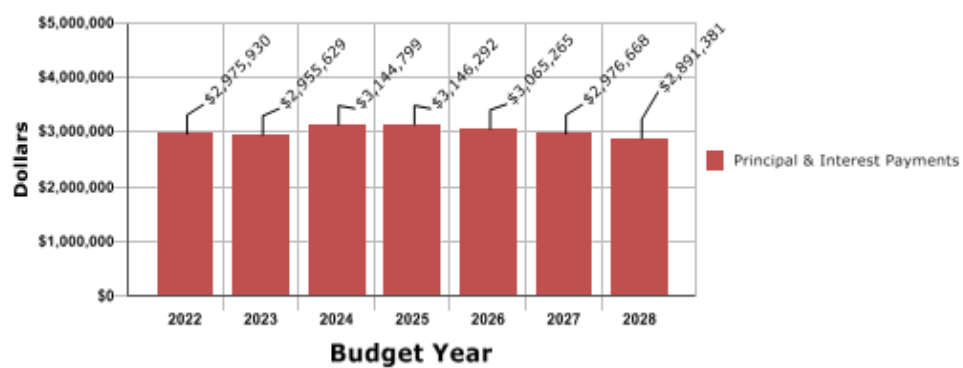
MV Registration Collection Rates



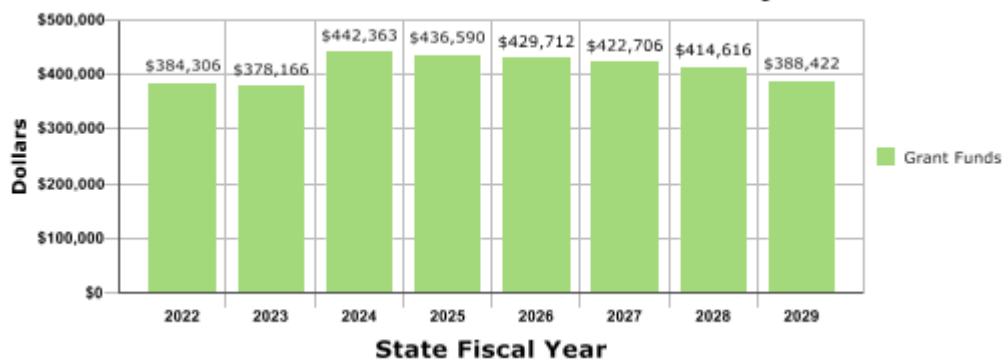
General Fund Debt Service



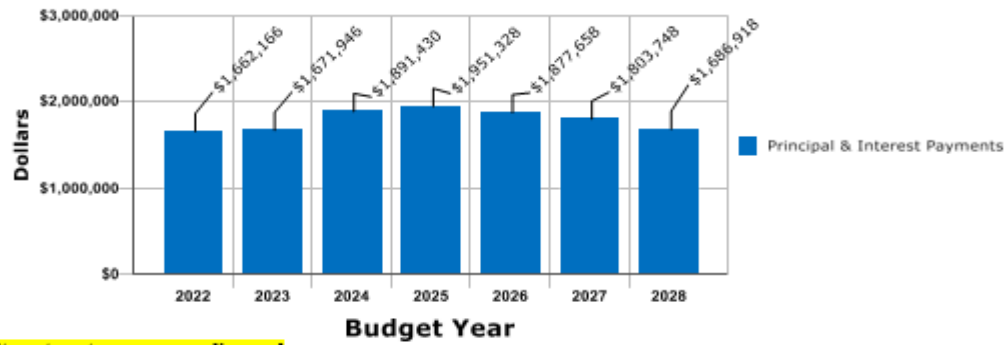
Sewer Fund Debt Service



State Aid Grants-Wastewater Projects



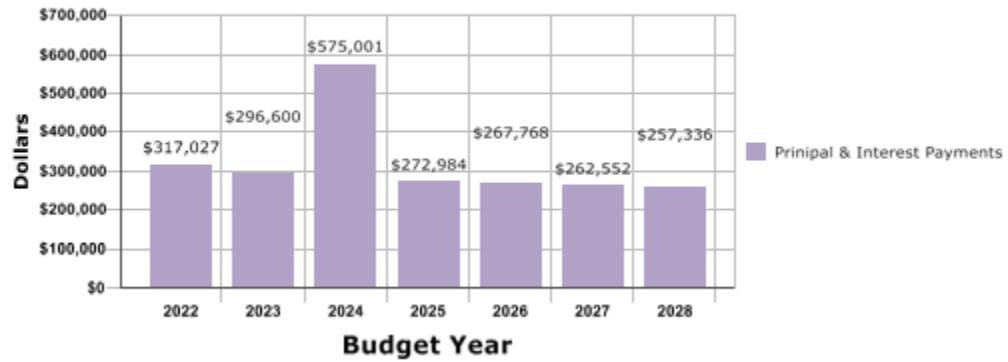
Water Fund Debt Service



The need to find an alternate water source was discussed.

Solid Waste Fund Debt Service

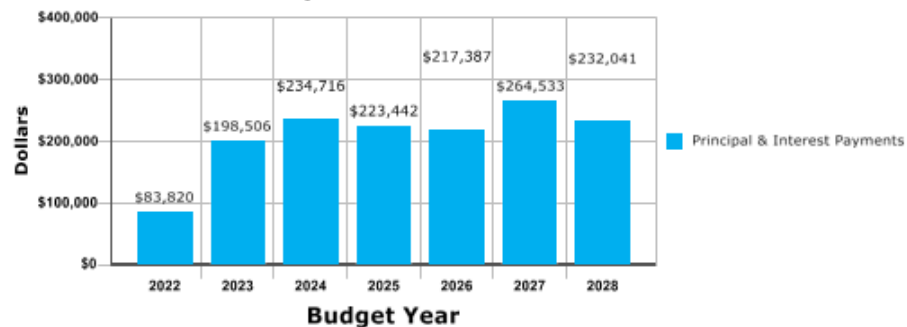
PFOA/PFAS Cleanup was discussed

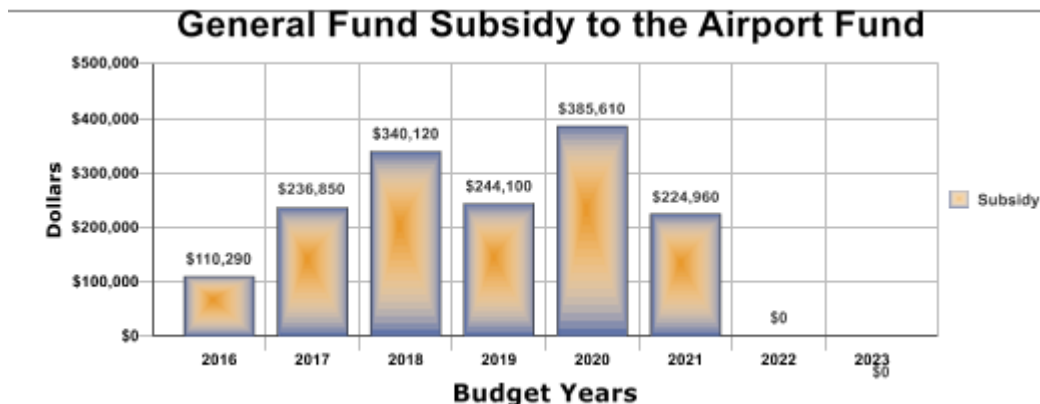


Airport COVID Related Grants

Grant Name	Award Year	Amount	Drawdown	Remaining
CARES Act	2020	\$1,060,370	\$1,060,370	\$0.00
ACRGP (Airport Coronavirus Response Grant Program)	2021	\$1,003,521	\$671,743	\$331,778
ACRGP Concession Relief	2021	\$2,220	\$0	\$2,220
ARPA (Airport Rescue Grant)	2022	\$1,051,081	\$15,459	\$1,035,622

Airport Fund Debt Service





C. Input from City Council: 2023 Budget Process

The Councilors spoke about their three (3) priority objectives/guidance on what they would like to see happen in the City's budget for 2023 as follows:

Councilor Whittlesey:

1. Housing: Missing middle
2. Continued infrastructure investment within the scope of the Debt Management Plan
3. Overall financial sustainability/stability

Councilor Sykes:

1. Developing a strategic plan for the City's bus service because we still do not have bus service after 6 PM and on weekends
2. Development of the Mascoma River

Councilor Zook:

1. Social Services
2. Infrastructure
3. Housing

Councilor Simon:

1. Water: Working towards planning for an alternative water source for the City
2. Infrastructure
3. Retainment of employees in order to have a strong, vibrant City

Mayor McNamara:

1. Housing: Specifically addressing those areas that the market is not addressing and facilitating a continuum of housing in order to retain residents and employees over time
2. Infrastructure: Specifically, regarding water
3. Childcare, which he felt was as important as housing

Assistant Mayor Below:

1. Property Tax Rates: Stay on target of 2.5 or less in the increase of property tax rates
2. Water/sewer rates: Try to moderate the increases that could be caused by finding an alternative water source
3. Energy/Sustainability in our Climate Action Goals, particularly in housing

1 Councilor Liot Hill: She agreed with Assistant Mayor Below on Property Tax Rates and the water/sewer
2 rates.

- 3 1. Housing: Liked the idea of exploring a demonstration project
- 4 2. West Lebanon Revitalization: Would like the City to keep moving forward with the West
5 Lebanon Plan
- 6 3. Community Engagement: Have the Citizen's Academy come back and have the Council do
7 Town Hall Meetings/Listening Sessions in different areas of the City
8

9 Councilor Heistad:

- 10 1. "Truly Affordable" Housing
- 11 2. Social Services: Community Nurses, taking care of those who cannot take care of themselves,
12 and having people age in place
- 13 3. Recreation for the community
14

15 Councilor Wilkie:

- 16 1. Housing
- 17 2. Public Health: To include public nurses and ecological sustainability/safe, affordable housing
- 18 3. Accessibility: Includes transparency, community involvement/engagement by meeting people
19 where they are to make sure people are having a say in what is happening in Lebanon (i.e.,
20 resources; public spaces; recreation, public transit)
21

22 City Manager Mulholland noted these ideas were helpful and should be wrapped into the City's Strategic
23 Plan, which will be a document listing the Council's priorities that will help to drive the City's budget.
24 He also noted the difference between the City's Master Plan (primarily focused on land use) and the
25 Strategic Plan (focused mainly on the City's operations/Capital Expenditures, and should mirror what the
26 City's Guiding Principles are).
27

28 The Council debated taking a position from time-to-time on different Planning Board project decisions
29 regarding development, with most disagreeing for the following reasons:

- 30 • The Planning Board should be an independent body working on each project individually under a
31 series of regulations;
- 32 • Hesitation to endorse a project of n specific private developer;
- 33 • There are other ways the Council can endorse development without endorsing developers or
34 individual projects;
- 35 • Concerns about being sued because someone expressed an opinion, as opposed to just looking at
36 the rules and whether or not the proposed development fits within the rules; and,
- 37 • Setting a bad precedent by endorsing developers or individual projects outside of the Planning
38 Board's regulations.
39

40 **Next Steps:** Guidance will be issued to Department Heads and work on a Strategic Plan will continue.
41 Once a draft is ready, City Manager Mulholland will send it to the Council, all the City's
42 Boards/Commission/Committees for their review.
43

44 3. ADJOURNMENT:

45
46 **The meeting was adjourned at 7:23 PM.**
47

48 Respectfully submitted,
49 Dona E. Gibson

1 Recording Secretary

DRAFT

LEBANON CITY COUNCIL

MINUTES

Wednesday, May 18, 2022, 7:00 p.m.

Remote Via Microsoft Teams: [LebanonNH.gov/Live](https://lebanonnh.gov/Live)

MEMBERS PRESENT: Mayor Tim McNamara, Assistant Mayor Clifton Below, Erling Heistad, Karen Liot Hill (Arrived 7:05PM), Christian Simon, George Sykes, Douglas Whittlesey, Devin Wilkie, and Karen Zook

MEMBERS ABSENT:

STAFF PRESENT: City Manager Shaun Mulholland, City Clerk Kristin Kenniston, GIS Coordinator Mark Goodwin, Chief of Police Phillip Roberts, Deputy Chief of Police Matthew Isham, Finance Director Vicki Lee, Deputy Finance Director Alesia Williams

1. CALL TO ORDER: Mayor McNamara called the meeting to order at 7:00 p.m.

City Manager Mulholland made the meeting announcement on how the public could participate in the meeting.

2. PLEDGE OF ALLEGIANCE: Councilor Sykes led the Council in the Pledge.

3. PUBLIC FORUM: Mayor McNamara made the Public Forum announcement.

4. OPEN TO PUBLIC: No one came forth.

5. RECOGNITIONS: NONE

6. ACCEPTANCE OF MINUTES:

- April 26, 2022
- April 28, 2022
- May 4, 2022

Councilor Wilkie MOVED to approve the April 26, 2022 (Work Session), the April 28, 2022 (Work Session), and the May 4, 2022 (Regular Session) minutes as written and presented in the May 18, 2022 City Council agenda packet.

Seconded by Councilor Heistad.

**The Vote on the MOTION was approved (7-0-1).*

- Councilor Sykes abstained. Not present at the April 28, 2022 meeting.
- Councilor Liot-Hill arrived when vote was being taken and chose not to vote.

7. APPOINTMENTS: NONE

8. PUBLIC HEARING ITEMS:

A. SUPPLEMENTAL APPROPRIATION FOR POLICE STATION PARKING LOT:

Public hearing for the purpose of receiving public input and taking action to appropriate \$187,980.30 for Lebanon Police Department Parking Lot Expansion & Improvements; and to

1 authorize disbursement of \$187,980.30 in Police Public Facilities Impact Fees as the means to pay
2 for the work.

3
4 Included in the agenda packet:

- 5 1. April 10, 2022 Memo from Police Chief Phil Roberts re: Supplemental Appropriation Request
6 *(Page 30, agenda packet)*
- 7 2. March 24, 2022 Plan for Lebanon Police Station Parking Lot Improvements *(Page 31, agenda packet)*.
8

9 Chief of Police Phillips Roberts and Deputy Chief of Police Matthew Isham were present remotely to
10 answer questions from the Council if needed.
11

12 **BACKGROUND**

13 The police department maintains one building for all operations. Construction on the current facility was
14 completed in 1991 and includes a visitor parking area consisting of 8 parking spaces (two of which are
15 designated handicapped spaces) and 1 cement pad for motorcycle parking. The parking area for staff includes
16 9 spaces for marked cruisers, and 31 spaces for staff.
17

18 Presently, the department has 26 vehicles in the fleet and total staffing of 56 employees. In the 30+ years
19 since the construction of the station, the parking areas have not been expanded or improved. There is great
20 need for additional parking, and improvements are required to effectively address both the safety and
21 appearance of driveways, sidewalks, and curbing. Infrastructure for future charging stations for electric
22 vehicles is also planned to be installed during construction. It looks like Ford will not be making any gas
23 powered police vehicle after 2024 and other car makers will not be producing police vehicles, so the City
24 has no choice but to acquire electric vehicles and the infrastructure to accommodate them.
25

26 The estimated total cost of the project is \$307,980.30. One Hundred Twenty Thousand Dollars (\$120,000)
27 was encumbered from 2021 leaving the need for \$187,980.30 to complete the project. Funds for the
28 additional appropriation are to be transferred from Police Department Impact Fees to the Capital
29 Improvements fund so there will be no impact to the tax rate.
30

31 Supplemental appropriations require the affirmative vote of two-thirds of the City Councilors present and
32 voting, with a quorum of at least five members present. Five members present, 3 affirmative votes for
33 adoption; six members present, 4 votes; seven members present, 5 votes; eight members present, 5 votes;
34 and Nine members present, 6 votes.
35

36 **Mayor McNamara opened the Public Hearing. Hearing no comments from the public, the Public**
37 **Hearing was closed.**
38

39 **The Council had no questions.**
40

41 **ACTION:**

42 ***Councilor Liot Hill MOVED the following Resolution:***
43

44 ***RESOLVED, by the City of Lebanon, that funds, in the amount of \$187,980.30, be appropriated for***
45 ***expenditure from the Capital Improvements Fund for Lebanon Police Department Parking Lot***
46 ***Expansion & Improvements to be paid for by Police Public Facilities Impact Fees.***
47

1 ***BE IT FURTHER RESOLVED, by the City of Lebanon, that funds in an amount not to exceed***
2 ***\$187,980.30 be disbursed from the Police Public Facilities Impact Fees Fund to the Capital***
3 ***Improvements Fund for the purpose of financing Lebanon Police Department Parking Lot Expansions***
4 ***& Improvements.***

5
6 ***This resolution shall be effective upon passage.***

7
8 ***Seconded by Councilor Simon.***

9 ****The Vote on the Motion was approved (9-0).***

10
11 **9. OLD BUSINESS - NONE**

12
13 **10. NEW BUSINESS**

14 **A. Presentation of Grafton County Commissioners' Proposed Budget with Wendy Piper,**
15 **Chair of Grafton County Board of Commissioners**

16
17 Included in the agenda packet:

18 1. Proposed Grafton County Commissioners' Budget Grafton County Commissioners' Proposed Fiscal
19 Year 2023 Budget . ([*Pages 41-87, agenda packet.*](#))

20
21 2. Grafton County Commissioners two memos dated May 11, 2022 ([*Pages 34-40, agenda packet*](#))

22
23 Chair of Grafton County Board of Commissioners, Wendy Piper, highlighted the following:

- 24 • Their fiscal year 2023 budget recommendations show an overall budget of \$48,285,502, which is
25 a decrease of 0.93% (\$454,574) from fiscal year 2022.
- 26 • Grafton County received \$17,459,302 in American Rescue Plan funding (ARPA), which would
27 allow counties to use up to \$10M as a standard allowance for revenue loss for the provision of
28 general government services.

29
30 Chair of Grafton County Board of Commissioners Piper also highlighted and spoke about the
31 comprehensive wage study being done to recruit and retain staff, noting there are 40 FTE openings for
32 nursing staff; restructuring their staff grading system; the county's Nursing Home and its proposed budget
33 to only fund 100 beds instead of 125 due to staffing shortages and a decrease in revenue; the need to
34 budget for three (3) new positions (dispatch, maintenance, and an HR Recruitment Specialist)

35
36 The Council and Chair of Grafton County Board of Commissioners Piper discussed what the Nursing
37 Home was doing to restructure/shift its workload (i.e., shifting duties from RNs to LNAs; loan
38 forgiveness, continued education, bonuses, developing an LNA Program in-house); concerns about what
39 funding options would be available after ARPA funds are no longer available (i.e., what has traditionally
40 been done is the use of the Undesignated Fund Balance, and Social Security would always be protected
41 through grants); and the investments being made using the ARPA funds (water/sewer feasibility study;
42 Assisted Living Center feasibility study; Cyber Security improvements; and, investigating Alternative
43 Energy Resources for all the county towns).

44
45 In response to Assistant Mayor Below's question regarding how much ARPA funds have been spent, Ms.
46 Piper noted that out of \$17M, there was \$10M obligated to projects, which leaves \$7M left. Funds must
47 be spent by 2026.

1
2 **ACTION:**

3 *No action is required by Council; item was for discussion purposes only.*
4

5 **B. Request from the Lebanon Opera House for an Exemption (per §14-5) of City Code Chapter**
6 **14, Alcoholic Beverages, to permit the serving of alcoholic beverages on City property.**
7

8 Included in the agenda packet: May 3, 2022 email from Operations Manager Brian Cook, Lebanon Opera
9 House (*Page 89, agenda packet.*)
10

11 City Manager Mulholland reviewed the Lebanon Opera House's request to permit the serving of alcoholic
12 beverages inside the LOH.
13

14 **BACKGROUND**

15 On April 20, 2022, the City Council granted an alcohol exemption to the Lebanon Opera House (LOH) to
16 provide them with the ability to serve alcoholic beverages in the alley between City Hall and the
17 neighboring building located at 55 North Park Street, the back parking lot behind City Hall, the sidewalk
18 in front of City Hall, and all other areas immediately surrounding the building. LOH is now requesting an
19 exemption to serve alcoholic beverages in City Hall during LOH events and performances. (An email
20 from Lebanon Opera House Operations Manager, Brian Cook was provided in agenda packet.)
21

22 City Administration has no objection to the above.
23

24 City Code Chapter 14, Alcoholic Beverages, §14-5, Exemption states that, "Any person, publicly
25 recognized organization, organized group, family group or business may be exempted from the provisions
26 of this article for a short period of time not exceeding 12 hours, upon first obtaining permission from the
27 City Manager after consultation with and approval by the Chief of Police. For a period of time exceeding
28 12 hours but not exceeding one year, permission must first be obtained from the Lebanon City Council
29 and reviewed on an annual basis." Due to the nature of the business and the desire to continue to serve
30 alcohol on City-owned property, Council approval is required pursuant to §14-5 above.
31

32 **ACTION:**
33

34 *Councilor Willkie MOVED, that the Lebanon City Council hereby grants an exemption pursuant to*
35 *§14-5 of City Code Chapter 14, Alcoholic Beverages, to Lebanon Opera House to serve alcoholic*
36 *beverages inside City Hall during LOH events and performances. Exemption shall be valid beginning*
37 *May 19, 2022 and shall expire on December 31, 2022.*
38

39 **Seconded by Councilor Liot Hill.**

40 **The Vote on the Motion was approved (9-0).*
41

42 Mayor McNamara noted that the next 5 items on the agenda relate to affirmation status of various Class
43 VI Roads in the City. The Council had a fairly long discussion a few meetings ago about the process of
44 the Class VI Roads Commission, noting this is really a two-phase process. The first phase/tasks being to
45 determine if a road is, in fact, determined to be a Class VI Road and if a particular road remains a Class
46 VI Road, is there an interest from abutters in having a road discontinued or should it become a Class A
47 Trail. At this meeting, the Council was asked to simply establish whether the following roads are, in fact,
48 Class VI Roads.
49

1 Mr. Mark Goodwin reiterated the Mayor's comments noting this is a modification of the process in
2 consultation with the Class VI Roads Advisory Commission Chair, City Manager Mulholland, and Mayor
3 McNamara. It was apparent that a lot of time was being spent on recommendations to convert a road
4 classification to a Class A Trail. One of the primary objectives is to simply have the Council affirm the
5 existence of a public right of way. The tweaking of the proposed motions in the Council's agenda packet
6 is to simply affirm the existence of a particular right of way, as well as accept the packet and the
7 recommendation from the Class VI Roads Advisory Commission. If the Council decides to act on that
8 recommendation, especially if the recommendation is to change the designation of a particular roadway,
9 then the Council would move towards scheduling a Public Hearing. Instead of starting with the Public
10 Hearing first, the Council will now be taking a step back by simply affirming whether the following
11 particular roads are a public right of way.

12 13 C. Affirmation of status of Class VI Road #3 (Farr Road Extension)

14
15 Included in the agenda packet (*Pages 91-96*):

16 1. May 9, 2022 Memo from Mark Goodwin, GIS Coordinator/Planner re: Recommendation from Class
17 VI Roads Advisory Committee – Road Segment #3 (Farr Road Extension) -

18 2. Class VI Road Assessment Template (Road #3, Farr Road Extension) (*Pages 93-95, agenda packet.*)
19



20 Mr. Mark Goodwin reviewed the documentation from the Class VI Roads Advisory Commission for the
21 Farr Road Extension.
22
23

24 **BACKGROUND**

25 Farr Road Extension is depicted on the 1892 Hurd Atlas Map as essentially Farr Road continuing to
26 where it intersects Sunset Rock Road. It is unknown as to when the section presently known as Farr Road
27 Extension became a Class VI roadway, including no longer being maintained by the City of Lebanon.
28

29 The Class VI Roads Advisory Committee reviewed the prescriptive evidence supporting the assertion of
30 its existence as a public right-of-way, the current conditions and use, as well as potential future uses, all

of which is documented in the attached Class VI Road Assessment Template. *(Pages 93-95, agenda packet.)*.

Action on the item before the Council at this meeting is to accept the report by the Committee and affirm that Farr Road Extension is a Class VI Road. The Committee is recommending that the Council consider reclassifying Farr Road Extension to a Class A Municipal Trail. If this is a recommendation the Council wishes to pursue, a hearing must be scheduled for a future date. Please see attached memo from Mark Goodwin, GIS Coordinator/Planner for more information.

Mr. Goodwin noted the Farr Road Extension is depicted on the 1892 Hurd Atlas Map as essentially Farr Road continuing to where it intersects with Sunset Rock Road. It is unknown as to when the section, presently known as Farr Road Extension, became a Class VI roadway or when it was no longer being maintained by the City of Lebanon. There are only 1-3 abutters there and it is a segment that is not super prevalent in terms of visibility in the field. Someone who is familiar with it can traverse that right of way, which has blended into the landscape over the years. It is depicted on several of the City's historic maps, which ascertains it is a public right of way. The prescriptive information is what we lean on in the absence of an actual layout description. The Class VI Roads Advisory Commission felt there was an overwhelming amount of prescriptive evidence, and they did not hear from any abutters that disagreed it was a public right of way. We heard loud and clear that the designation should stay as a Class VI Road. There was also a legal opinion given by the City Attorney.

ACTION:

Councilor Heistad MOVED, that, with regard to Class VI Road #3, Farr Road, the Lebanon City Council hereby accepts the report from the Class VI Roads Advisory Committee as outlined in the Class VI Road Assessment Template and further described in the May 9, 2022 memo from Mark Goodwin, GIS Coordinator/Planner.

BE IT FURTHER MOVED, that sufficient prescriptive evidence exists to affirm the creation & existence of Class VI Road #3 (Farr Road) as shown on the Class VI Road Parcel Map for Road #3, Farr Road Extension, printed February 22, 2022 and included in the May 18, 2022 City Council Agenda Packet

Seconded by Councilor Sykes.

****The Vote on the Motion was approved (9-0).***

D. Affirmation of status of Class VI Road #28 (Old Kings Highway between Storrs Hill Road and Farnum Hill Road)

Included in the agenda packet *(Pages 98-103, agenda packet):*.

1. May 9, 2022 Memo from Mark Goodwin, GIS Coordinator/Planner re: Recommendation from Class VI Roads Advisory Committee – Road Segment #28 (Kings Highway – portion of)
2. Class VI Road Assessment Template (Road #28, Old Kings Highway – Off Storrs Hill Road to Hetzel Road - west)
3. February 22, 2022 Class VI Road Parcel Map for Road #28, Old Kings Highway



Mr. Mark Goodwin reviewed the documentation from the Class VI Roads Advisory Commission for Old Kings Highway, noting they have not heard from anyone who contests the assertion that this is a public right of way. We heard strong opinions about what the best designation should be. There is mountain of prescriptive evidence for this road.

BACKGROUND

The Old Kings Highway is arguably one of the oldest public rights-of-way in the City of Lebanon. The original course is currently segmented into several sections, including a variety of road designations, e.g. Class 5, Class 6, Class A trail. The section referred to as #28 extends from the intersection with Hetzel Road, easterly to where it transitions to Storrs Hill Road.

The Class VI Roads Advisory Committee reviewed the prescriptive evidence supporting the assertion of its existence as a public right-of-way, the current conditions and use, as well as potential future uses, all of which is documented in the attached Class VI Road Assessment Template.

Action on the item before the Council at this meeting is to accept the report by the Committee and affirm that a portion of Old Kings Highway between Storrs Hill Road and Farnum Hill Road is a Class VI Road. The Committee is recommending that the Council consider reclassifying a portion of Old Kings Highway between Storrs Hill Road and Farnum Hill Road to a Class A Municipal Trail. If this is a recommendation the Council wishes to pursue, a hearing must be scheduled for a future date.

ACTION:

Assistant Mayor Below MOVED, that, with regard to Class VI Road #28, a portion of Old Kings Highway, the Lebanon City Council hereby accepts the report from the Class VI Roads Advisory

1 *Committee as outlined in the Class VI Road Assessment Template and further described in the May 9,*
2 *2022 memo from Mark Goodwin, GIS Coordinator/Planner.*

3
4 ***BE IT FURTHER MOVED**, that sufficient prescriptive evidence exists to affirm the creation &*
5 *existence of Class VI Road #28 (Portion of Old Kings Highway) as shown on the Class VI Road Parcel*
6 *Map for Road #28, Old Kings Highway, printed February 22, 2022 and included in the May 18, 2022*
7 *City Council Agenda Packet.*

8 *Seconded by Councilor Liot Hill.*

9 **The Vote on the Motion was approved (9-0).*

10
11 **E. Affirmation of status of Class VI Road #11 (portion of Monica Road)**

12
13 Included in the agenda packet (*Pages 104-111, agenda packet*):

- 14 1. May 9, 2022 Memo from Mark Goodwin, GIS Coordinator/Planner re: Recommendation from Class
15 VI Roads Advisory Committee – Road Segment #11 (Monica Road)
16 2. Class VI Road Assessment Template (Road #11, Monica Road)
17 3. February 22, 2022 Class VI Road Parcel Map for Road #11, Monica Road

18
19 Mr. Mark Goodwin reviewed the documentation from the Class VI Roads Advisory Commission for
20 Monica Road.
21



22
23
24 **BACKGROUND**

25 Monica Road runs a southerly course from the intersection with NH Route 4A, to the intersection of
26 Eastman Hill Road. The northern section of Monica Road is currently designated as a Class V roadway,
27 with the remainder as a Class VI roadway. The Class VI Committee's review and assessment was
28 specific to the Class VI section.

1 The Class VI Roads Advisory Committee reviewed the prescriptive evidence supporting the assertion of
2 its existence as a public right-of-way, the current conditions and use, as well as potential future uses, all
3 of which is documented in the attached Class VI Road Assessment Template. No abutters contested the
4 proposed designation and there is a legal opinion asserting Monica Road has been a public right of way
5 from 1998. This is a walkable roadway and some ATVs have using it so this is what led to the Class VI
6 Roads Advisory Commission concern about the use of this road due to the erosion/destruction taking
7 place and their recommendation of changing it to Class A Trail.

8
9 Action on the item before the Council at this meeting is to accept the report by the Committee and affirm
10 that Monica Road is a Class VI Road. The Committee is recommending that the Council consider
11 reclassifying Monica Road to a Class A Municipal Trail. If this is a recommendation the Council wishes
12 to pursue, a hearing must be scheduled for a future date.

13
14 **ACTION:**

15 *Councilor Wilkie MOVED, that, with regard to Class VI Road #11, Portion of Monica Road, the*
16 *Lebanon City Council hereby accepts the report from the Class VI Roads Advisory Committee as*
17 *outlined in the Class VI Road Assessment Template and further described in the May 9, 2022 memo*
18 *from Mark Goodwin, GIS Coordinator/Planner.*

19
20 *BE IT FURTHER MOVED, that sufficient prescriptive evidence exists to affirm the creation &*
21 *existence of Class VI Road #11 (Portion of Monica Road) as shown on the Class VI Road Parcel Map*
22 *for Road #11, Monica Road, printed February 22, 2022 and included in the May 18, 2022 City Council*
23 *Agenda Packet.*

24 *Seconded by Councilor Heistad.*

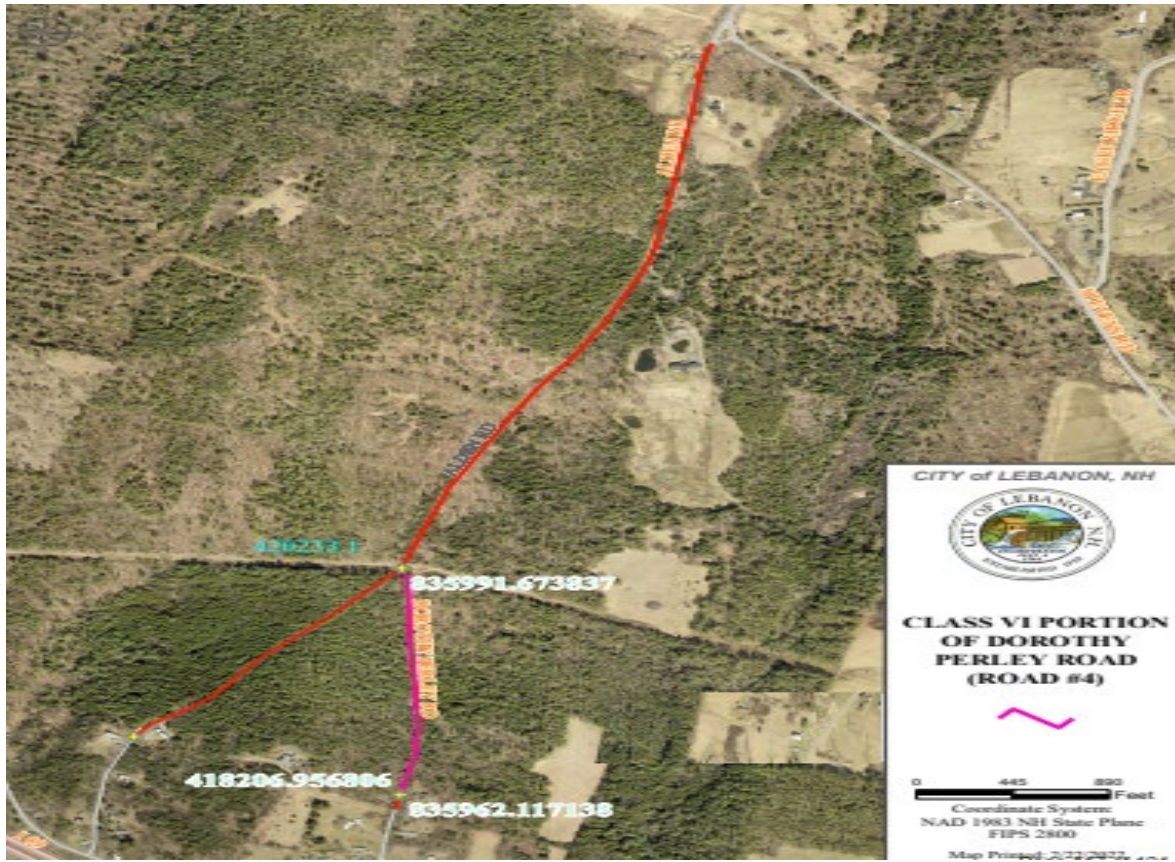
25 **The Vote on the Motion was approved (9-0).*

26
27 **F. Affirmation of status of Class VI Road #4 (portion of Dorothy Perley Road)**

28
29 Included in the agenda packet (*Pages 112-117, agenda packet*):

- 30 1. May 9, 2022 Memo from Mark Goodwin, GIS Coordinator/Planner re: Recommendation from Class
31 VI Roads Advisory Committee – Road Segment #4 (Dorothy Perley Road)
32 2. Class VI Road Assessment Template (Road #4, Dorothy Perley Road)
33 3. February 22, 2022 Class VI Road Parcel Map for Road #4, Dorothy Perley Road

34
35 Mr. Mark Goodwin reviewed the documentation from the Class VI Roads Advisory Commission for the
36 portion of Dorothy Perley Road.



BACKGROUND

Dorothy Perley Road runs a northerly course from the location where it transitions from Townsend Terrace to its intersection with the existing Class VI Alden Road, which is within close proximity to a powerline running in a west to east direction. The southern section is classified as a maintained Class V roadway until it transitions to a Class VI classification within close proximity to the residence located at 48 Dorothy Perley Road.

The Class VI Roads Advisory Commission reviewed the prescriptive evidence supporting the assertion of its existence as a public right-of-way, the current conditions and use, as well as potential future uses, all of which is documented in the attached Class VI Road Assessment Template. This road is on every historic map. The Class VI Roads Advisory Commission has had input several times but no one contested that this is public right of way.

Action on the item before the Council at this meeting is to accept the report by the Committee and affirm that Dorothy Perley Road is a Class VI Road. The Committee is recommending that the Council consider reclassifying Dorothy Perley Road to a Class A Municipal Trail. If this is a recommendation the Council wishes to pursue, a hearing must be scheduled for a future date.

Discussion took place regarding the existence of the White Pine Blister Map.

ACTION:

Councilor Heistad MOVED, that, with regard to Class VI Road #4, portion of Dorothy Perley Road, the Lebanon City Council hereby accepts the report from the Class VI Roads Advisory Committee as outlined in the Class VI Road Assessment Template and further described in the May 9, 2022 memo from Mark Goodwin, GIS Coordinator/Planner.

BE IT FURTHER MOVED, that sufficient prescriptive evidence exists to affirm the creation & existence of Class VI Road #4 (Portion of Dorothy Perley Road) as shown on the Class VI Road Parcel Map for Road #4, Dorothy Perley Road, printed February 22, 2022 and included in the May 18, 2022 City Council Agenda Packet.

Seconded by Councilor Sykes..

****The Vote on the Motion was approved (9-0).***

G. Affirmation of status of Class VI Road #5 (portion of Alden Road)

Included in the agenda packet (*Pages 119-124, agenda packet*):

1. May 9, 2022 Memo from Mark Goodwin, GIS Coordinator/Planner re: Recommendation from Class VI Roads Advisory Committee – Road Segment #5 (Alden Road)
2. Class VI Road Assessment Template (Road #5, Alden Road)
3. February 22, 2022 Class VI Road Parcel Map for Road #5, Alden Road

Mr. Mark Goodwin reviewed the documentation from the Class VI Roads Advisory Commission for a portion of Alden Road.



1
2 **BACKGROUND**

3 Alden Road runs a northerly course from the intersection with Townsend Terrace, to its intersection with
4 Stevens Road. It is designated as a Class V roadway to within close proximity of 30 Alden Rd, at which
5 point it transitions to a Class VI roadway as it traverses in a northerly direction.
6

7 The Class VI Roads Advisory Committee reviewed the prescriptive evidence supporting the assertion of
8 its existence as a public right-of-way, the current conditions and use, as well as potential future uses, all
9 of which is documented in the attached Class VI Road Assessment Template. The overwhelming
10 evidence is that this is on almost every single map. It is walkable, and it is drivable at the northern end of
11 the map coming off of Stevens. There is a long paper trail for a building permit issued to Bill Solomon
12 25 years ago. No one came forth to contest the existence of Alden Road being a public right of way. It
13 was the Class VI Roads Committee recommendation that the norther 2/3rd of it should stay as a Class VI
14 Road but that the bottom part has susceptible erosion and did not really lend itself for vehicles.
15

16 Action on the item before the Council at this meeting is to accept the report by the Committee and affirm
17 that Alden Road is a Class VI Road. The Committee is recommending that the Council consider
18 reclassifying Alden Road to a Class A Municipal Trail. If this is a recommendation the Council wishes to
19 pursue, a hearing must be scheduled for a future date.
20

21 Councilor Liot Hill noted the key on the map (page 124, agenda packet) was different from the key on
22 other maps that the Council had, pointing out the key color in pink is listed as a Class A Trail and the red
23 key color red is listed as the Class VI Road.
24

25 Mr. Goodwin noted that everything designated on the map will be designated as a Class VI Road.
26 Nothing will be listed as a Class A Trail yet.
27

28 **ACTION**

29 *Councilor Liot Hill MOVED, that, with regard to Class VI Road #5, portion of Alden Road, the*
30 *Lebanon City Council hereby accepts the report from the Class VI Roads Advisory Committee as*
31 *outlined in the Class VI Road Assessment Template and further described in the May 9, 2022 memo*
32 *from Mark Goodwin, GIS Coordinator/Planner.*
33

34 *BE IT FURTHER MOVED, that sufficient prescriptive evidence exists to affirm the creation &*
35 *existence of Class VI Road #5 (portion of Alden Road) as shown on the Class VI Road Parcel Map for*
36 *Road #5, Alden Road, printed February 22, 2022 and included in the May 18, 2022 City Council*
37 *Agenda Packet.*

38 *Seconded by Councilor Heistad.*

39 **The Vote on the Motion was approved (9-0).*
40

41 **11. City Manager Report:**

42 **City Manager Shaun Mulholland updated the Council on the following:**

- 43
 - City of Lebanon Staff shortages: People are resigning and taking other positions elsewhere as
 - 44 well as planned retirements, etc.
 - 45 • City Staff mask recommendations: The City has had the highest rate of infection among staff
 - 46 since the COVID-19 pandemic started.

- Childcare Update: The City will be receiving a \$20K planning grant. The grant will be \$100K for three years after this year. He further explained what the City would be doing with portions of this grant and will bring his proposal(s) before the Council in the near future.
- Strategic Plan Update.
- Slayton Hill/Mechanic Street Roundabout Project.
- Westboro Yard Trail Update.
- Miracle Mile Project: Due to cost increases, he proposed to order enough pipe to do ½ of the project. The City does not have enough funds to order piping for the entire project at this point, but wanted to be able to at least complete half of the project before costs increase ahead of a projected economic downturn. At this point, pipes could take around 9 months to be delivered. After discussions took place regarding the cost to purchase pipelines, the Council gave City Manager Mulholland the go ahead to move forward with the purchase of pipes for ½ of the project in order to fix the worst section of this project.
- According to the State of NH House of Representatives & the Secretary of State's Office, House Seats will now be elected by Wards.

12. COUNCIL REPRESENTATIVES TO OTHER BODIES:

13. FUTURE AGENDA ITEMS: NONE

14. NON-PUBLIC SESSION: NONE

15. ADJOURNMENT:

Councilor Whittlesey MOVED for adjournment.

Seconded by Councilor Heistad.

**The Vote on the MOTION was unanimously approved (9-0)*

The meeting was adjourned at 8:27 PM.

Respectfully submitted,
Dona E. Gibson
Recording Secretary

**AGENDA
LEBANON CITY COUNCIL
JUNE 1, 2022**

7. APPOINTMENTS:

APPOINTMENTS

Board/Committee Appointments as presented by City Clerk Kristin Kenniston

- Pedestrian & Bicyclist Advisory Committee, Marie McCormick (Regular Member)

Included in this Section:

1. Memo from City Clerk Kristin Kenniston dated May 19, 2022

OFFICE OF THE CITY CLERK

MEMORANDUM

DATE: May 19, 2022

TO: The Honorable Mayor & City Council

FROM: Kristin M. Kenniston, City Clerk

RE: **Appointments Proposed for Council Discussion/Action:**

If the Council wishes to proceed with action on the appointments below, a nomination should be made and voted on for each appointment. *Note: nominations do not need to be seconded.*

Pedestrian and Bicyclist Advisory Committee

- **Marie McCormick** – Reappointment as a regular member for another three-year term.
Interviewed By: Councilor Whittlesey
Term: (6/22-6/25)



CITY OF LEBANON BOARD/COMMITTEE APPLICATION

You must meet the basic requirements listed below to be considered for appointment to a City board/committee.

BASIC REQUIREMENTS:

- ✓ Lebanon/West Lebanon resident (except for those boards who membership makeup includes non-resident)
- ✓ Willingness to learn
- ✓ Commitment to attend meetings
- ✓ Treat people fairly
- ✓ Consider the best interest of the community as a whole when making decisions
- ✓ Must have attended one meeting of the board that you wish to apply to within the last six months to observe the process and function of the board.
- ✓ Review City of Lebanon Ethics and Conflict of Interest Policy

Check all that apply:

I am an applicant for: Pedestrian and Bicyclist Advisory Committee

☐ Check if for re-appointment

Name: Marie McCormick
(Please print)

Address: 25 Prospect St. Lebanon 03766
(street) (Town) (Zip)

Mailing Address, if different from above: _____

Home Phone _____ Work Phone: 603-678-4888 Cell Phone: 206-250-6307

Email Address: marie.m.mccormick@gmail.com

Continued on reverse side.....

How long have you resided in Lebanon? 3 years
(This will not necessarily reflect on your possible appointment.)

Why would you like to serve?

I love living in Lebanon, in part because living here allows me to get around (often) by foot and bicycle. I see that the city is growing a lot and I hope that along with that growth comes increased ability for people to get around without using cars. I have a young child and want to help make sure that he, too, can easily walk or bike where he needs to go as he grows up.

State a few of what you feel your qualifications are or why you wish to be appointed to this board/committee.

I am both a pedestrian and a bicyclist and I value the opportunity to get to work and run errands without using a car. Before coming to Lebanon I lived in Seattle for ten years so I have seen ~~about~~ some other things that can be done to make communities bicycle - and -pedestrian - friendly.

I hereby certify that I meet the basic requirements for applying to a Lebanon board/committee.

Maria Williams
Applicant Signature

11-28-15
Date

Interview Committee Review

Official Use Only

Date Received by City Clerk 12/2/15 Date of Review _____

Date of Appointment _____ Appointment Term _____

Committee/Board to which appointed _____

Please return to:

Lebanon City Clerk's Office
51 North Park Street, Lebanon, NH 03766

Fax # 442-6148

Email: Sandi.Allard@lebcity.com

Councilor Interview Report Form

Councilor Name: Doug Whittlesey Date of Interview: 5/19/2022

Applicant Name: Marie McCormick

Board(s) to Which Applied: Pedestrian & Bicyclist Advisory Committee

☒ Regular Seat ☐ Alternate Seat

Has Applicant Attended Meeting of Board to Which Applying? ☒ Yes ☐ No

(If yes, indicate date of meeting.) Date: Current Member

Recommend Appointment: ☒ Yes ☐ No

☒ Regular Seat ☐ Alternate Seat

General Comments: Marie joined the Ped/Bike Committee in 2016 and has served in this capacity for the past six years. She's very knowledgeable about the Committee, its work, and activities.

(PLEASE NOTE: THIS FORM WILL BE INCLUDED IN THE AGENDA MATERIALS WHEN APPLICANT IS SCHEDULED TO APPEAR BEFORE THE CITY COUNCIL.)

Standard Questions for All Applicants:

1) What do you believe is the purpose of this Board/Committee?

Been on board two previous terms, strong understanding of work and purpose of the Committee

2) Are you familiar with the meeting dates and time commitments of this Board/Committee?
Would you be available for additional meetings, site visits, or other official events when necessary?

Yes

3) Do you have any previous experience working with this type of Board/Committee, or in a related field, in this community or any other community?

Yes, served on the Ped/Bike committee for two prior 3-year terms

4) Do you have any interest in attending educational presentations and seminars in order to further educate yourself relative to the work of this Board/Committee?

Yes

5) Do you anticipate that you would have to recuse yourself from more than an occasional meeting due to a conflict of interest (perceived or real) relating to your past or present employment, organizational membership, real estate holdings, family ties, or other reasons?

No

6) What do you think are the key challenges for this Board/Committee?

Having the financial support and buy in to make the changes and to support the Lebanon Ped/Bike work. Increasing bike lanes / sidewalks to improve safety and accessibility, managing overlap of work with other Boards and Committees

7) What do you think are the key opportunities for this Board/Committee?

Increasing bike lanes, increasing work with other Boards & Committees, improving communications and awareness with the public through events and other channels

8) What would you like to see this Board/Committee accomplish in the next year?

Currently in process of having multi-modal plan "Lebanon Walk/Bike/Ride", key opportunity to see this through to have master plan for Pedestrian and Bike strategy

**AGENDA
LEBANON CITY COUNCIL
JUNE 1, 2022**

8. PUBLIC HEARING ITEMS:

8.A – REQUEST FOR SUPPLEMENTAL APPROPRIATION

MECHANIC STREET SIDEWALK IMPROVEMENTS

A public hearing for the purpose of receiving public input and taking action to appropriate \$425,000 for Mechanic Street Sidewalk Segment 2 Improvements; and to authorize a transfer in the amount of \$134,750 from unassigned fund balance.

The City Council scheduled this public hearing at their May 4, 2022, regular meeting. The public hearing was properly noticed in the *Valley News* on Saturday, May 21, 2022, and Tuesday, May 24, 2022, in accordance with City Code and State Law.

BACKGROUND

The Slayton Hill Road/Mechanic Street intersection sidewalk project (Segment 2 of the attached Map) is a subcomponent of a larger 1.3-mile roadway corridor project between the intersection of Mechanic Street and High Street, and Interstate 89, Exit 19.

The estimated total cost of the project is \$425,000. Two hundred ninety thousand two hundred Fifty Dollars (\$290,250) has been approved under the “Community Project Funding Request Process for the 117th Congress”. The difference of One hundred Thirty-Four Thousand Seven Hundred Fifty (\$134,750) will be through utilization of unassigned fund balance.

Please see the attached memorandum from Jay Cairelli, Interim DP Director, for detailed explanation regarding the need for this appropriation.

ACTION

The following resolution is offered for consideration:

RESOLVED, by the City of Lebanon, that the 2022-2027 Capital Improvements Program is hereby amended to include a new capital project titled, “Mechanic Street Sidewalk Improvements” whose purpose is to create, refurbish, or replace sidewalks within the Mechanic Street Corridor between the intersection of Mechanic Street and High Street, and Interstate 89, Exit 19.

BE IT FURTHER RESOLVED, that funds in the amount of \$425,000 be appropriated for expenditure from the Capital Improvements Fund for Mechanic Street Sidewalk Improvements to be paid for by a combination of federal grant funding in the amount of \$290,250 and utilization of unassigned fund balance in the amount of \$134,750, resulting in no adverse impact to the current tax rate.

BE IT FURTHER RESOLVED, that the City Manager is authorized to transfer an amount not to exceed \$134,750 from unassigned fund balance to the Capital Improvements Fund for construction of “Segment B” of the Mechanic Street Sidewalk Improvements Project as presented in the June 1, 2022, City Council Agenda Packet.

This resolution shall be effective upon passage.

Included in this Section:

1. April 25, 2022 Memo from Jay Cairelli, Interim DPW Director re: Supplemental Appropriation Request
2. March 30, 2022 Plan for Mechanic Street Proposed Sidewalk
3. Notice of Public Hearing as Published in the May 21, 2022 and May 24, 2022 Editions of the *Valley News*

TO: Honorable Mayor and City Council
CC: Shaun Mulholland, City Manager
FROM: Jay Cairelli, Interim DPW Director
DATE: April 25, 2022
RE: Supplemental Appropriation Request

INTRODUCTION

Request for supplemental Appropriation in the amount of \$425,000 for the Slayton Hill Road/Mechanic Street intersection sidewalk project.

BACKGROUND

The Slayton Hill Road/Mechanic Street intersection sidewalk project (Segment 2 of the attached Map) is a subcomponent of a larger 1.3-mile roadway corridor project between the intersection of Mechanic Street and High Street, and Interstate 89, Exit 19. The corridor was first put on NHDOT's "Urban Road List" in 1987 for reconstruction. That list was superseded by the State's [Ten Year Plan](#) (TYP), which this stretch of Route 4 has been programmed in since 1998. The scope was substantially scaled down into [phases](#) in recent years. For example, the current TYP slates only the Slayton Hill intersection for improvements—but not until 2029. While the subject sidewalk project will tie into the Slayton Hill intersection project, any continued deferment of address to this area increases risks and hinders revitalization of the area. As a result, the City regards near-term incremental improvements to Mechanic Street as an imperative, hence our interest in pursuing interim opportunities via federal funding.

In April 2021, the City of Lebanon submitted an application for FY22 Community Project Funding. Letters of support were included from Upper Valley Business Alliance, Advance Transit, Lebanon Pedestrian and Bicyclists Advisory Committee, Ed Kerrigan (developer/195 Mechanic Street), Upper Valley Lake Sunapee Regional Planning Commission, and Alice Peck Day Memorial Hospital.

There continues to be a critical, if not growing, need for pedestrian facilities between downtown Lebanon and West Lebanon, for which Route 4/Mechanic Street is the main route. Active build-out of this corridor has intensified even since 2021. Two large multifamily developments, at 2 Mascoma Street and 1 Foundry Street, commercial infill on the Miracle Mile, and smaller residential projects—all within 1 mile of the project location—are among the outpouring of applications that the City's Planning office continues to field.

As another update since 2021, the Upper Valley Regional Planning Commission completed its [Corridor Plan](#). In addition, the City of Lebanon is building upon the priorities identified by the UVLSRPC with its [Walk Bike Ride Lebanon](#) (WBRL) multimodal and complete streets implementation plan. Please refer to the attached "Needs Summary" from UVLSRPC for details.

RECOMMENDATION / RATIONALE

The Federal Government has agreed to fund \$290,250 for the Slayton Hill Road/Mechanic Street intersection sidewalk project under the "Community Project Funding Request Process for the 117th Congress". In order to receive the \$290,250, the money must first be appropriated by the city. Once the money is spent, the city can submit for reimbursement of the funds. The current cost estimate for design and construction is \$425,000 leaving \$134,750 that requires funding directly by the city.

Mechanic Street proposed Sidewalk - Conceptual Plan of Segments 1, & 3


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

City of Lebanon, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 10/23/2018
Data updated 11/15/2018



LEBANON, NH

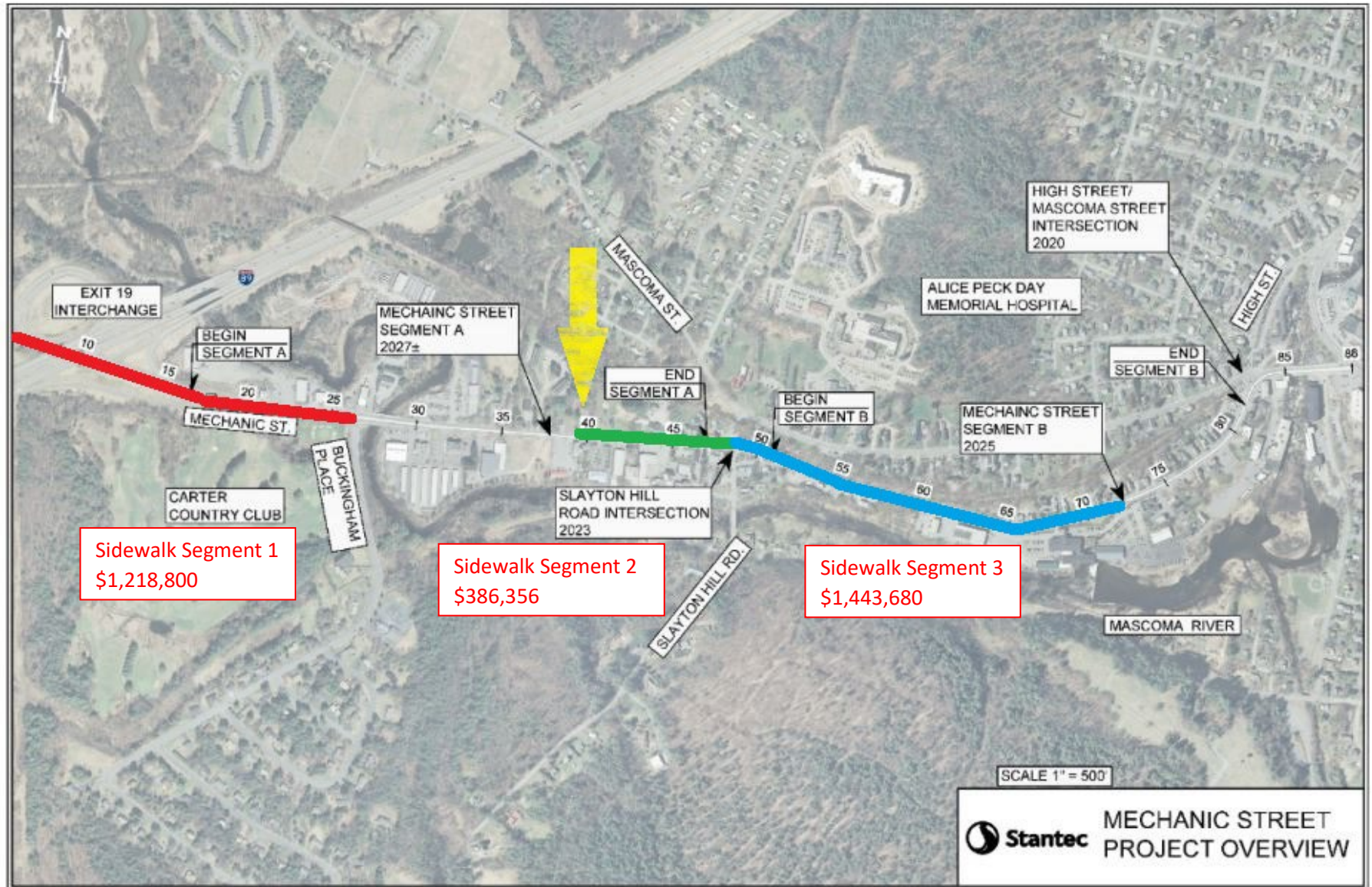
U.S. ROUTE 4/MECHANIC STREET

SIDEWALK GAPS

1. Area Map
2. Project Overview
3. Cost Estimate
4. Needs Summary

Area Map

2



Project Overview

Date: April 13, 2022

Location: American Legion at 189 Mechanic St. / U.S. Route 4, Lebanon, NH (Area Map “Segment 2”)

Site Walk: Congresswoman Ann McLane Kuster and staff
Lebanon Mayor and City Councilors
Lebanon City Manager’s Office, Public Works and Planning & Development staff
Upper Valley Lake Sunapee Regional Planning Commission staff
Lebanon Pedestrian and Bicyclist Advisory Committee representative

Brief: As expressed in manifold City and regional planning studies, Route 4 is a narrow, high traffic road and safe connectivity is its main challenge. Yet while Mechanic Street is ripe for attention, it is limbo as we wait for the State’s Ten Year Plan to come to fruition. The City of Lebanon is more concerned than ever for the welfare of residents and visitors and cannot ask more of taxpayers than we already do.

The City seeks federal funding to enable construction of sidewalks on one side of Mechanic Street, between the American Legion and Slayton Hill Road. This short but significant segment is one of the last connections that we need to enable safe passage by pedestrians between transit stops and more generally, between east and west Lebanon. **The ultimate goal is to achieve a complete sidewalk network between Lebanon’s two downtown hubs.** We’re concurrently working to construct sidewalks on Miracle Mile, just west on Route 4, as a direct City investment.

The enclosed information highlights the prominence of Mechanic Street in Lebanon, the continued delays in state-led improvements to it, and a diversity of strong, documented community support for multimodal connectivity and accessibility along this roadway.

Site: Mechanic Street is the segment of U.S. Route 4 that connects historic downtown Lebanon and I-89 Exit 19. It is the primary local and regional route for east-west vehicle traffic. Despite being heavily used (see attached traffic volume estimates) and developed, Mechanic Street lacks consistent and accessible pedestrian infrastructure. There also is poor access management due to numerous, uncontrolled curb cuts that exacerbate safety (see image on page 3 of bus rider exiting into parking/access area). In winter months, pedestrians and transit users are forced to walk in traffic on the road because without sidewalks the shoulders become snow storage.

For further context, Mechanic Street is a busy location with growth pressures due to its proximity to the Lebanon Downtown District, General Commercial zoning under active redevelopment, and three major neighborhoods including at least one low-income housing property whose occupants regularly walk on the road, as well as continued conversion of properties to higher density residential uses on this stretch.

Status: The problem is not new; this section of roadway has been identified as an area in need of improvement for decades. The Slayton Hill Road/Mechanic Street intersection project is a subcomponent of a larger 1.3-mile roadway corridor project between the intersection of Mechanic Street and High Street and Interstate 89, Exit 19. The full scope was programmed in the Ten-Year Plan (TYP) for many years—since 1998—before being substantially scaled

down into [phases](#) in recent years. Before the TYP, this section of Route 4 was put on NHDOT's "Urban Road List" in 1987 for reconstruction. Any continued deferment of address to this area increases risks and hinders revitalization of the area. As a result, the City regards near-term incremental improvements to Mechanic Street as an imperative, hence our interest in pursuing interim opportunities via federal funding.

In April 2021, the City of Lebanon submitted an application for FY22 Community Project Funding. Letters of support were included from Upper Valley Business Alliance, Advance Transit, Lebanon Pedestrian and Bicyclists Advisory Committee, Ed Kerrigan (developer/195 Mechanic Street), Upper Valley Lake Sunapee Regional Planning Commission, and Alice Peck Day Memorial Hospital.

The funding opportunity did not progress. However there continues to be a critical, if not growing, need for pedestrian facilities between downtown Lebanon and West Lebanon, for which Route 4/Mechanic Street is the main route. Active build-out of this corridor has intensified even since 2021. Two large multifamily developments, at 2 Mascoma Street and 1 Foundry Street, commercial infill on the Miracle Mile, and smaller residential projects—all within 1 mile of the project location—are among the outpouring of applications that the City's Planning office continues to field.

As another update since 2021, the Upper Valley Regional Planning Commission completed its [Corridor Plan](#). In addition, the City of Lebanon is building upon the priorities identified by the UVLSRPC with its [Walk Bike Ride Lebanon](#) (WBRL) multimodal and complete streets implementation plan. Please refer to the attached "Needs Summary" from UVLSRPC for details.

Obtaining federal funds to support the construction of sidewalks on any one piece of Route 4 would help build infrastructure that was identified as deficient even decades ago and which continues to be pushed out to the future, otherwise.

Impact:

1. *Accessibility.* NHDOT's Ten Year Plan stated that the purpose of the project [full Mechanic Street reconstruction] is to increase traffic capacity, improve corridor safety and accessibility for all users, enhance aesthetics, and address operational deficiencies." The Project Need was further summarized as:
 - Lack of consistent and accessible pedestrian facilities along the project corridor.
 - Mechanic Street serves as a connection from I-89 to the historic downtown area. It has limited existing public green space.
 - Narrow shoulders that do not meet bike lane criteria.
 - Poor access management due to numerous curb cuts and many oversized and uncontrolled driveway openings.
 - Confusing and poorly functioning intersections at Slayton Hill Road and Mascoma/High Street.

The proposed construction of "Segment 2" on Mechanic Street would be a key incremental improvement toward addressing the TYP needs in lieu of the TYP's implementation.

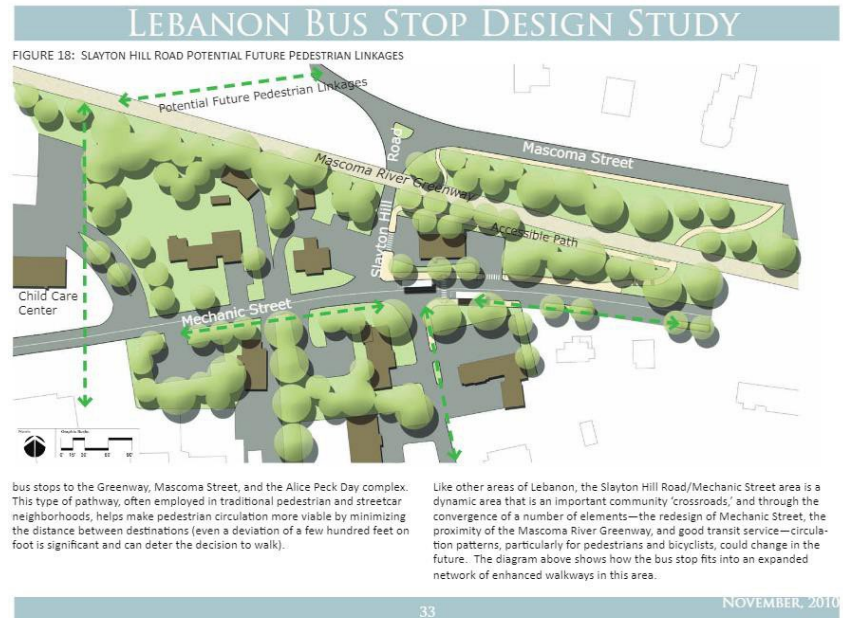
2. *Connectivity.* Mechanic Street at Slayton Hill Road is a crossroads for neighborhoods on either side of the community. Yet currently, Mechanic Street has several sidewalk gaps, including the section that ends abruptly east of 195 Mechanic Street, a new multifamily housing project, such that its residents

will have to walk in the road to go to bus stops, downtown Lebanon, and other destinations. Buckingham Place residents and other citizens living in the densely populated Mechanic Street corridor are similarly stranded.

In 2014, the Upper Valley Lake Sunapee Regional Planning Commission completed a *Safe Routes to Play* study for the City of Lebanon. A focus of this study, which included survey and community events, was also to identify barriers which may prohibit or discourage families from using active transportation. Study participants identified several [8] intersections or sections of road that they consider especially unsafe for bicycle or pedestrian use. These include Mechanic Street between High Street and I-89 Exit 19, and a new sidewalk was suggested along Mechanic Street, extending from Carter Country Club to downtown Lebanon.

3. *Safety.* The Advance Transit red line route, which utilizes Mechanic Street, has had the highest number of boardings per hour of any transit route in New Hampshire (pre-COVID), but Mechanic Street is hazardous. According to the *2010 Lebanon Bus Stop Design Study*, “Mechanic Street in this area is only two lanes wide, but the high volume of traffic and the lack of stops makes it difficult to cross the street. This area should be designed for a safe interchange of

bikes, pedestrians and transit. The plan calls for a bus stop on either side of the street that is oriented to a new accessible walkway up to the Mascoma River Greenway path and the Alice Peck Day (APD) complex.” An associated graphic is copied here. This sidewalk will help fulfill the recommendation and the City is prepared to examine opportunities for crosswalks as a complement to this project.



4. *Economic development.* The 2012 Lebanon Master Plan identifies numerous objectives to improve the mobility and safety of people. Among references to Mechanic Street, one outcome focused on revitalizing our downtown states “Encourage pedestrian access along Mechanic Street in the NH DOT 10-year plan and CIP to improve linkages between that area’s residential neighborhoods and the CBD.”

While not specific to Lebanon, it’s worth noting that according to the draft (2020) *New Hampshire DOT Statewide Pedestrian & Bicycle Transportation Plan and Economic Impact Study, Technical Memorandum #4*, “for every vehicle-mile reduced from increased walking and bicycling, New Hampshire can expect to generate \$0.81 in transportation benefits.” The study further enumerates related returns on investment, indicating “If NH’s walking and bicycling rates were to be supported more, to the numbers seen in Maine and Vermont, it is estimated that NH could save approximately \$0.5 billion to \$1 billion beyond the existing \$2.14 billion in transportation, environmental and health cost savings (over 20 years) that are currently projected due to such transportation

alternatives in NH. This sidewalk would help encourage more walking, reduce VMT and contribute to local as well as state savings.

5. *Equity.* People without cars should be able to get to critical service areas and public recreation facilities safely. In addition to bus stops, pedestrians use this route to access Alice Peck Day Hospital's (APD) medical campus and the Harvest Hill senior housing community, the Mascoma River Greenway (MRG), and various local businesses in the vicinity. As a reflection of this need, the 2010 *Transportation Service Plan for APD* states that "NHDOT should...construct a pedestrian tunnel and an associated walkway to facilitate pedestrian access between Mechanic Street bus stops and Alice Peck Day and neighboring residences". This sidewalk will help fulfill the recommendation.
6. *Responsiveness.* Extensive outreach to all Mechanic Street abutters and the community in general, including site walks and several public meetings, was conducted by the City and consultants in 2018. At the time, the Ten Year Plan was moving forward. One of the top comments and aspects of public support for roadway improvements was to construct sidewalks on Mechanic Street.
7. *Responsibility.* The City has led significant investments to pedestrian infrastructure in Lebanon. Lebanon adopted a *Complete Streets Policy* in 2017. We just completed the addition of new sidewalks on Route 12A in two sections, and all of our CSO projects have added new or upgraded existing pedestrian facilities. The City has been chipping away at other incremental improvements too, including to the Route 4 corridor. For example, between 2019-2021, the City completed two-thirds of the sidewalk facilities needed on the Miracle Mile just west of the subject project location.

The City is currently preparing its Capital Improvements Program (CIP) to budget projects 2023-2028+ and as it does each year, it includes proposals for projects that will help implement the City's Complete Streets Policy and fill in walk-bike network gaps. As the theme goes, there is not enough funding to do every project that is proposed. The current CIP will include the final/third Miracle Mile section as well as the outstanding sidewalk segments #1-3 on Mechanic Street; this project is Segment 2, an approximately 530-foot stretch (see Area Map). These links represent several million dollars of local investment funded in large part by local taxpayers. Much has already been dedicated, thanks to attentive leadership—but much is also still lacking, due to the significant overall cost. The City intends to pursue additional/matching funds that ensure our ability to close the most significant gaps in related infrastructure, especially as national trends hit a multi-year mark in rising traffic fatalities.



Cost Estimate

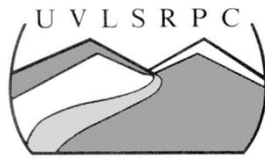
In 2021, the project cost estimate was \$386,356 for construction (see summary below). Costs have been rising and bids have followed suit. An additional 10% contingency has been added to the 2021 estimate due to the current variability of the market. The project is now anticipated to require approximately \$425,000. Major project costs include pavement, railing, granite curb, retaining walls, uniformed officers and flaggers, and mobilization, as well as design and permitting, and construction administration.

Mechanic Street Sidewalk -Slayton to Legion +20' walk carpetmill
26-Mar-21

		CITY			
Item Number	Item	Quantity	Unit	Unit Price	Total
<u>Mechanic Street</u>					
201.1	Clearing and Grubbing	1	Lump Sum	\$2,000.00	\$2,000.00
201.22	Removing Large Trees	4	EA	\$700.00	\$2,800.00
202.5	removal of catch basins, drop inlets and manholes	0	SY	\$500.00	\$0.00
203.1	common Excavation	353	CY	\$15.00	\$5,295.00
203.2	rock Excavation /structure excav	5	CY	\$200.00	\$1,000.00
203.6	embankment-in-place	175	CY	\$10.00	\$1,750.00
206.19	common structure excavtion exploratory	5	CY	\$60.00	\$300.00
214	fine grading	1	U	\$2,500.00	\$2,500.00
304.3	Crushed Stone	242	cy	\$40.00	\$9,680.00
304.4	crushed stone - fine gradation	10	CY	\$40.00	\$400.00
304.5	crushed stone - coarse gradation	10	CY	\$35.00	\$350.00
403.11	hot bituminous pavement, machine method, sw	77	TON	\$150.00	\$11,550.00
403.12	hot bituminous pavement, hand method	67	Ton	\$150.00	\$10,050.00
417	cold planning bituminous surfaces	270	SY	\$4.00	\$1,080.00
604.4	Reconstructing/Adjusting Catch Basin and Drop Inlet	2	LF	\$500.00	\$1,000.00
604.5	Reconstructing/Adjusting Manholes	1	LF	\$600.00	\$600.00
608.24	4" concrete Sidewalk	3	SY	\$100.00	\$300.00
608.54	detectable warning devises, cast iron	8	sf	\$450.00	\$3,600.00
609.01	Straight granite curb	530	LF	\$50.00	\$26,500.00
609.02	curved granite curb	60	LF	\$50.00	\$3,000.00
	railing	150	LF	\$125.00	\$18,750.00
	Readyrock wall	950	SF	\$50.00	\$47,500.00
611.811	adjusting/relocating hydrants	1	EA	\$4,000.00	\$4,000.00
611.90001	adjusting water gates and shutoffs set by others	3	EA	\$350.00	\$1,050.00
615.03	Traffic sign Type C	9	sf	\$57.50	\$517.50
x	removing Business sign/rebuild	1	EA	\$7,500.00	\$7,500.00
615.034	Relocating Sign	2	EA	\$1,000.00	\$2,000.00
618.61	Uniformed Officers with Vehicle	1	Allow	\$23,000.00	\$23,000.00
618.7	Flaggers	800	hr	\$35.00	\$28,000.00
619.1	Maintenance of Traffic	1	U	\$5,000.00	\$5,000.00
628.2	Sawed Bituminous Pavement	930	lf	\$3.00	\$2,790.00
632.3104	thermosplastic Pave. Marking, 4" Line	735	lf	\$3.00	\$2,205.00
632.3118	thermosplastic Pave. Marking, 12" Line	140	lf	\$8.00	\$1,120.00
641	Loam-turf establishment	60	CY	\$55.00	\$3,300.00
644.15	Park Seed Type 15	15	lb	\$10.00	\$150.00
692	mobilization	1	U	\$10,000.00	\$10,000.00
699	erosion control	1	Allow	\$5,000.00	\$5,000.00
	Project Records- Asbuilt survey	1	u	\$5,000.00	\$5,000.00
619.25	variable message boards	4	bd/m	\$900.00	\$3,600.00

Total Construction Cost	\$254,237.50
Contingency (15%)	\$38,135.63
Design and Permitting (20%)	\$50,847.50
Construction Administration (15%)	\$38,135.63
Right-of-Way Acquisition	\$5,000.00

Total Project Cost \$386,356.25



Upper Valley Lake Sunapee
Regional Planning Commission

Needs Summary

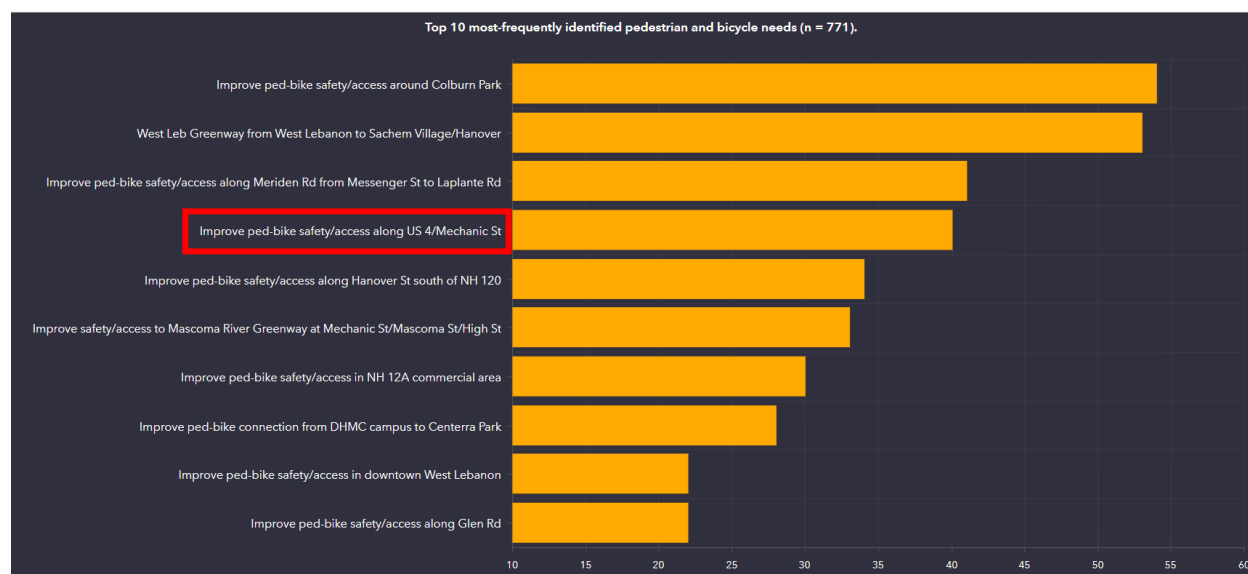
LEBANON, NH – US 4/MECHANIC SIDEWALK

UVLSRPC *Regional Corridor Transportation Plan* (2022):

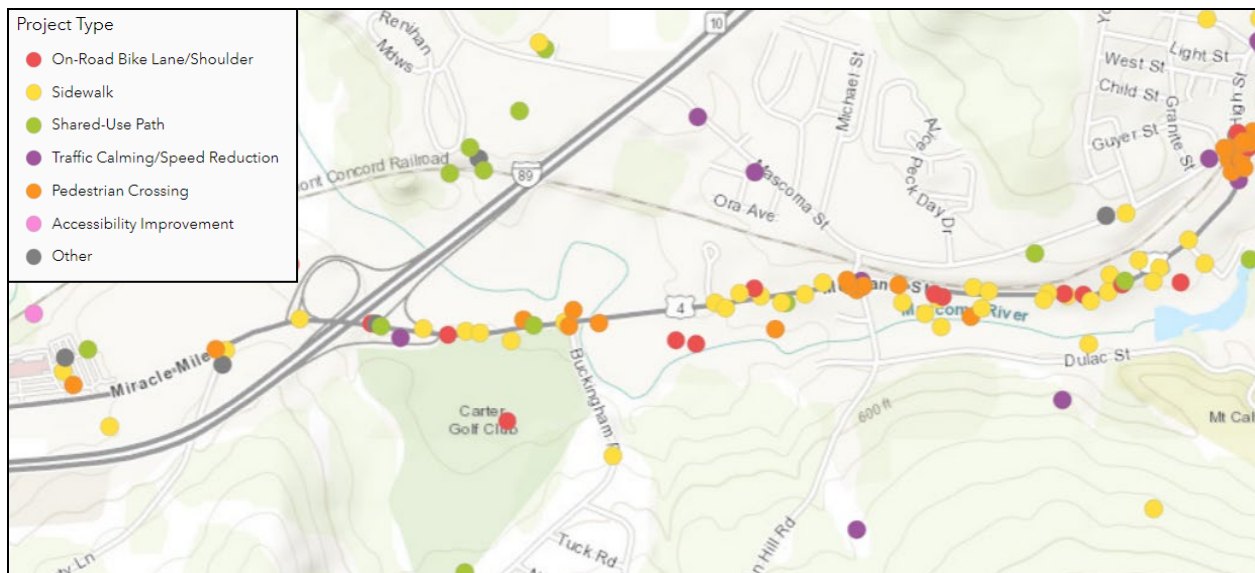
- The *Regional Corridor Transportation Plan* is the long-range regional transportation plan covering a 15-year window of transportation infrastructure needs and investments in the Upper Valley – Lake Sunapee region. The plan can be viewed at www.uvlsrpc.org/corridorplan.
- P. 111: The plan notes “gaps in the sidewalk network along US 4 between downtown Lebanon and West Lebanon” as a primary transportation mobility, safety, and accessibility challenge in the US Route 4 corridor.
- P. 116: The plan includes a Tier 1 priority project to “Address sidewalk network gaps along US 4 Route/Mechanic St/Miracle Mile between downtown Lebanon and West Lebanon.”

Walk, Bike, Ride, Leb – Multi-Modal and Complete Streets Implementation Plan (ongoing):

- *Walk, Bike, Ride Leb* will be a plan to create a safe, comfortable, and connected walking and bicycling network in the City of Lebanon, including connections to public transportation. The City is actively working to complete this plan. The project website is www.lebanonnh.gov/walkbikerideleb. An online survey was distributed in March 2022. The survey results dashboard can be accessed at <https://uvlsrpc.maps.arcgis.com/apps/dashboards/2a550b38caca48f780f6bd3d47a0073a>.
- Survey respondents were invited to mark locations on an interactive map that were in need of improvements for pedestrian and bicycle access and safety. Improving pedestrian and bicycle safety along US 4/Mechanic St was the fourth-most-identified need in this exercise.



Top 10 most frequently identified pedestrian and bicycle needs, March 2022



Map markers placed by survey respondents, March 2022.

- Respondents could also leave comments as part of the map exercise. Selected comments on the need for sidewalk connectivity in the US 4/Mechanic St corridor are included below:
 - “I see lots of pedestrians here, including parents with baby strollers, trying to walk alongside the road, and it is not safe for them, or for drivers.”
 - “There needs to be a sidewalk all the WAY or a very clear, safe method of getting from the greenway to the Miracle mile stores.”
 - “continuous sidewalk needed. busy road, hi speed traffic”
 - “This is a high speed high traffic area with lots of disconnected shopping areas. Sidewalks start and end often on opposite sides of the street. There is no sidewalk to pass by the highway. when the Mascoma Greenway is covered in snow this is the alternate route for walkers and bikers.”
 - “No sidewalk and potential for more foot traffic, especially when the new apartments are completed”

Traffic Volume Data:

- As 2019 (pre-COVID-19), the annual average daily traffic volume (AADT) on Mechanic St between I-89 and Slayton Hill Rd was over 14,000. These traffic volumes are comparable to volumes experienced on major collector roadways in much more populous New Hampshire cities and towns, such as Derry (NH 102/East Broadway).

May 24, 2022



**LEBANON CITY COUNCIL
NOTICE OF PUBLIC HEARING**
Wednesday, June 1, 2022 - 7:00pm
Council Chambers, City Hall or
REMOTE VIA VIRTUAL PLATFORM
[LebanonNH.gov/LIVE](https://lebanonnh.gov/LIVE)

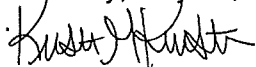
The Lebanon City Council will hold a public hearing on June 1, 2022, beginning at 7:00pm for the following:

A. SUPPLEMENTAL APPROPRIATION – Public hearing for the purpose of receiving public input and taking action on a request to appropriate \$425,000 for Mechanic Street Sidewalk Segment 2 Improvements; and to authorize the transfer in the sum of \$134,750 from unassigned fund balance.

The June 1, 2022 City Council agenda packet and documents pertaining to the above-described public hearing will be available on the City's website beginning May 27, 2022: [LebanonNH.gov/Agendas](https://lebanonnh.gov/Agendas)

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://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 City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

The foregoing notice was published in the *Valley News*, a newspaper of general circulation in the City of Lebanon, in accordance with the Code of the City of Lebanon on Saturday, May 21, 2022 and Tuesday, May 24, 2022.



Kristin M. Kenniston, City Clerk

AGENDA

LEBANON CITY COUNCIL

JUNE 1, 2022

10. NEW BUSINESS ITEMS:

10.A – WEST LEBANON MAIN STREET IMPROVEMENTS PRESENTATION

The Planning & Development Department has been working with an engineering consultant to design streetscape improvements for the Main Street corridor in West Lebanon as one of the principal recommendations of the 2019 West Lebanon Village Visioning Charrette. The Department will present the current conceptual plans for streetscape improvements within the corridor and seek authorization to move the project to final design and permitting stages to be prepared for construction.

BACKGROUND

The need and support for streetscape improvements along Main Street in West Lebanon dates back decades. In the “West Lebanon Main Street - Market Perspectives Report” prepared by Applied Economic Research in 2008, retailers commented on the desire for streetscape improvements and traffic quieting among other observations for the area. Similarly, the West Lebanon CBD chapter (Ch. 4) of the 2012 Master Plan includes several references to the importance and value of improving the look and function of Main Street:

- Redevelopment of single-use sites, along with traffic calming, access management, streetscape and pedestrian improvements, and related amenities, would enhance the vitality and economic viability of the West Lebanon Central Business District. [4 | B-1]
- Invest in the downtown by constructing and upgrading the infrastructure, such as including centrally located public parking, sidewalks, decorative street lighting, benches, public transit shelters, and parks, street trees, and other streetscape amenities. [4.1.S3]
- Consider separating sidewalks from the roadway with landscape buffers and ensure that the sidewalk network and streetscape improvements are well maintained and interconnected. [4.1.S19]

During the 2019 West Lebanon Village Visioning Charrette, a “better streetscape” was the single most cited suggestion for what would make downtown West Lebanon better. In addition, as part of the pre-charrette survey, more than 71% of respondents expressed support for relocating some of the on-street parking on Main Street to another nearby location if doing so enabled safety and streetscape improvements, such as street trees, sitting areas, wider sidewalks, and accessibility improvements. Survey respondents also commented that improving the condition of Main Street could help people take more pride in their community and enjoy spending more time there.

Following the completion of the charrette summary report in 2020, the Planning & Development Department engaged VHB to expand on the conceptual streetscape improvements developed during the Visioning Charrette to ensure that the project components were feasible and publicly supported. The West Lebanon Revitalization Advisory Committee (WLRAC) reviewed and commented on the expanded conceptual streetscape designs during several meetings in 2021. The streetscape plans were also available for public review and comment during WLRAC’s “Block Party” event at Kilton Library in October 2021. WLRAC included the execution of Main Street improvements among its top three highest priorities for completion in its final Priorities and

Recommendations memo and in its “Action Plan for West Leb” report, which were presented to the City Council in January 2022.

In April 2022, the Planning & Development Department held a Community Conversation at Kilton Library to review the conceptual streetscape plans with the general public. The event included a Neighborhood Walk of the Main Street corridor to review the proposed improvements in greater detail with adjacent property owners and other affected stakeholders.

The Planning & Development Department is seeking consensus authorization from the City Council to continue toward final design and permitting of the streetscape plans, which will also include drainage and infrastructure improvements within and adjacent to the corridor as recommended by the Department of Public Works. The City is pursuing grant funding as well as capital improvement funding for the project and hopes to have final plans prepared and permits in hand in anticipation of construction.

ACTION

No Action is required. Item is for informational purposes only.

Included in this Section:

1. West Lebanon Revitalization Advisory Committee's (WLRAC's) Priorities & Recommendations for West Lebanon
2. Excerpt from WLRAC's “Action Plan for West Leb”
3. West Lebanon Streetscape Plan presentation

To: Lebanon City Council
From: West Lebanon Revitalization Advisory Committee

Priorities & Recommendations for West Lebanon

Members of the Lebanon City Council,

This memo serves as a high-level overview of the top priorities for West Lebanon in 2022 as identified by the West Lebanon Revitalization Advisory Committee. A more holistic look at what the Committee is advocating for in West Lebanon, as informed by previous studies and the Committee's work, is attached in the "Action Plan For West Leb."

Recognizing that this document is a lot to digest, we provide these High/Medium/Low Priorities for your immediate consideration to advance ongoing planning efforts.

This work continues, and the Committee suggests that the WLRAC continue with a smaller membership to continue to advise on these efforts and the West Lebanon chapter of the Master Plan with the structure and influence of a city board. We also suggest the formation of a Citizen's committee to work with the WLRAC and further develop community and citizen engagement, while providing flexibility to advance projects and activities independently.

The members of WLRAC, and the citizens of West Lebanon, wish to thank the City Council for establishing this initiative and supporting its activities over the past year. We look forward to continuing our work in partnership with the Council, our State delegation, residents, and all those interested in making West Lebanon a thriving downtown village.

HIGH PRIORITIES

These are projects that should be the main focus of City efforts. However, there are factors that may dictate how aggressively each should be pursued depending on results of various processes at the State and Local level.

1. Westboro Yard

1.1 Advance landscape design of Westboro Waterfront Park simultaneously to securing land-control of Westboro Yard from NHDOT, so there are bidable documents for securing future funding.

1.2 Complete contamination testing as required to determine which uses are safe/appropriate.

2. Greenway

2.1 Advance design of the West Lebanon Greenway to connect from the Mascoma River Greenway to the Boston Lot via Westboro Yard, River Park, and Wilder Dam.

2.2 Facilitate a meeting with Governor Sununu & NHDOT Commissioner Sheehan on opportunities for transportation modernization, public recreational improvements, downtown revitalization, and economic development in West Lebanon with a focus on Westboro land control and “Rail-With-Trail” connections and coexistence.

2.3 Intervene in Wilder Dam FERC relicensing process and request that recreational improvements for West Lebanon be included in the new operating license in the form of Greenway connectivity and maintenance in the form of an increase in % of operating revenue.

3. Streetscape Improvements

3.1 Segment Streetscape project to execute overdue Main St. improvements ASAP and independently from Roundabout– which requires additional consideration and is a lower investment priority than the Greenway and Westboro.

3.2 Initiate outreach to business and property owners regarding plan developed by VHB.

MEDIUM PRIORITIES

Important projects that can and should be advanced in 2022

4. Bridge Street Park

4.1 Improve Bridge Street Park as a highly visible gateway to West Lebanon, a prominent (and now funded by a local business!) signage opportunity, and “model home” example of the West Lebanon Greenway and Westboro Park improvements to come when land control and design are completed and funding secured.

4.2 Consider naming Bridge Street park after a historical/prominent West Lebanon resident.

5. Foster a Sense of Place

5.1 Utilize Kilton Library backyard to facilitate community events and gatherings akin to programming done in Downtown Lebanon, as the Block Party proved was possible and popular.

5.2 Expand decorations and lights on Main Street and Kilton Library

5.3 Work with Arts & Culture and Rec on public art, performances etc

6. Zoning Changes & Economic Development

6. 1 Adjust the West Lebanon Central Business District to the same base dimensional requirements as the Downtown Lebanon District, creating equity between zones and encouraging investment, and advance the zoning map changes (as shown in 2030 FLUM) to facilitate desired mixed-use investment and public/alternative transportation benefits.

6.2 Collaborate with Economic Development Commission on improving processes to facilitate smart growth and investment in West Lebanon, and continue to advance policy changes accordingly

6.3 Pursue TIF district, 79-E, and other planning tools to encourage development/reinvestment in West Lebanon.

LOW PRIORITIES

These are items which may be important but are not ready for significant investment at this point. They will likely be worthy of more time/resources in the future

7. Seminary Hill School

7.1 Continue to pursue transfer of school to City and move Rec Arts & Parks, possible community center and other uses.

8. West Lebanon Fire Station Redevelopment

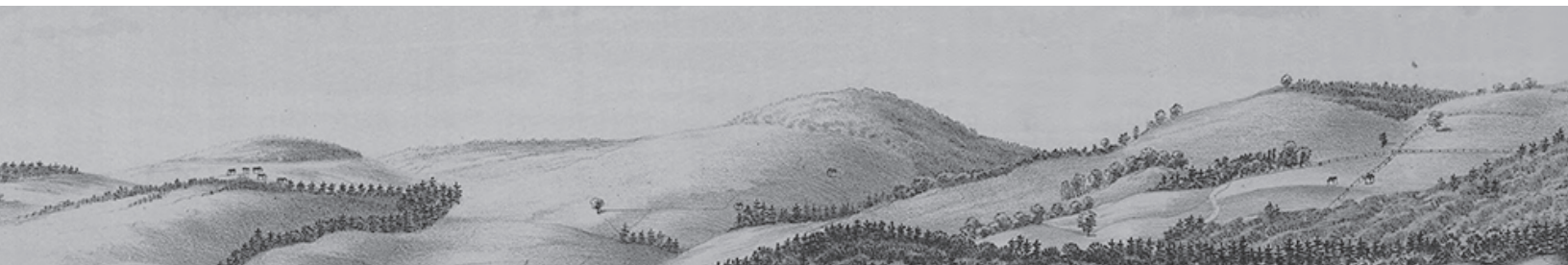
8.1 As one of the only undeveloped, city owned properties this is an opportunity for a public/private partnership, obviously only available if/when the LFD relocates

9.3 Seminary Hill

9.1 Another opportunity for public/private partnership, though commercial realtors suggested that this would be more of a 'follower' in the redevelopment rather than a first step. WLRAC agrees with this assessment

10. Streetscape Roundabout

10.1 There is mixed feedback on the roundabout suggestion for the Main St./Bridge Sts intersection. It should be broken out from the rest of the streetscape and needs further discussion with residents and analysis of the costs and benefits.



Action Plan for West Leb

A Presentation + Request to the Lebanon City Council

by the West Lebanon Revitalization Advisory Committee

December, 2021



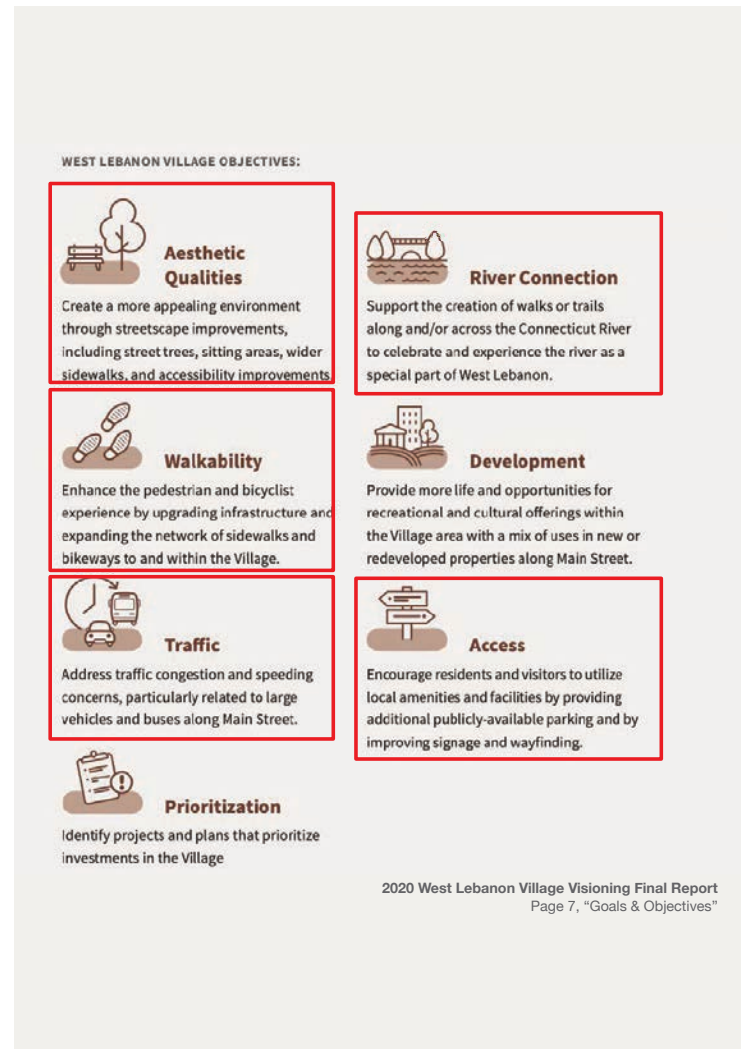


8. Streetscape & Transportation

Traffic, Parking, & Transportation

8. Streetscape & Transportation - Goals

1. The need for streetscape improvements in West Leb is well known and overdue, a documented need for decades– see 2008 report excerpt on [Page 41](#).
2. In keeping with Chapter 6, the goal should be Prioritizing People over Cars, which means ensuring walkability, making critical trail connections, and ensuring safe access.
3. Parking has always been perceived as a shortcoming in West Leb, although the 2017 Parking Utilization Study indicates that there are available spots throughout the day– just not necessarily publicly available.
 - 3.1. Before Parking Utilization study is repeated: what difference does data have on potential outcome and action steps?
 - 3.2. Idea of shared lot across multiple landowners didn't gain traction.
 - 3.3. Are there ways to incentivize shared-parking arrangements and/or public parking with current parking lot owners?
4. 2021 MOU between Advance Transit and River Park would relocate bus transfer station from Kilton Library to River Park, alleviating impacts on Library and downtown queuing.
5. Parking is a challenge for current retailers, and a known limitation on potential redevelopment.
 - 5.1. Parking minimums have been waived in the CBD and are discretionary on a case-by-case basis.
 - 5.2. Preventative for new retail uses, including the “coffee shop” that is a frequent community request.
6. In line with [Chapter 5](#) and [Chapter 6](#), can parking requirements be further relaxed to enable new businesses in the downtown?



8. Streetscape Improvements - Prioritizing Main Street Improvements

- The need for streetscape improvements in West Leb is well known and overdue, a documented need for decades (see 2008 report excerpt below).
- The current proposal that is inclusive of the Main/Bridge/Dana street roundabout has raised some concerns regarding land-control, need for expenditure, and prioritization of spending.
- Even with community support for the roundabout, it represents a price-tag that is well beyond funds that are currently allocated to West Lebanon and has not been funded within the CIP budget.
- WLRAC advocates for segmenting the project so as to advance the simpler, lower-cost improvements ASAP and independent of potential delays

Retailer Observations (Interviewed 10 retailers)

- Businesses are long-standing, generally there for 20 years or more.
- Are very satisfied with their location.
- Most prefer West Lebanon to Route 12A due to lighter traffic volumes and proximity to Hanover.
- But, heavy traffic (at times) and inadequate parking are seen as problems.
- Would like to see streetscape improvements, reuse of rail yard, a park, traffic quieting.
- Support trail and launch as well as public use and private use of RR buildings. Mixed use gets somewhat higher score. Generally would like SOMETHING to happen. "Any improvements are welcome."

2008 West Lebanon Main Street Market Perspectives
by Applied Economic Research

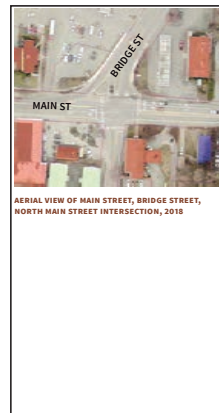
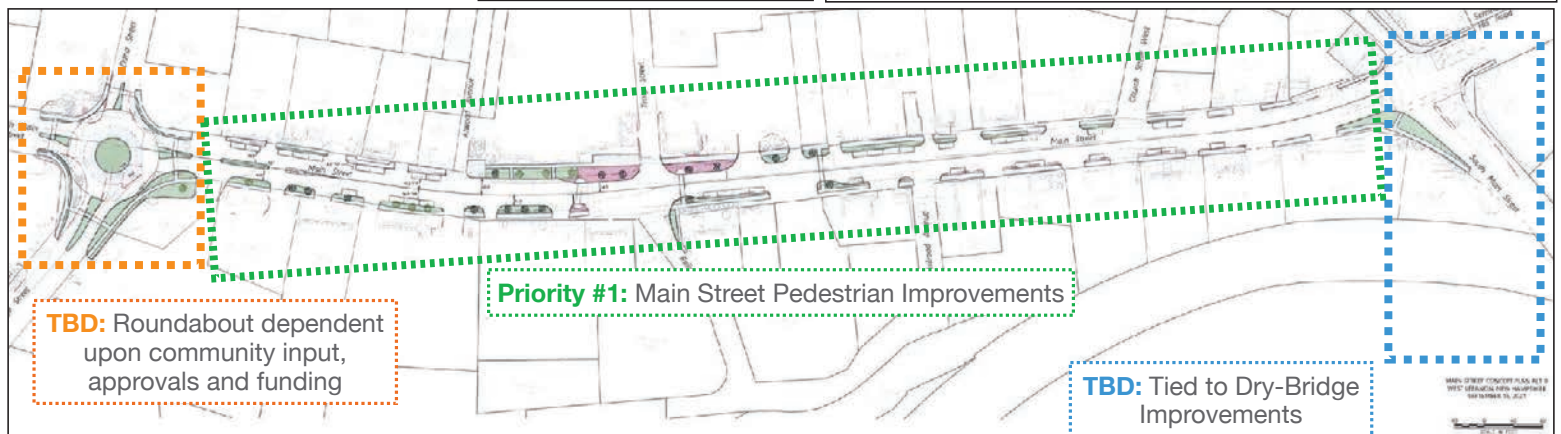


FIGURE 7. CONCEPTUAL RENDERING OF ROUNDABOUT AND DEVELOPMENT OPPORTUNITIES AT THE MAIN STREET/BRIDGE STREET INTERSECTION



West Lebanon Streetscape Plan

City Council Presentation

June 1, 2022



City Of
LEBANON
New Hampshire



West Lebanon Streetscape Plan

Documented Need and Support for Streetscape Improvements:

- West Lebanon Main Street – Market Perspectives Report, October 2008 (AER)
 - Retailer Observations:
 - Would like to see streetscape improvements, reuse of rail yard, a park, traffic quieting
 - Market Based Observations:
 - The condition of walkways and the streetscape are concerns of retailers
- West Lebanon CBD (Ch. 4), 2012 Master Plan
 - Redevelopment of single-use sites, along with traffic calming, access management, streetscape and pedestrian improvements, and related amenities, would **enhance the vitality and economic viability** of the West Lebanon Central Business District.
 - **Invest in the downtown** by constructing and upgrading the infrastructure, such as including centrally-located public parking, sidewalks, decorative street lighting, benches, public transit shelters, and parks, street trees, and other streetscape amenities. [4.1.S3]
 - Consider separating sidewalks from the roadway with landscape buffers and ensure that the sidewalk network and streetscape improvements are **well maintained and interconnected**. [4.1.S19]

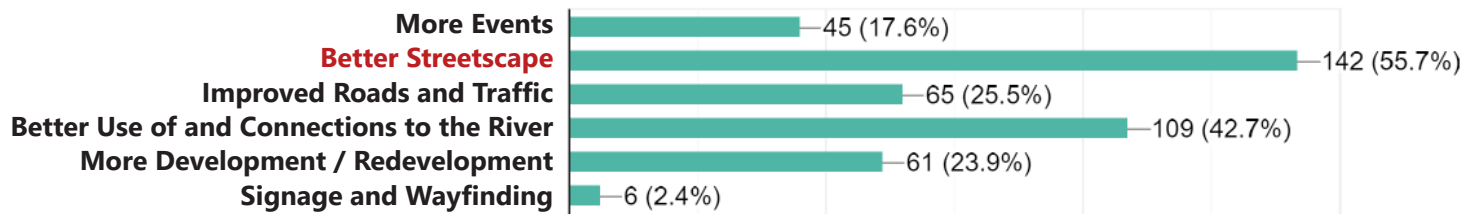
West Lebanon Streetscape Plan

Documented Need and Support for Streetscape Improvements:

- 2019 West Lebanon Village Visioning Charrette
 - Pre-Charrette Survey:

What 2 things could make the downtown better?

255 responses



West Lebanon Streetscape Plan

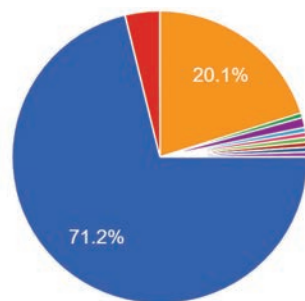
Documented Need and Support for Streetscape Improvements:

■ 2019 West Lebanon Village Visioning Charrette

— Pre-Charrette Survey:

Would you support the relocation of on-street parking from one side of Main Street to another nearby location convenient to Main Street if doing so enabled safety and streetscape improvements, such as street trees, sitting areas, wider sidewalks, and accessibility improvements?

184 responses



- Yes
- No
- Maybe - need to know more
- Not sure
- Bus stop congestion- both traf...
- parking on one side of Main S...
- We need more bike lane to im...
- I would support it for bike lanes.

▲ 1/2 ▼

- Yes, Bike lanes!!!
- I would be much more interested in reducing street parking to enable safe, dedicated road bike lanes. Th...
- On street parking is not a bad thing. It provides a buffer between moving vehicles and pedestrians. Bike lane(s) wou...

West Lebanon Streetscape Plan

Documented Need and Support for Streetscape Improvements:

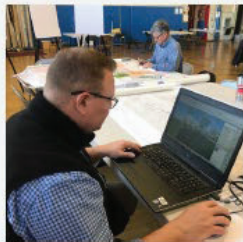
- 2019 West Lebanon Village Visioning Charrette
 - Pre-Charrette Survey: (Opportunities, Long-term Vision, Short-term Actions)
 - **More effective sidewalks, better streetscape**, fewer buses, and street area parking lots that aren't really parking lots
 - Lose a few on-street parking areas and **create some streetscaping opportunities**. Provide areas where people can sit and enjoy being in the spaces provided to them.
 - **Sidewalks need buffers, reduce on street parking and narrow pavement area near crosswalks to make streets feel walkable**. Partially remove on-street parking (most businesses appear to have adequate parking that is underutilized). Use this linear space to hold events with vendor tents such as farmers market, holiday sale, etc. Develop residential and downtown park space in the West Lebanon vicinity and pedestrian connectivity from parks to downtown. Aldrich Ave, Civic Field, Maple Street Little League Field, Boston Lot (via The Falls), and the Westboro property (CT River) would form a solid focus for developing park space connectivity.
 - Improved community, **more attractive streetscape**, more vibrance and less desolation.
 - Start with **nice streetscaping and ped connections** and then perhaps folks will want to spend time there and businesses will follow.
 - **Increasing the attractiveness of the area** (streetscaping, wayfinding, and enhancements for pedestrians).
 - **Improve sidewalks and landscaping**, pocket parks, maybe a historical center, deviating some of the traffic from the Main Street cutting through...things that would make people take pride in their community and maybe, by extension, themselves and help them enjoy being there.



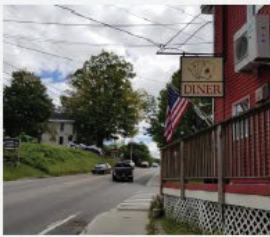
West Lebanon Village Charrette Report

APRIL 2020

VISIONING CHARRETTE PHOTOS



**EXISTING
CONDITIONS
PHOTOS**





Issues & Opportunities

Within the study area are numerous constraints and opportunities that will play a significant role in planning for future development. Especially as the existing transportation network and the New Hampshire-owned Westboro Railyard define boundaries, the effort to work within the existing built environment represents a significant challenge that must be carefully considered.

EMERGING ISSUES & OPPORTUNITIES



Westboro Yard

Work with NHDOT and active rail operations to raze dilapidated buildings and find ways to allow public access to and use of the river and riverbank areas for recreation and open space.



Pedestrian/Bicyclist

Seek opportunities for greater connectivity between West Lebanon Village and surrounding neighborhoods and improved safety and accessibility along Main Street.



Streetscape

Encourage ongoing maintenance and upkeep of Main Street buildings and seek opportunities to add street trees, benches, and other character-enhancing improvements.



Housing

Ensure that zoning and development regulations allow for development of additional housing, especially multi-family for mixed ages and incomes.



Open Space/Parks/Recreation

Develop green spaces within West Lebanon Village, including pocket parks and playgrounds targeted toward younger children.



Economic Development

Revive the former West Lebanon Civic Association, or a successor organization, to promote improvements in West Lebanon Village and implement available incentives for new or re-development.



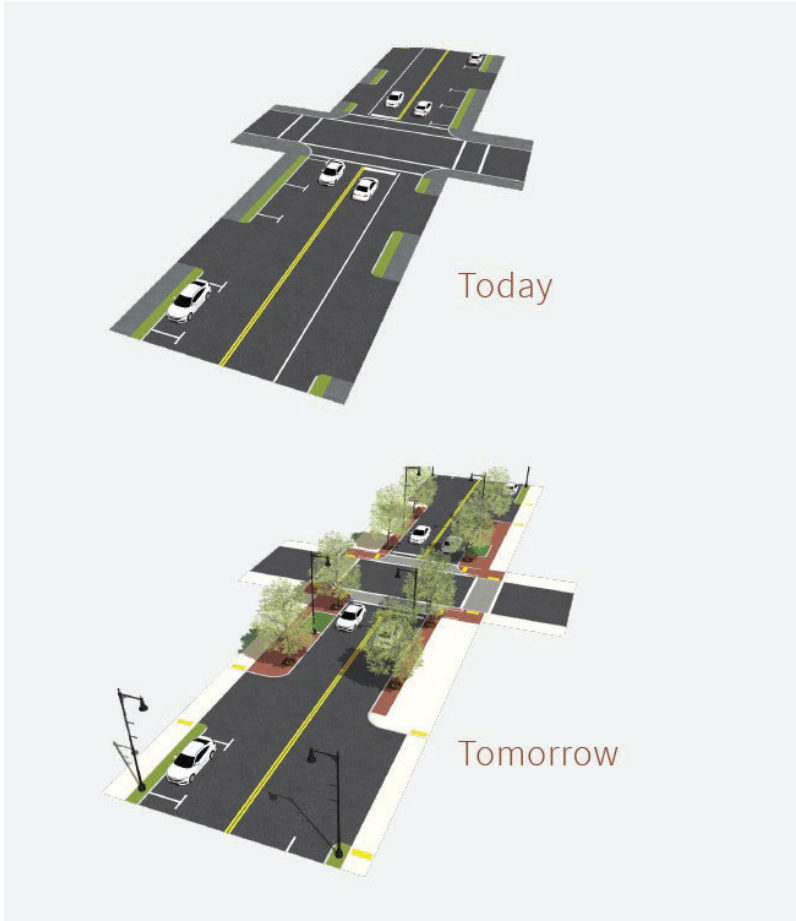
Transportation

Study the amount and location of parking and look for ways to change roadway design to slow traffic and improve overall safety.

Framework of Initiatives

- FUTURE WESTBORO OPPORTUNITIES 1.1
- SOUTH GATEWAY TRANSPORTATION IMPROVEMENTS 1.2
- SOUTH GATEWAY PLACEMAKING IMPROVEMENTS 1.3
- STREETSCAPE IMPROVEMENTS 2.1
- VILLAGE CORE IMPROVEMENTS 2.2
- RAILROAD AVENUE LOOP 2.3
- PARALLEL ROAD OPPORTUNITY 2.4
- NORTH GATEWAY IMPROVEMENTS 3.1
- BRIDGE STREET REDEVELOPMENT OPPORTUNITIES 3.2
- BRIDGE STREET PARK & BOAT LAUNCH 3.3

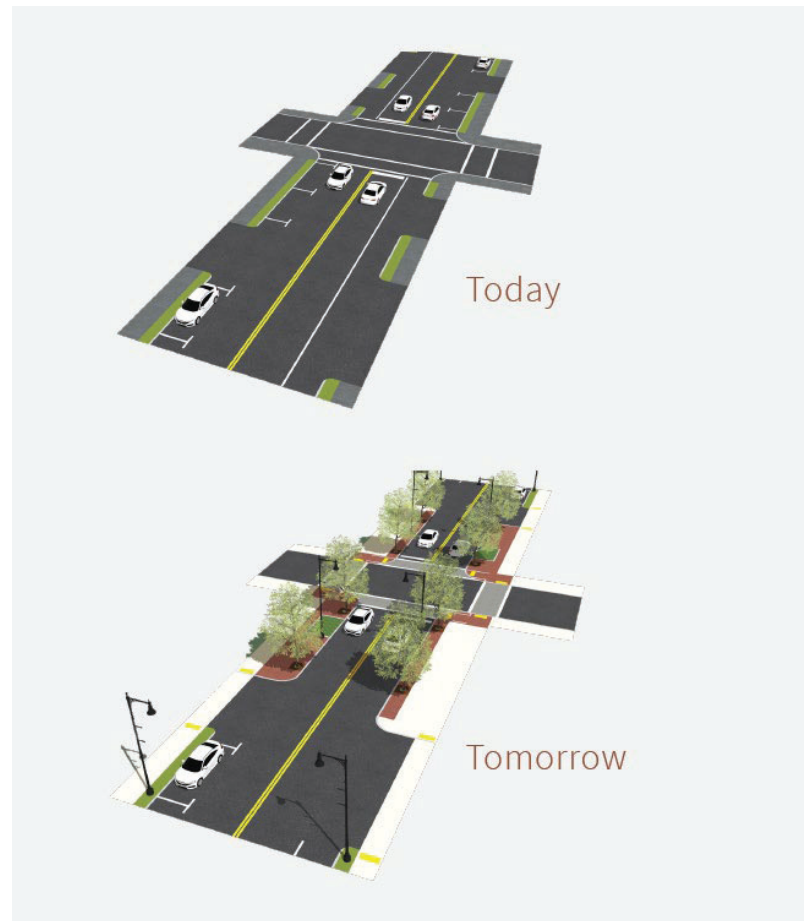






(TOP) EXISTING VIEW OF MAIN STREET AND TRACY STREET INTERSECTION;

(BOTTOM) **FIGURE 5.** CONCEPTUAL VIEW OF MAIN STREET AND TRACY STREET INTERSECTION FOLLOWING STREETScape IMPROVEMENTS;





Tomorrow

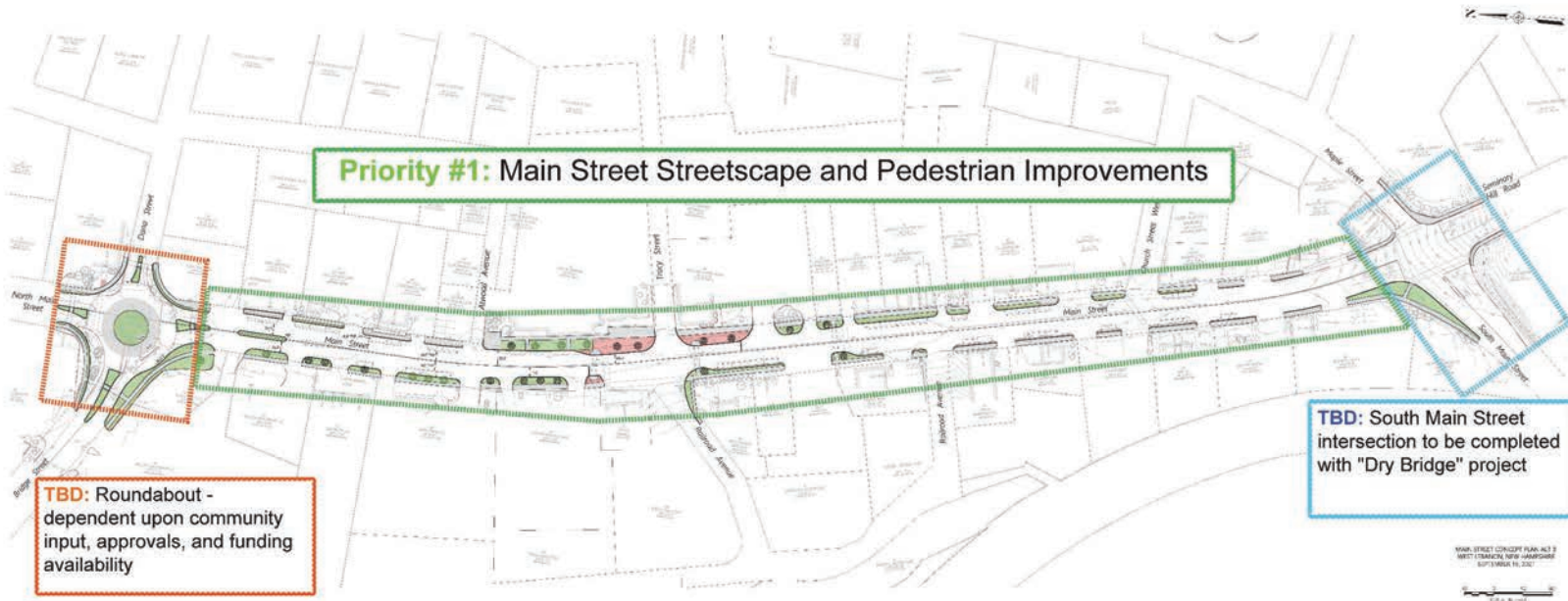




Work Completed to Date

- Survey
- Transportation Coordination/Conversation
- Preliminary Roadway Layout

Overview of Preliminary Street Alignment



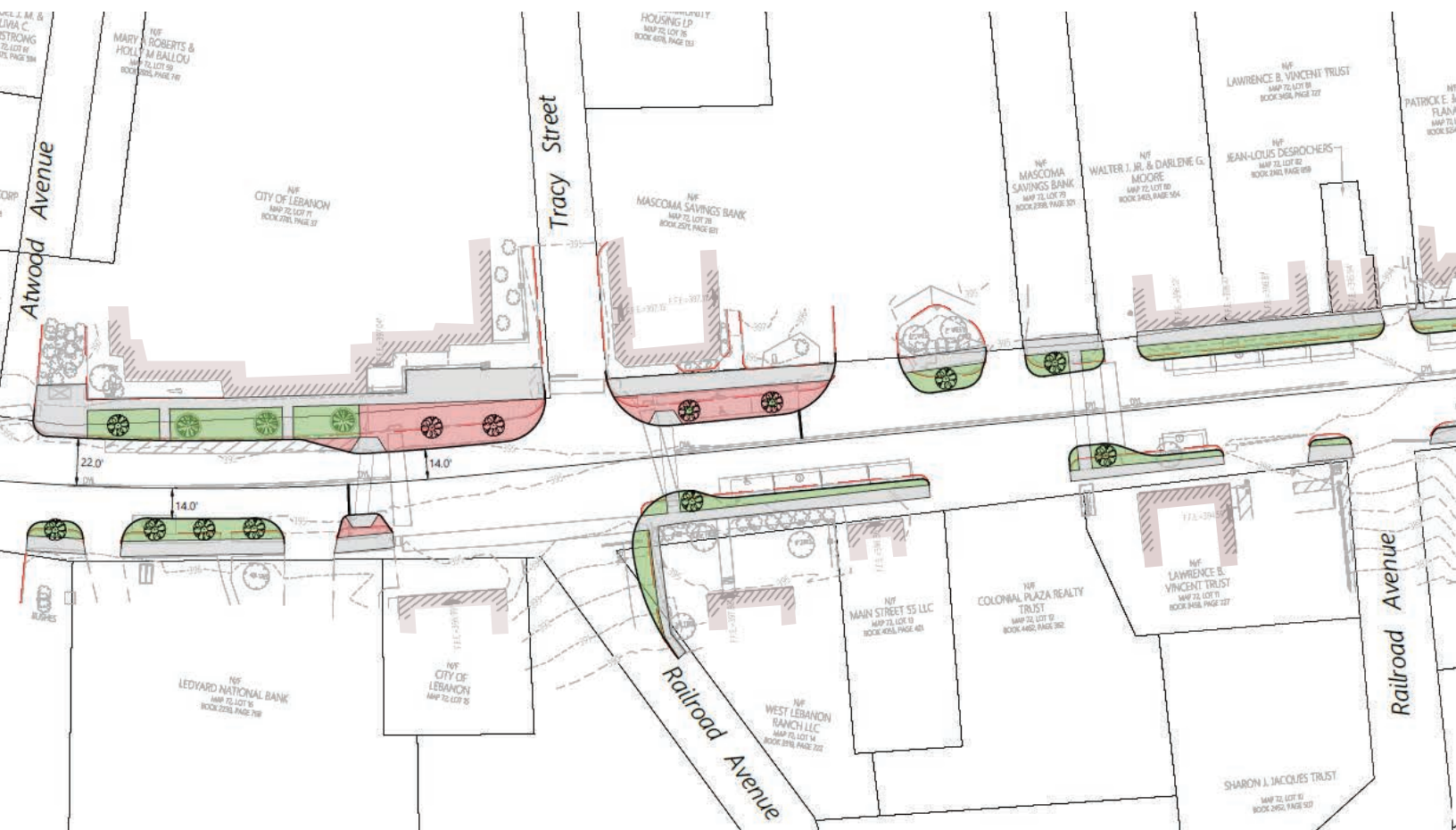












Table 1 – Capacity Analysis Comparison Summary – 2021 Base Conditions

Peak Hour/ Critical Movement or Lane Group	2021 Base – Traffic Signal				2021 Base – Single Lane Roundabout			
	v/c	Delay	LOS	95 th % Queue	v/c	Delay	LOS	95 th % Queue
Weekday AM								
Bridge Street EB Approach	0.69	34.0	C	180	0.69	14.2	B	150
Bridge Street EB Right	0.33	0.6	A	0	--	--	--	--
Dana Street WB Approach	0.19	23.3	C	72	0.14	7.3	A	0
Main Street NB Left	0.66	32.8	C	224	--	--	--	--
Main Street NB Approach	0.24	10.3	B	129	0.49	9.6	A	75
Main Street SB Approach	0.44	28.5	C	167	0.28	7.0	A	25
Main Street SB Right	0.05	22.9	C	0	--	--	--	--
Overall Intersection	0.61	18.3	B	--	--	11.2	B	--
Weekday PM								
Bridge Street EB Approach	0.54	29.4	C	145	0.78	20.8	C	200
Bridge Street EB Right	0.36	0.7	A	0	--	--	--	--
Dana Street WB Approach	0.33	25.8	C	74	0.27	12.6	B	25
Main Street NB Left	1.23	147.5	F	716	--	--	--	--
Main Street NB Approach	0.27	8.9	A	163	0.79	17.9	C	225
Main Street SB Approach	0.87	50.1	D	404	0.82	30.3	D	200
Main Street SB Right	0.11	24.1	C	55	--	--	--	--
Overall Intersection	0.92	54.8	D	--	--	21.4	C	--
Saturday Midday								
Bridge Street EB Approach	0.57	30.2	C	158	0.91	33.7	D	325
Bridge Street EB Right	0.43	0.9	A	0	--	--	--	--
Dana Street WB Approach	0.28	25.1	C	82	0.24	11.7	B	25
Main Street NB Left	1.16	120.6	F	676	--	--	--	--
Main Street NB Approach	0.32	9.7	A	194	0.81	19.3	C	225
Main Street SB Approach	0.88	52.0	D	406	0.72	21.4	C	150
Main Street SB Right	0.09	24.2	C	32	--	--	--	--
Overall Intersection	0.91	44.4	D	--	--	24.5	C	--

V/C = volume-to-capacity ratio.

Delay in seconds.

Queue lengths in feet (based on spacing of 25 feet/vehicle).

West Lebanon Streetscape Plan

Other Potential Benefits of Roundabout:

- Traffic Calming effect
- Shorter and Safer Crossing for Pedestrians
- Landscaping and Gateway Improvement Options
- Improved Traffic Operations
 - Generally Lower Vehicular Delays and Queuing
 - Fewer Conflict Points and No Left Turn Conflicts
 - Less Vehicle Stopping During Off-Peak Periods; Less Idling and Exhaust
 - Reduced Vehicle Speeds
 - No Need for Traffic Signal Maintenance
 - Somewhat More Space Required at Intersection, but Reduced Right-of-Way Impacts Approaching and Departing from Intersection

Preliminary Cost Estimate

Construction Subtotal:	\$ 1,950,000
Contingencies:	\$ 490,000
Design, Permitting, Inspection:	<u>\$ 390,000</u>
Project Total (2022):	\$ 2,830,000

Next Steps:

- Drainage Analysis
- Final Design & Permitting
- Funding – Grant Request, Capital Improvement
- Coordinate Construction with Other West Lebanon Projects

Questions?

AGENDA

LEBANON CITY COUNCIL

JUNE 1, 2022

10. NEW BUSINESS ITEMS:

10.B – REVIEW AND ENDORSEMENT OF LEBANON OPEN SPACE PLAN

The Planning & Development Department and Conservation Commission are seeking review and endorsement by the City Council of the Lebanon Open Space Plan following the Plan's adoption by the Conservation Commission on November 18, 2021.

BACKGROUND

The preparation of an Open Space Plan has been a long-standing goal of the Planning & Development Department. The City's 2012 Master Plan includes multiple references to the importance of open space planning for ensuring responsible and respectful development and for identifying and protecting the existing resources and biodiversity that Lebanon enjoys. [2|D-1g; 5|D-5a]

The Master Plan explicitly recommends the development of an Open Space Plan that will inventory natural and cultural features and recommend green space corridors for continued wildlife habitat and for the benefit of residents. [5.1.A1] As written, the Plan prioritizes natural features and attributes for potential acquisition or protection, but stops short of identifying specific parcels to be preserved. Instead, the City would expect to work with willing sellers/owners and may establish incentives for landowners to voluntarily place conservation easements on their land. [2.3.A1]

On July 7, 2021, the City Council reviewed a final draft version of the Open Space Plan, which had already been subject to review and comment by both the Conservation Commission and the Planning Board. Following the Council's review, a final Open Space Plan was prepared and unanimously adopted by the Conservation Commission on November 18, 2021.

Following adoption by the Commission, the Planning & Development Department presented the Plan to the Planning Board for endorsement in March. In light of questions and confusion about the purpose and intent of the Open Space Plan, the Planning Board held a joint meeting with the Conservation Commission on April 25th to give Board members a better understanding of the Commission's role and responsibilities and to discuss how the two bodies can work together for the betterment of the community.

During the joint meeting, it was noted that the Open Space Plan is part of a set of studies and reports, along with the [Natural Resources Inventory](#) and the [Wildlife Corridor Study](#), that have been prepared in conjunction with the Conservation Commission to achieve the community's goals with respect to natural resources as set forth in the Master Plan. Together, these documents have been and will continue to be used to inform City policy and short- and long-range planning efforts.

Following the joint meeting, the Planning Board voted unanimously on May 9, 2022 to endorse the Plan as adopted by the Commission. Now, the Planning & Development Department is seeking endorsement of the Plan by the City Council, which will also have an important role to play in achieving the goals of the Plan, through the zoning ordinance, capital budgeting, and other mechanisms.

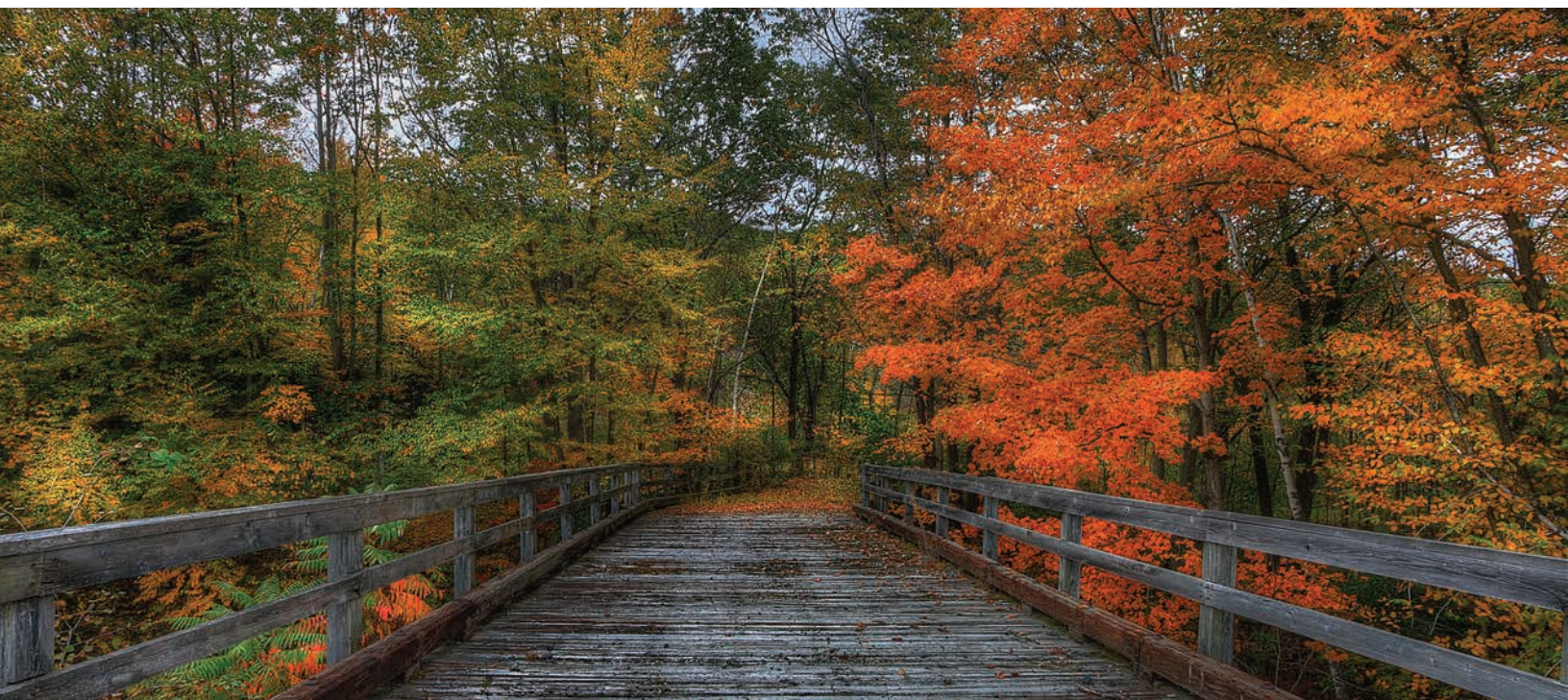
ACTION

Should the City Council wish to endorse the Lebanon Open Space Plan adopted by the Conservation Commission on November 18, 2021 and endorsed by the Planning Board on May 9, 2022, the following motion is offered for consideration:

MOVED, that the Lebanon City Council hereby endorses the "Lebanon Open Space Plan", as adopted by the Conservation Commission on November 18, 2021 and endorsed by the Planning Board on May 9, 2022, and as presented in the June 1, 2022 City Council Agenda Packet.

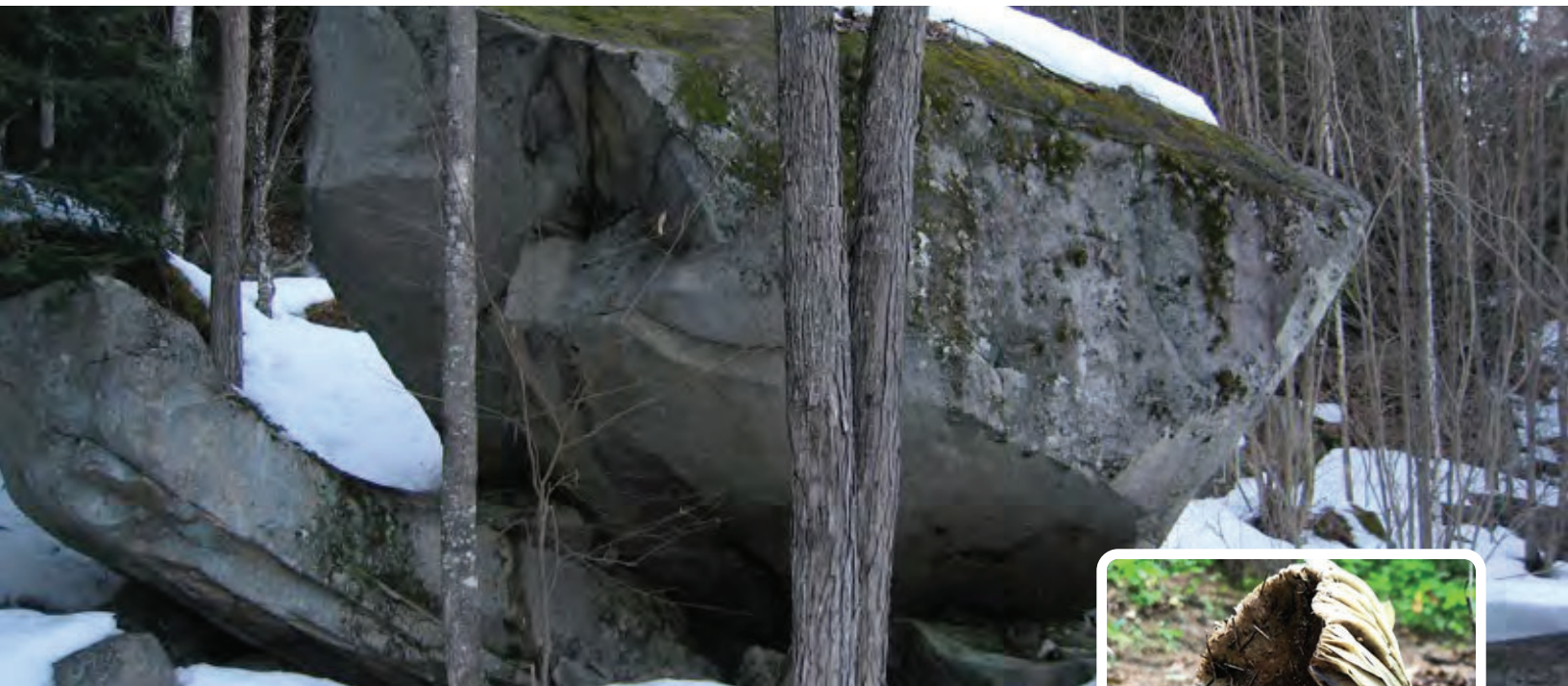
Included in this Section:

1. Lebanon Open Space Plan



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity



December 2021

CREDITS

This Open Space Plan is dedicated to the network of individuals, groups, and organizations that were inspired by their natural surroundings to engage in efforts to support and maintain the natural systems that are the lifeline for the ecological integrity of the natural landscape of Lebanon – an extensive list that includes:

- Residents and private landowners who share, protect and maintain properties and trails;
- Volunteers serving on various boards and committees;
- Decision-makers who provide support;
- Public and private organizations and entities whose primary mission is to support the stewardship of natural resources and conservation lands; and
- Natural resource professionals.

Collectively, they provide an impressive stewardship network that Lebanon is extremely fortunate to have.



Photo: J Halstead
Cover Photo: Keith Garland

CONTENTS

EXECUTIVE SUMMARY	1
1. INTRODUCTION	2
Community Setting	2
Public Support for Open Space	2
Statement of Purpose	2
General Goals of the Open Space Plan	3
Vision Statement	3
Elements of the Open Space Plan	3
2. IMPORTANCE OF OPEN SPACE	4
What is open space?	4
What value does open space have?	4
Why be concerned about the loss of open space?	5
How much open space does a community need?	5
3. OPEN SPACE PRIORITIZATION	6
Historic Open Space Prioritization	6
How Much Open Space Should Be Preserved?	7
Prioritization Methodology – The Proposal for Lebanon	7
Methodology Summary	9
4. OPEN SPACE MANAGEMENT STRATEGIES	12
Public Education and Outreach	12
Regulatory Protection	13
Acquisition of Property or Property Rights	13
Summary	14
ADDENDUM: CITY OF LEBANON CONSERVATION PROPERTIES	15



OPEN SPACE is undeveloped land containing natural resource features that collectively interact to provide healthy and vibrant ecological systems that are worthy of conservation.

In every walk with Nature one receives far more than he seeks.

~John Muir

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

EXECUTIVE SUMMARY

Lebanon is – and has long been – engaging in actions to manage, conserve and preserve open space. These efforts include policy adoption, regulatory implementation, land acquisition and protection, and conservation property stewardship. Those efforts, combined with our goals and objectives for future actions, including implementation tools and resources, constitute the Lebanon Conservation Program (LCP). The LCP interacts with both the Lebanon Master Plan and the Lebanon Natural Resource Inventory.

The **purpose** of this Open Space Plan is to:

- ❑ Increase the visibility of the Lebanon Conservation Program;
- ❑ Articulate the city's long-term vision for land conservation;
- ❑ Attract additional support for conservation efforts;
- ❑ Set open space benchmarks that can be used to measure progress; and
- ❑ Provide useful information on desirable open space characteristics, and on the tools and process for managing the ecological integrity of open space.

This Open Space Plan begins with a description of the community setting, a reference to the public support for open space, and the statement of purpose, goals, and a vision of this plan. Within Section Two, it further articulates the importance of open space, the value open space provides, and concerns regarding the loss of open space. Section Three proposes an open space prioritization methodology, with Section Four proposing strategies for future conservation efforts. The addendum includes maps and descriptive information for many of the existing conservation properties in Lebanon.

The City of Lebanon continues to benefit from a network of individuals, groups, and organizations who, inspired by their natural surroundings, engage in and support open space conservation efforts that help maintain the ecological integrity of the city's natural landscape. These partners and supporters of open space protection include:

- ❑ Private landowners who are willing to share and often protect properties;
- ❑ Policy decision makers that provide support;
- ❑ Volunteers who collectively make up the various boards and committees tasked with policy development, oversight and management decisions;
- ❑ Private and public organizations and entities whose primary mission is to support the stewardship of natural resources and conservation lands;
- ❑ Professionals (foresters, ecologists, wetland scientists, botanists, biologists and others) who offer a wealth of knowledge; and
- ❑ Lebanon's residents who serve in many roles (volunteering on boards, engaging in trail maintenance, supporting policy decisions, and more).

Collectively these partners and supporters provide a powerful stewardship network that Lebanon is extremely fortunate to have. This Open Space Plan prepared by the Lebanon City Planning and Development Office with assistance from PlaceSense was built upon that network's local knowledge, professional expertise and commitment to conserving the city's open space for future generations.



Photo: Deborah Baker

It is our task in our time and in our generation to hand down undiminished to those who come after us, as was handed down to us by those who went before, the natural wealth and beauty which is ours.

~John F. Kennedy, March 1961

1. INTRODUCTION

Community Setting

The City of Lebanon, New Hampshire is one of the core Upper Valley communities. It is located on the Mascoma and Connecticut Rivers, surrounded by traditional villages, beautiful rural areas and expanses of farmland and forests. The abundance and quality of natural resources in and around the city – clean air and water, open space, wildlife habitat, undeveloped natural vistas, and working farm and forest land – is one of its greatest assets. Much of Lebanon is characterized by scenic views and vistas of the rivers, unspoiled ridges and valleys, and woods interspersed with open fields. More than 80% of land in Lebanon remains undeveloped, with a significant portion enrolled in the New Hampshire Current Use Program. There are still two working farms in the city. From almost everywhere in Lebanon, one can still see and access considerable expanses of open land.

The City of Lebanon is a growing community. It is a regional hub and the principal employment and shopping destination for a federally-designated “micropolis” consisting of 25 towns stretching across two states. Because of its distinct role as the heart of the region’s economy, Lebanon has faced considerable development pressure for many years. New industries, offices and services have provided Lebanon residents with high-quality jobs and a wide variety of choices for shopping, dining, and other services. At the same time, these enterprises have attracted more people and traffic to the area, straining the city’s infrastructure and stimulating demand for still more development.

That demand has led to once open land, including some of the richest agricultural soils in the state, being converted to shopping centers, subdivisions and other types of development. Significant floodplains and wetlands were drained or filled before the advent of protective regulations, and development pressure continues to affect these resources. In the uplands, wooded ridges and hillsides are being fragmented by roads and rural residential development. Increasing vehicle emissions, road salt and other pollutants threaten air and water quality.

The City of Lebanon has reached a crossroads at which it must make significant decisions about the future of land development and conservation. How land is used shapes a community’s character and vitality for generations into the future. As Lebanon continues to grow and develop as a dynamic economic center, the city should take proactive measures through thoughtful planning and responsible environmental protection to ensure that important natural resources are conserved. Growth and change are inevitable and welcome, but it is imperative that Lebanon guide development in order to preserve open land and scenic resources. Without adequate forethought, future development could fray the fabric of the community by diminishing the natural resources that make Lebanon an attractive and healthy place to live and do business.

Public Support for Open Space

There is widespread public support for open space preservation in Lebanon. Residents have consistently identified preserving rural character – whether in terms of open space, regional traditions, smaller-scale and independently-owned businesses, etc. – as a critical factor in maintaining Lebanon’s quality of life and sense of place for more than 30 years. A common viewpoint is that the natural environment and open space – forests, agricultural land, water bodies, viewsheds, wildlife habitat, and ridgelines – must be protected to prevent irreversible damage that would change the community’s character. The open space preservation policies in the current plan have developed in response to such public comments and suggestions over the decades.

The 2012 City Master Plan repeatedly references the need for an open space plan to identify key open space resources, as well as strategies and techniques to maintain open space for future generations (page 5-6). It recommends that Lebanon develop an open space plan that:

“Sets priorities for acquiring or otherwise protecting privately-held land from willing sellers/owners, establishes incentives for landowners to voluntarily place conservation easements on their land, and includes recommendations on the use of City-owned parcels.”
[Land Use Chapter Outcome 4, Action 1, page 2-25]

“Will inventory natural and cultural features, and recommend green space corridors for continued wildlife habitat and for the benefit of residents.”
[Natural Resources Chapter Outcome 1, Action 1, page 5-12]

Statement of Purpose

The overarching purpose of this Open Space Plan is to increase the visibility of the Lebanon Conservation Program (LCP), to attract additional support and to clearly articulate the city’s long term vision for open space protection. From an action or engagement perspective, this plan will help guide and inform the actions of local officials, boards and committees, and the general public. It provides a framework within which the community can focus its efforts and resources toward preserving important natural resources and open spaces.

This Lebanon Open Space Plan charts a course that will enable all interested parties to make the most of conservation opportunities as they arise. In particular, it:

- Identifies the value of preserving open space and natural resources.
- Identifies types of open spaces that are important to conserve.
- Prioritizes and optimizes open space conservation opportunities.
- Informs and advises anyone who might wish to conserve open space.

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city’s ecological integrity

General Goals of the Open Space Plan

This plan establishes the following goals for open space conservation in Lebanon:

- Q Protect the quality of surface and underground drinking water supplies;
- Q Protect the quality of lakes, streams, and wetlands needed to sustain aquatic ecosystems and water-based recreation;
- Q Preserve open space, particularly forest lands, to protect and enhance air quality, to absorb and store carbon, and to provide critical buffering against climatic extremes;
- Q Protect habitat for the diversity of plant and animal species to ensure the protection of healthy, viable, and sustainable ecosystems, as well as the conservation and preservation of biological diversity within the city;
- Q Protect habitats that sustain the traditional pastimes of hunting, fishing, and viewing fish and wildlife;
- Q Maintain and encourage the important natural resource-based industries of farming, wood products, and tourism;
- Q Protect and enhance those scenic, historic and cultural resources that are recognized as valued parts of the common heritage of Lebanon's citizens;
- Q Protect in-city open spaces for residents of more densely developed areas;
- Q Provide places for education and research on ecological, environmental, and appropriate cultural resources to provide a better understanding of the systems from which they derive; and
- Q Provide high quality outdoor recreation opportunities, on both land and water, accessible to all Lebanon's citizens, regardless of where they live, their financial status, or their physical abilities.

Vision Statement

It is the community's vision that:

“*The natural resources and open spaces that make the City of Lebanon a desirable place to live shall be conserved for future generations to enjoy and appreciate. This conservation shall occur in the context of a community that is also growing and changing.*”

Those areas with high natural resource value and that are important to Lebanon, the State of New Hampshire, and to the nation will be subject to careful stewardship. These areas include places deemed of local importance as well as those of regional or statewide significance. Particular importance will be placed on lands whose development would have an undue, adverse effect on water quality, wildlife habitat, agricultural lands, and scenic areas.

Lebanon will protect and conserve working farm and forests, core habitat areas important to flora and fauna, and the corridors that link those core areas. Because personal connections with nature are important to maintaining Lebanon's heritage and sense of community, low-impact recreational opportunities that do not alter natural areas will be encouraged. The city will strive to be a place of natural beauty and uninterrupted views.

Elements of the Open Space Plan

This Open Space Plan consists of four elements:

- Q **Section 2** discusses the importance of open space within the community. It provides some historical context for open space preservation in Lebanon, as well as a summary of recent land use development and conservation trends in the city.
- Q **Section 3** proposes a prioritization framework that establishes how much open space is needed and identifies lands that should be protected based on a 78:22 ratio of open space to developed land in the city.
- Q **Section 4** provides a summary of key tools and techniques available for preserving the city's natural resources and open space areas.
- Q **Appendix A** inventories many of the existing city-owned conservation lands.

It is typical for an open space plan to include extensive description of the flora, fauna and general landscape characteristics of the community. This plan does not do that and instead cross-references the existing natural resource content included within the city's 2010 Natural Resource Inventory and 2016 Wildlife Corridor Assessment. Collectively those documents and this Open Space Plan are intended to serve as the blueprint for the Lebanon Conservation Program.

Photo: Keith Garland

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

2. IMPORTANCE OF OPEN SPACE

This section of the Open Space Plan attempts to answer the following questions:

- Q What is open space?
- Q What value does open space have?
- Q Why should people be concerned about the loss of open space?
- Q How much open space does a community need?

The answers to these questions shape this plan and the implementing public policies. They provide a clear understanding of the public interest and benefit in policies such as land regulation or acquisition for open space protection.

What is open space?

Many people think of open space as land in its natural state, while acknowledging that natural forces and organisms – as dramatic as glaciers or as subtle as moss – continually shape the landscape. Others expand that to encompass land modified by human activity. Open space also includes water bodies such as lakes and rivers.

What is considered open space depends, in part, on its surroundings. A vacant lot or community garden may be considered open space in a developed neighborhood. A narrow corridor or pathway for walking or bicycling may be open space even though it is surrounded by development.

In the Lebanon Open Space Plan, open space is defined as undeveloped land areas containing natural resource features that collectively interact to provide healthy and vibrant ecological systems that are worthy of the following conservation measures:

- Q A municipal planning process with foundation principles grounded in natural resource oversight;
- Q Regulatory oversight and innovative land use planning techniques;
- Q Land protection measures such as conservation easements and open space requirements; and
- Q Simple sound property stewardship.

This definition of open space for conservation purposes acknowledges the symbiotic relationship with other forms of open space. This includes active open space like the town common (Colburn Park), recreation fields, and recreation paths. It also includes open space elements that are integrated into the built environment such as vegetated parking lot islands, rain gardens, and greenways. The Lebanon Open Space Plan focuses primarily on the open space resources outside of the built environment, while strongly endorsing the sound management of other forms of open space in accordance with the recommendations of various studies, reports, and planning documents such as the recreation master plan, development regulations and zoning ordinance.

What value does open space have?

Open space is an integral part of any healthy city. It is not just the leftover areas or land that is not yet economical to develop. Open space is as essential to a thriving community as neighborhoods, public utilities and transportation systems. Open space provides a combination of environmental, social and economic benefits that would be costly, if not impossible, to replicate by other means.

This Lebanon Open Space Plan focuses primarily on the ecological value of open space. Other benefits, including aesthetics and recreation, are considered secondary to the primary goals. However as articulated in the 2010 Wildlands and Woodlands– A Vision for the New England Landscape report (Harvard Forest, 2010):

“A well designed open space program will include a balance of lands that are protected from development and managed for forest products, water supply, wildlife habitat, recreation, aesthetics, and other objectives, as well as lands that are established as reserves subject to minimal human impact and shaped by natural processes.”

Environmental Benefits

Open space helps provide the ability for natural processes to function and thrive, supporting the intricate natural resource web of flora and fauna, preserving biodiversity, and maintaining healthy natural systems. It acts as a circulatory system for natural processes such as wildlife movement and hydrological flows. Open space provides general environmental services such as erosion control, flood water retention, groundwater recharge, watershed protection, etc.

Open space also has ecological functions providing habitat for plant and animal life, and supporting biodiversity. The undeveloped landscape provides for important wildlife habitat and helps to maintain a diverse and healthy environment. There are approximately 1,900 species of plants and 17,000 species of animals in New Hampshire. While many of these species are considered common, it is estimated that 75% of the habitat for rare, threatened or endangered species remain unprotected and vulnerable to development.

Forested open space also provides an important source of renewable energy and carbon storage – key factors in slowing the rate of climate change. Open space is critical for supporting the adaptation that many species will face as habitats are impacted by climate change.

Social Benefits

Patches and corridors of open space interspersed throughout the built environment weave the fabric of the city together. Together they add natural beauty, character and uniqueness to the landscape. The larger open space patches typically found on the edge or beyond the built environment provide residents and visitors with places for outdoor recreation, including hunting, fishing and other traditional uses.

Open space offers opportunity for many different types of active and passive recreation, which has positive benefits for the health and well-being of residents.

It provides places for people to interact socially. Open space also allows people to increase their awareness of the natural environment through outdoor education and field research programs.

Open space offers scenic and aesthetic enjoyment. It also preserves the community's heritage by protecting historic and archaeological resources. These benefits help maintain the community's character, support tourism and enhance quality of life.

Economic Benefits

It is difficult to quantify many of the public benefits that open space provides in monetary terms. In some instances, it is possible to express the natural process values of open space in the dollar terms of traditional economic analysis. For example, there is the income derived from sustainable timber harvesting and local agricultural production on open space lands. An analysis completed for the Society for the Protection of New Hampshire Forests in the late 1990s found that more than \$3.6 billion dollars of income and more than 60,000 jobs were directly attributable to open space-based economic activities in New Hampshire at that time.

Another direct benefit are the avoided costs as a result of open space protection. An example of this would be the avoided cost of flood damage when open space land provides flood storage and reduces the extent of downstream damage. Or the avoided cost of replacing a public water supply when open space provides protection from contamination and groundwater recharge around a wellhead.

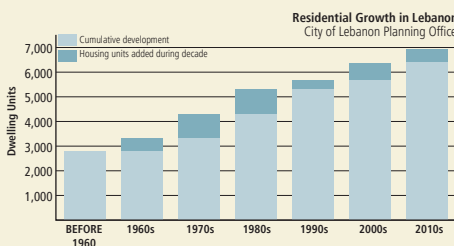
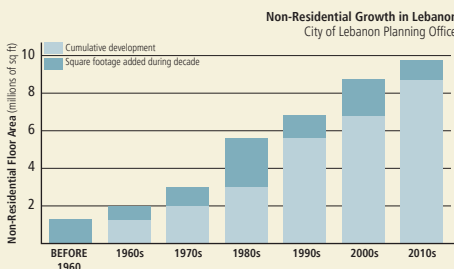
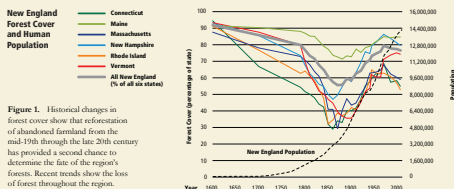
Open space also offers indirect economic benefits. It can positively impact surrounding property values and benefit local businesses by spurring economic activity within the surrounding area. According to the National Association of Home Builders (in the Business NH Magazine, October 1998), it is not uncommon for the value of building sites to be enhanced by 15 to 20% in the vicinity of park and recreation areas. The increased value to the landowner is also shared by the municipality, because as relative property values are higher, then assessed valuations and tax revenues will also be higher.

Communities increasingly consider the opportunity cost of losing open space to development, especially residential development. As detailed in the University of New Hampshire Cooperative Extension report “Does Open Space Pay?” (Auger 1996), open space land uses are often a net asset to communities, typically generating much more revenue than they cost in terms of services provided. Residential development, on the other hand, generally costs a community more in the way of services than it generates in tax revenues. While commercial and industrial land uses tend to result in a net gain in tax revenues, such development may provoke a need for more housing and increased loss of open space unless satisfied with infill and redevelopment.

Traditional arguments on the behalf of open space planning have not rested upon economic considerations. Rather, they have been founded upon the need for protecting environmentally sensitive lands, the need for public recreation facilities, and the attractiveness and ecological importance of green spaces.

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity



Why be concerned about the loss of open space?

Undeveloped land in Lebanon will continue to be lost given the trends in population, housing and economic growth in the city and region. Now is the time for Lebanon to decide what open space is important to conserve and how best to achieve those goals.

Population and Housing Growth

The number of people living in Lebanon increases each year although the rate of population growth has slowed markedly over the past several decades. The city has been adding about 60 new residents annually this decade (2010s) – a population growth rate of less than 0.5% a year.

Lebanon has been adding housing units at a faster rate than residents in recent years as the average household size has been falling. On average, 70 housing units were created in the city annually during 2010s. Given the recognized shortage of housing in the region, it is anticipated that the demand for housing will remain strong in this decade. That demand is being driven by growth in the regional economy with much of the associated job creation occurring in Lebanon as described below.

The location of new residential development is the most important factor as it relates to impacts on open space. Compact housing development that occurs as infill or redevelopment within the urban core has far less impact than low-density suburban or rural residential development.

The statewide trend of increased footprint and land consumption for single-family homes does appear to be occurring for new homes located outside the urban boundary in Lebanon. However, that trend is being offset by the shift from single-family home development in rural areas to multi-family development within the city's urban core – serving as yet another compelling benefit of directing the housing growth to within the urban areas. With appropriate design measures such as provision of green infrastructure, the city can benefit from the vibrancy that new housing brings to existing neighborhoods and can avoid impacts to open space areas. For this reason, the city's Master Plan identifies compact and infill residential development in the urban core as the desired vision for the future.

Economic Growth

The city added 2.9 million square feet of non-residential space between 2000 and 2018. The city has approved more than 2 million square feet of non-residential development that has yet to be constructed. This suggests that the rate of non-residential development will remain strong for the foreseeable future.

Lebanon's topography, combined with the proximity to transportation, sewer and water infrastructure, has directed most non-residential growth to land within or in close proximity to the urban core – thus avoiding the adverse impacts of rural sprawl and fragmentation. However, the majority of recent non-residential development has occurred on previously undeveloped land (greenfield development), as opposed to redevelopment (brownfield development). The cumulative impacts of this pattern of development can degrade the quality of surrounding natural areas. The Centerra Business Park, Airport Business Park, DHMC campus, Etna Road light industrial uses, and commercial development along Route 12A are all located on former natural open space or agricultural land.

How much open space does a community need?

There are a number of factors to consider when determining the quantity, type and location of open space land appropriate for a community. A more diverse portfolio of protected lands (high elevation, forests, floodplains, wetlands, shorelines, agricultural lands, etc.) enhances the environmental, ecological and climate benefits of open space. Protecting land dispersed around the community will ensure that more residents have access to open space near their homes. Where there is a denser pattern of development, public open space becomes critical for quality of life – providing urban residents with places for outdoor recreation and enjoyment of nature. Further, there may be specific resources within the community of scenic, cultural or historic value that merit protection through open space conservation.

Historic Open Space Protection

Fortunately for Lebanon, there has been a pattern and trend of land conservation efforts occurring simultaneous with development over the past several decades. In 1980, there was about 100 acres of city-owned, permanently protected open space in Lebanon – 40 years later, there are nearly 2,000 acres.

Private land has also been protected by property owners either voluntarily placing conservation easements on their land or permanently setting aside land as conserved open space as part of a residential development. Approximately 1,200 acres of privately-owned open space was protected as of 2019.

The 3,221 acres of public and private open space protected from future development represents approximately 12% of Lebanon's total area. Geographically dispersed around the city, these open space lands include a variety of landforms and natural communities.

Future Open Space Protection

While Lebanon's open space protection efforts have been effective to-date, there remain significant resources vulnerable to future development. The 2010 Natural Resource Inventory and 2016 Wildlife Corridor Assessment include specific recommendations for further open space protection and other measures to retain or enhance the function and values of the city's diverse ecosystems.

- ❏ The 2010 Natural Resource Inventory identifies 73 significant ecological areas (SEAs) that, due to their sensitive nature and unique set of natural resource characteristics, require special consideration. The SEAs represent less than 10% of the city. Nearly all the city's rare and endangered plant species are contained within these lands, and virtually all of the rare wildlife species depend upon them. The Inventory recommends that the SEAs be priorities for conservation due to their ecological integrity and ecosystem services. Currently, 28% of the SEAs are within protected open space areas.
- ❏ The 2016 Wildlife Corridor Assessment focused on 17 priority wildlife crossing areas. It found that recent development has reduced potential crossing areas. Unfragmented blocks of habitat are becoming isolated as development along the road networks have built up physical barriers to wildlife. To preserve

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

ecological values and functions, the Assessment recommends that protected open space areas be linked by greenbelts that allow for the movement of wildlife. Only two of the priority crossing areas currently connect through protected open space lands.

The guidance that follows in Section Three for establishing goals, benchmarks and a methodology for prioritizing the city's open space protection efforts builds upon the recommendations from the Natural Resource Inventory and the Wildlife Corridor Assessment. It is also consistent with the land use goals of city's Master Plan, which call for most future growth to occur in the urban core.

In the end, we conserve only what we love.
We will love only what we understand.
We will understand only what we are taught.

~ Baba Dioum, Senegalese Poet

3. OPEN SPACE PRIORITIZATION

The Conservation Commission has recommended that the City identify, prioritize, and actively work to conserve land with high-value natural resources that are currently unprotected. This section briefly describes previous efforts to prioritize open space for conservation. It then proposes a new prioritization framework that is grounded in the concept of **how much** open space is needed, and **where** are the currently undeveloped lands located that should be prioritized for conservation.

Historic Open Space Prioritization

The historic open space prioritization efforts described below are testament to the desire of Lebanon residents to maintain the special open space and conservation qualities that are part of the fabric of this community. The information and recommendations they contain continue to guide present day conservation endeavors. Grounded in a fundamental bio-diversity conservation planning framework, Lebanon is positioned to use this information to engage in a very progressive, forward thinking approach to preserving the functions and values of its existing open space lands, and maintaining the desired community character.

1996 Conservation Commission Approach

In 1996, the Conservation Commission developed an approach in which they identified generic land types that were desirable locations for open space preservation. These were not parcel-specific recommendations, but rather a listing of generic attributes that were recommended for preservation. The list included:

- 📍 Mascoma Lake Shore Lands
- 📍 Connecticut River Shore Lands
- 📍 Mascoma River Shore Lands
- 📍 Flood Plain Wetlands
- 📍 Prime Wetlands
- 📍 Other Wetlands
- 📍 Unique Geologic Features
- 📍 Mountain Tops & Ridgelines
- 📍 Old Farms and Fields
- 📍 Wildlife Habitat and Corridors
- 📍 Aquifer Areas
- 📍 Mixed and Old Growth Forest
- 📍 Land Contiguous to Existing Conservation Land
- 📍 Rare and Endangered Flora Habitat

Around the same time, students from the Lebanon High School Environmental Science class and Students for a Sustainable Future (SFF) teamed up with the Lebanon Conservation Commission to conduct a poster ballot project. The project sought input from the community about open spaces in Lebanon. The vote from participating residents included the following results, listed from most popular to least:

1. The Mascoma River Shorelands
2. The Connecticut River Shorelands
3. Mascoma Lake shorelands
4. The Landmark Lands
5. Farms
6. Mt. Support and Rix Ledges
7. Blueberry Hill and Hardy Hill areas
8. Daisy Hill area
9. Quarry Hill
10. Class VI Roads
11. Corridors in the City of Lebanon
12. Route 4/Eastman Hill intersection

One of the mutual highlights between these two efforts was that undeveloped shoreline is both valued, as well as in need of protection as it is often equally prized for its development potential.

Conservation Commission Periodic Review

The Conservation Commission undertakes a periodic review of City of Lebanon owned parcels. This exercise occurred in 1993, 2006, 2011, and most recently in 2017. The list of City owned properties changes over time as privately owned parcels transfer to City ownership, the result of a failure to pay taxes, gifting to the City, etc.

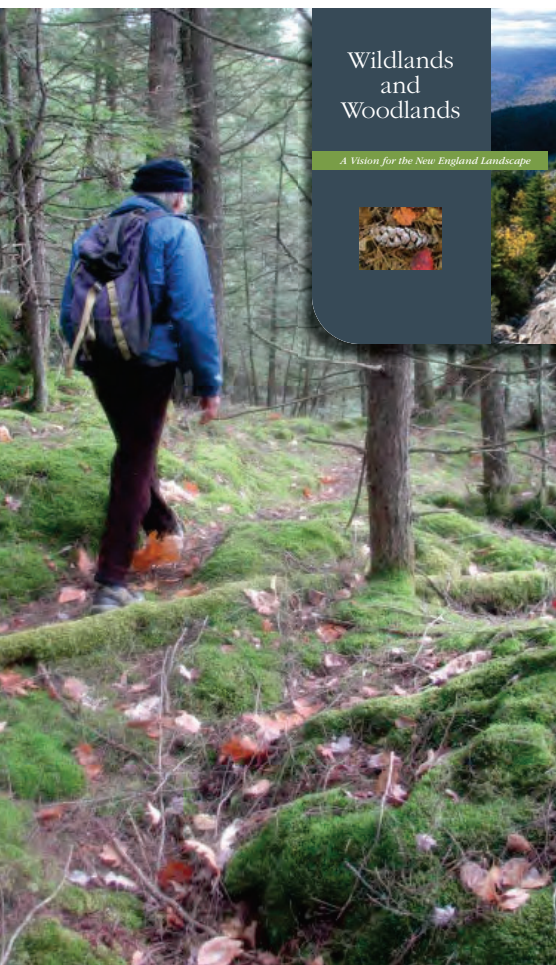
The results of the 2017 analysis revealed that there are very few, if any, additional protection opportunities for City owned properties, as many of the properties with valuable natural resource characteristics are already under some form of protection or are simply undevelopable. Or the properties are currently developed, typically providing some sort of infrastructure support to the City, such as the City Landfill, the Wastewater Treatment Plant, recreation fields, etc.

2010 Natural Lebanon

The 2010 Natural Lebanon – Natural Resource Inventory (NRI) report was completed to serve as a “framework” planning document, providing extensive descriptive information associated with the undeveloped natural open space areas within Lebanon. It is impressively robust as to the level of detail contained within the report, including the following: a wetland assessment and prioritization; identification of existing and potential vernal pools; species and habitat types occurring within Lebanon including rare plants, rare animals, and target species of special concern. It provides valuable prioritization input, including highlighting priority conservation sites, priority wetland complexes, and highlighting areas deemed as “Significant Ecological Areas” (SEAs), as well as Co-Occurrence areas. The proposed prioritization methodology detailed later within this section includes this information as the core component.

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity



Wildlands and Woodlands

A Vision for the New England Landscape



New England Land Cover: Past, Present, and Future

Figure 3. Projections for the implementation of Wildlands and Woodlands demonstrate that roughly a doubling in the rate of forest conservation over current levels is needed to achieve the vision within 50 years.



Lebanon Master Plan

The Lebanon Master Plan – “Lebanon 2030” provides guidance as to recognizing the role of open space within the community, including highlighting a desirable future development pattern that emphasizes development within the existing urban cores, particularly infill development, and avoiding urban sprawl into the rural undeveloped areas of Lebanon. Chapter 5 (Natural Resources) includes the following key points:

- Q Recognize that conservation of the natural environment is essential to maintaining the City’s quality of life and economic vitality
- Q Conserve open space and maintain the functions of natural systems while respecting the rights of property owners
- Q Establish a connected network of open spaces, conservation lands, greenbelts, and working farm and forest land that is accessible to City residents

How Much Open Space Should Be Preserved?

When considering an Open Space plan and conservation recommendations, one question that inevitably arises is: How much land is enough? Answering the question of “how much” can be challenging to provide in the form of a finite figure, as open space and conservation planning is often as much an art as it is science. However, there is significant value in setting benchmark for conservation goals as a means to both evaluate progress and celebrate successes.

- Q The Society for the Protection of New Hampshire Forests challenged municipalities to conserve “at least 25% of its lands for a network of trails, parks, farms, and forests where people can connect with the natural world.”
- Q Keene, NH set a goal within their master plan of 50% protected land.
- Q Burlington, Vermont has established a goal of retaining a 20% ratio of developed land-to-protected natural areas in an effort to ensure that natural areas are preserved as other land is developed. Their policy states that “for each four acres of new development, one acre should be set aside by the developer as a natural area.”

- Q The EPA encourages an approach that includes targeted percentages of developed to undeveloped land that is grounded in scientific rationale associated with water quality protection.

Prioritization Methodology – The Proposal for Lebanon

The prioritization methodology proposed for Lebanon is framed by the “how much” open space and the “location” of currently undeveloped lands. This plan recommends a metric that is a ratio of developed to undeveloped land. Additionally, it is intended that within this undeveloped, open space mosaic will be a portfolio of natural resource characteristics that collectively represent and support biodiversity at both a local and regional scale.

The proposed “how much” is informed by benchmarks proposed within the Wildlands and Woodlands – A Vision for the New England Landscape report (Harvard Forest, 2010), including differentiating between working woodlands and preserved wildlands. The proposed identification as to the “location” of such lands is shaped by historic prioritization efforts, the 2010 Natural Resource Inventory, the 2016 Wildlife Corridor Assessment, the Lebanon 2030 Master Plan, and enhanced by the integration of, “The Spatial Solution Methodology” (Forman, Richard, 1996), to create a proposed blueprint for open space conservation grounded in science and embracing the concept of biodiversity protection.

The “How Much”

The Wildlands and Woodlands report articulates a vision for the New England Landscape, including establishing measurable benchmark associated with the overall goals. It was authored by more than 20 natural resource professionals, including foresters, forestry professors, natural resource scientist, etc. A review of this document highlights the similarities between the existing forest to developed area ratio within the New England landscape and that of Lebanon. The report’s objectives additionally align with the vision expressed within the Lebanon Master Plan, including: avoiding sprawl, encouraging infill, and preserving the natural landscape. And perhaps most

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city’s ecological integrity

encouraging, the reports vision and goals appear to align with an opportunity that still exists within the Lebanon community.

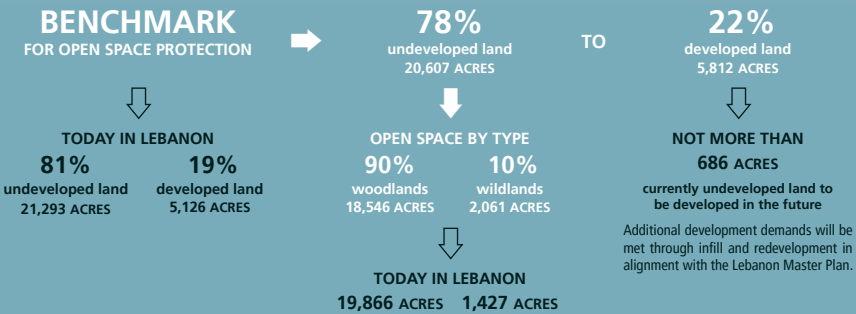
The Wildlands and Woodlands vision builds on decades of planning and leaves room for continued growth and development. It:

- Calls for a long-term conservation effort to retain at least 70% of the region in forestland, permanently free from development. This would be achieved through easements from willing private land owners guided with strategic conservation acquisitions and enhanced economic incentives to retain forestland. This forested land would be punctuated only by waters, wetlands, and farmland.
- Strikes a balance between active, long-term forest management and preservation. Ninety percent of forestland would be expansive "Woodlands" that are voluntarily protected from development and managed for forest products, water supply, wildlife habitat, recreation, aesthetics, and other objectives. Ten percent of forestland (or 7% of the community) would be "Wildlands" that are established as large landscape preserves subject to minimal human impact and shaped by natural processes.

Applying the Wildlands and Woodlands vision to Lebanon that aligns with desires expressed by the community, it would propose that the amount of undeveloped to developed land within the community not exceed a 78:22 ratio. Furthermore, of the 78% of undeveloped land (20,607 acres), a minimum of 10% (2,061 acres) would be protected open space managed as "wildlands." Lebanon's Farnum Hill property currently provides 820 acres that would qualify as "wildlands" where logging is prohibited, mountain bikes and other uses are excluded, and the existing foot trail network will not expand. Rix Ledges is another 250-acre natural area that could be managed as "wildlands." Together these two existing city-owned properties account for 41% of the fully realized "wildlands" aspired to within the plan.

Lebanon is currently at a 81% undeveloped to 19% developed land ratio. The 78:22 ratio benchmark could accommodate existing development projects currently underway, as well as provide an opportunity for a small amount of continued development in the more rural undeveloped areas into the foreseeable future. However, it would require the vast majority of future development projects to be urban core infill and redevelopment, which is the form and pattern of development called for in the city's Master Plan.

The proposed approach for categorizing the Lebanon landscape (e.g. developed, undeveloped open space, and wildlands) and setting benchmarks for each, serves to create a portfolio of the various land categories, as well as desired units of measurement or "metrics" for each. It aligns a local vision with a broader regional vision that is espoused by forest professionals and grounded in science. It is in concert with the Lebanon Master Plan's Future Land Use map, adopted by both the Lebanon Planning Board and Lebanon City Council. This vision focuses on the preference for "brownfield" development and establishing a benchmark limit on "greenfield" development. This vision does not attempt to address the desired or optimal level of growth within the existing developed areas, opting to simply encourage the Planning



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

Board and City Council to periodically engage in that assessment, as informed by the residents of Lebanon and the capacity of existing infrastructure.

This approach represents an achievable, realistic scenario for Lebanon, supported by continued conservation efforts, and a continued trajectory of redirecting growth to the urban cores. It mimics the desires repeatedly expressed by Lebanon residents of promoting vibrant development centers while keeping the surrounding natural lands in their existing state.

The Where or What Open Space Lands

If the 78:22 ratio benchmark is to be realized, it would be logical to engage in an assessment of the natural resource value and ecological richness of existing undeveloped lands to identify the lands best suited to being designated, and potentially protected as, woodlands or wildlands. The descriptive information contained within the Lebanon NRI and Wildlife Corridor reports can inform this assessment and provide a decision-making model that is grounded in ecological principles.

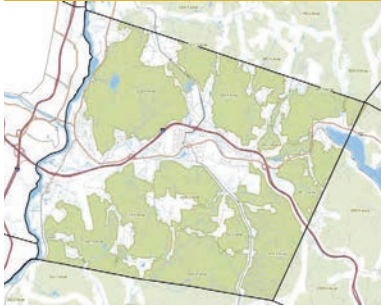
The Spatial Solution Methodology. To describe the prioritization methodology in a "science based" narrative, one could simply state the goal is to preserve the existing biodiversity of the community. To apply the concept of biodiversity in a conservation planning context, Landscape Ecologist, Richard Forman of Harvard University has shown that "there are spatial land-use patterns that make good ecological sense and that will conserve the bulk of nature and natural processes in any landscape or major portion thereof. These patterns will not protect every species, every soil particle, every nutrient concentration or every portion of water bodies, but the spatial pattern will conserve the bulk of the attributes, as well as the most important ones."

Forman's Spatial Solution to Conservation Biodiversity describes both indispensable patterns that occur within a landscape, as well as strategic points. The following section will provide a description of the indispensable patterns and strategic points, as well as provide the specific examples of such occurring within the Lebanon landscape, as gleaned from the NRI report. The intent is to utilize this framework, in addition to the information contained within the NRI and Wildlife Corridor report to guide conservation planning efforts.

Methodology Summary

To summarize, the proposed approach for maintaining the existing, vibrant, undeveloped open space landscape within Lebanon, includes achieving a desired ratio between developed and undeveloped lands, as well as utilizing a landscape scale framework approach for general guidance, and existing detailed natural resource information for more direct action as part of the general planning process. For the proposed approach to work, it is essential that the Lebanon community embrace the overall value of achieving the stated conservation vision and engage in a "planning" process that is far more inclusive and innovative than simply relying on the traditional techniques of deploying regulation or purchasing properties as a means to preserve open space. [continued on page 11]

LARGE PATCHES



The large patches of natural areas in Lebanon are bounded by roadways or other forms of development. The quality of the natural habitat provided increases with distance from the edge effects of traffic and other human impacts. The interior or core areas of the large patches are particularly noteworthy, as documented in the NRI report. Fragmentation of large patches is considered a serious threat to regional biodiversity and a leading cause of species extinction.

An assessment of Lebanon's large patches has included an edge to perimeter ratio, as well as core area assessment. The concept being that a large patch providing significant core area with low edge to perimeter ratio is one that offers more "buffering" from edge disturbance. For example, the scarlet tanager is an interior nesting bird and as such, seeks habitat within the interior core area of a forest. Predation is an edge effect that is decreased as the distance is increased from the edge. "Umbrella species" such as bobcat, bear, or moose, require large patch habitats, and by maintaining these species habitat requirements, habitat is provided to multitudes of species with smaller habitat requirements, hence the concept of an umbrella species.

The Landmark Lands, Rix Ledges, Greater Bass Hill, Mt. Tug, and Hibbard Brook Headwaters provide some of the most notable large natural area patches within Lebanon. It is important to note that many of these extend into the neighboring communities, highlighting their role and value at a landscape scale.

The interior portions of large patches are logically good candidates for the wildland category of natural open space, in which human disturbance is avoided to the greatest extent possible.

VEGETATED CORRIDORS



Vegetated corridors occur along major streams and rivers (e.g. riparian corridors), providing hydrologic and ecologic benefits such as:

- Controlling streambank erosion;
- Reducing mineral nutrient and other substance inputs to streams;
- Providing shade and fallen branches for fish habitat;
- Providing leaves and branches as the base of aquatic food chains; and
- Protecting conduits for species moving along the dendritic system (Binford and Buchenau, 1993; Malanson, 1993).

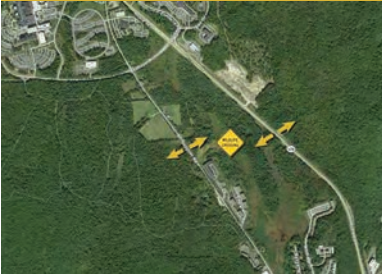
Both width and connectivity appear to be key variables determining the effectiveness of stream corridors.

Lebanon's undeveloped riparian corridors are identified as a top priority within the NRI, due to the functions and values they provide and the development pressure or general disturbance they experience. Lebanon has adopted a local riverbank protection district as a regulatory approach to conserving the integrity of these features, but additional conservation measures are likely needed to maintain the full spectrum of habitat functionality provided.

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

CONNECTIVITY BETWEEN LARGE PATCHES



Wide connected corridors or, in some locations, a scatter of small patches are keys to effective movement of species between large natural-vegetation patches (Harris and Gallagher, 1989; Saunders and Hobbs, 1991; Noss, 1993a; Forman, 1995). The movement of species among large patches enhances recolonization following local extinction, reduces the probability of inbreeding depression and decreased genetic variability, and spreads risk in case of severe disturbance to a patch.

The NRI report identifies 65 wildlife crossing sites occurring within Lebanon. Of these, 17 were selected for additional habitat availability assessment as they had one or more of the following attributes:

- They were identified as a wildlife crossing area in the 2008-2010 NRI
- They had a high spatial or temporal species crossing frequency as determined in the field during the wildlife assessment portion of the NRI
- They abutted at least one unfragmented area of at least 500 acres
- They included 'pinch points' along roadways subject to potential development

The 2016 Wildlife Corridor Report details the descriptive assessment of the seventeen, including: the general direction of travel for the crossing animals, the width and type of crossing, the traffic volume of the roadway, the primary species using the crossing site, and the unfragmented landscapes they are moving between. Detailed recommendations for improving each crossing area are provided, as well as the additional prioritization that includes categorization as either "major" or "best."

The Mt. Support wildlife corridor highlights the challenges to preserving the viability of these features. The area is appropriately zoned as a high-density residential district due to its close proximity to a major employment center and it is experiencing significant development pressure that has the potential to adversely affect wildlife movement. The opportunity does exist to combine a coordinated development review process, with desired site design, to provide an opportunity for both needed housing and the continued viability of this existing wildlife crossing.

BITS OF NATURE ACROSS THE MATRIX



Where the surrounding matrix is ecologically unsuitable or less suitable than the large patches, small patches and/or corridors scattered over the area provide several key ecological benefits. These include:

- Protecting rare habitats and species outside the large patches;
- Providing stepping stones for species movement in all directions;
- Breaking up extensive stretches of matrix to reduce wind or water erosion; and
- Providing heterogeneous conditions throughout the landscape as a hedge against disturbance.

These features likely require the greatest oversight and active management as they won't have the recognition to generate the level of awareness and response the more easily identified large patches or prominent vegetated riparian corridors experience. Lebanon's requirement that large subdivisions provide 50% open space area, as is generally described as a conservation development design approach, is one planning tool that could be utilized to conserve the "bits of nature." Transitioning from large subdivisions occurring within existing natural open space areas, to infill or redevelopment would be even more effective.

STRATEGIC POINTS IN A LANDSCAPE



Strategic points in a landscape are those locations whose ecological importance is exceptional and long term. Examples include:

- Content of location, including the only vegetated patch, or perhaps the only high elevation undeveloped ridgeline point within an urban setting.
- Flux centers where movements or flows are concentrated, such as a migration route, or intersection of a network
- An especially sensitive habitat or location that if altered, has a long recovery time

Examples of Lebanon's strategic points, as highlighted in the NRI report, would include rare, threatened, and endangered species; critical or "best" wildlife crossings; high value wetlands and vernal pools; exemplary natural communities; prime farmland soils and soils of importance; surface and ground water; flood plain forest and other high value natural community types; and Significant Ecological Areas (SEAs). SEAs are "those sites that, because of their sensitive nature and unique resource characteristics, require special treatment in terms of long-term conservation and/or protection from human impacts." SEAs are significant because they represent land that contains the highest value natural resource aspect of a given area. Within the boundary of an SEA is one or more valuable elements that exist only by virtue of a unique combination of environmental conditions.

The co-occurrence layer generated for the NRI combines important species, habitats, and natural resources together, yielding a "snapshot view" of locations where these attributes overlap. This information presents an additional opportunity for the identification of strategic points.

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

The traditional planning process reacting to demands of growth and resultant adverse impacts on open space are evident up and down the East Coast, from New Jersey, to the communities in Southeastern New Hampshire. Sprawling subdivisions, filled wetlands, forest fragmentation, increased impervious pavement, and roadway construction have devastating impacts on the natural systems within communities. With the wealth of knowledge existing within the current day planning profession, and the conservation/planning tools that are available, there is a real opportunity for Lebanon to secure a different outcome. Directing future growth to within the urban core areas and the redevelopment of existing properties, combined with and a continued recognition of the value provided by maintaining the natural open space areas, including sound management decisions, affords the ability to achieve a healthy balance between development and conservation. The following section provides strategies to be utilized to achieve such.

Biodiversity can be defined as the variety and variability among living organisms and the ecological complexes within which they occur (US Congress Office of Technology Assessment, 1987).

Dr. Reed Noss, a renowned conservation biologist, defines biodiversity as “the variety of life and its processes. It includes the variety of living organisms, the genetic differences amongst them, the communities and ecosystems in which they occur, and the ecological and evolutionary processes that keep them functioning, yet ever changing and adapting.”

Land Use / Land Cover Type Map

LebanonGIS

Areas colored yellow to green are undeveloped forestland, protected open space, and working lands. Areas colored orange, brown and gray are developed. Blue areas are rivers, streams, ponds and wetlands.



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

4. OPEN SPACE MANAGEMENT STRATEGIES

Meeting Lebanon's benchmark of 78% open space to 22% developed area will require the continued use of standard conservation measures and implementation of the planning practices espoused in the Lebanon Master Plan. If the community is to continue to grow, it is imperative that infill and redevelopment be the guiding principles for future development. The 78-22 benchmark accommodates a limited amount of residential development outside Lebanon's core areas. The remainder of the development, including non-residential growth, should occur within the core areas. That is sensible not only to meet the objectives of this plan, but for prudent fiscal reasons such as limiting the cost of municipal operations and infrastructure construction.

Businesses initially locate, expand, and thrive in Lebanon for the community's quality of life, which includes the natural landscape surrounding the existing built environment. That growth drives demand for more housing and services. Paradoxically if that growth continues to convert undeveloped land to developed land, it can undermine the quality of life that made the community attractive to employers and residents in the first place. Lebanon can have both a vibrant economy and open space preservation if the city's planning and development process is successful in directing growth to appropriate locations within the community.

Beyond promoting infill and redevelopment over sprawl or greenfield development, Section 3 detailed a methodology for identifying and prioritizing undeveloped land in the city for protection based on its ecological functions and values. It recommends that the city's open space include both working woodlands and wildlands – areas established as landscape preserves subject to minimal impact and shaped by natural processes. Further, Lebanon will consider worthy land conservation efforts in all its sections and neighborhoods. Widely-dispersed conservation lands will help maintain wildlife corridors and will provide immediate access to open space for city residents.

This plan recommends the following general strategies to achieve Lebanon's open space objectives.

Public Education and Outreach

Educating residents about the value of Lebanon's open space resources and how those resources improve the quality of life in the community is essential to build and sustain support for land conservation efforts. City residents must have opportunities to become better aware of and informed about the beautiful places and important resources found in Lebanon, and how those resources contribute to quality of life, environment, and the economy. With this knowledge and insight, residents will better appreciate the diversity of the city's landscape and understand the importance of long-term protection.

Partnerships

Public education is partly the responsibility of the Lebanon Conservation Commission. However, every effort must be made to work in partnership with the Lebanon

Planning Board and City Council, as well as the many state and local agencies, non-governmental and education organizations that share an interest in land conservation and stewardship. Partnerships help to spread the workload, cost, and message to a broader constituent base. The Conservation Commission may also be able to draw upon citizens with specific interests, talents and skills, who are willing to volunteer their time to broaden the Commission's capability and capacity in this regard.

Programs

The Conservation Commission has a solid history of organizing on-going education programs concerning the City's natural areas. The "Wild About Lebanon" guided walks and hikes provide people with an opportunity to experience first-hand the rich diversity of scenic and rare resources available in the City. The Conservation Commission is interested in developing additional programs, such as an annual amphibian crossing project, a volunteer trail stewardship program, and a range of workshops and educational events designed to engage the public and improve the stewardship of both public and private open space properties. Other potential opportunities to educate the public include creating education programs through the local schools and developing or expanding collaborative working relationships with other organizations dedicated to conservation education.

Mapping and Signage

While the city already provides trail maps for the public open space properties, the information about those properties on the City web page could be expanded and enhanced. Continuing to install kiosks at trailheads and trail markers/signage can enhance the experience of exploring these properties, as well as attracting additional users.

Property Owner Outreach and Recognition

Land conservation is often a reactive process; individuals and institutions marshal effort and money to protect property when it is placed on the open market for sale or development appears imminent. A more effective and coordinated approach would be for the Conservation Commission to proactively reach out to landowners whose properties fall within the City's natural resource priorities before they decide to sell or develop their land.

This outreach can take the form of both education to encourage private conservation efforts and information about sound land-management practices. Information about the many conservation strategies currently available and the organizations that practice them can help large landowners plan for a future that will both meet their own economic needs and protect the City's natural heritage. If landowners have this information in advance, they are more likely to practice responsible land management and to be receptive to conservation-minded alternatives to conventional development options.

As part of the City's outreach activities, the owners of properties that possess important conservation value should be identified and informed about the important



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

resources on their property, the benefit those resources provide to the community, and things they can do as stewards of these resources to maintain or enhance these assets. These options could range from limiting development on the property (conservation easements, transfer of development rights) to preserving a buffer space around sensitive areas or educating landowners about land use impacts, such as mowing or “brush-hogging”, on particular species. These owners could also be made aware of the opportunities provided by Lebanon’s Open Space Trust Fund. The Conservation Commission should build funding for these activities into their annual budget.

There are numerous property owners in Lebanon who have been responsible stewards of important resources – some for multiple generations – and can serve as examples. To the extent possible, the City should seek ways to recognize these private stewards for the service they are providing the community.



Regulatory Protection

Regulatory measures are a cost-efficient means of land preservation, and can be extremely effective in curbing sprawl and protecting land if implemented in accordance with the City’s open space priorities. Lebanon’s Zoning Ordinance, Site Plan Review and Subdivision Regulations, and the Capital Improvements Program can all be utilized to influence the location and intensity of development within the City.

Planned Unit Development

The current Zoning Ordinance already contains provisions for Planned Unit Developments or Cluster Subdivisions that are intended to preserve significant natural land features and/or open space by providing greater development flexibility. In return for setting aside a percentage of the land as permanent open space, the landowner can still receive the allowed density for the entire parcel and may also benefit from reduced development costs. The City requires such conservation developments under certain circumstances to ensure that open space is preserved at the same time as development is approved.

Dimensional Standards and Parking

The current Zoning Ordinance also provides for dimensional requirements, including minimum lot size, minimum yard requirements, maximum building coverage limitations, and even minimum parking requirements. The City should consider developing and incorporating a Maximum Lot Coverage limitation to ensure that a portion of all lots remains as greenspace. In addition, because a significant amount of lot coverage is typically associated with parking, the City should develop Maximum Parking Requirements and allow for reductions in parking provided on site. Encouraging adjoining properties to share parking may also help reduce impervious surface in the City.

Increasing the maximum height of buildings should be evaluated and incorporated within appropriate zoning districts as that measure could support reducing the overall footprint of development projects. The high density Residential One (R-1) district, as well as the CBD, LDD, and Industrial districts are likely the most logical places to increase building height.

Innovative Land Use Planning Techniques

Incorporating additional innovative land use planning techniques, such as those promoted by the New Hampshire Department of Environmental Services, the NH Association of Regional Planning Commissions, NH Office of Strategic Initiatives, and the NH Local Government Center should be assessed and adopted as deemed appropriate. Examples would include lot size averaging, density transfer credit, urban service districts, etc.

Overlay Districts

The current Zoning Ordinance contains several Overlay Districts, which are intended to provide an additional layer of review and protection for certain natural or cultural resources, including wetlands and flood plain areas. The City should review the advisability of incorporating additional Overlay Districts, where warranted, to protect

additional resources deemed important by the community. Examples include a steep slope, a source water, aquifer, and ridgeline overlay protection district.

Road and Driveway Standards

Regulating the length as well as the design of private roads or driveways would significantly reduce the fragmentation effects on open space areas. For generations, interior forest areas as well as ridgeline areas remained in a natural state as it was simply cost prohibitive to construct roadways to access these areas. In recent years, there has been an emerging trend to locate homes in such locations for the privacy and views they may afford throughout the Upper Valley. The edge effects of development in interior forest areas will contribute to the degradation of some of the highest value open space areas in the city and region.

Acquisition of Property or Property Rights

Some undeveloped lands that offer high-quality natural resources must be permanently protected. Without such protection, there is no guarantee that existing open spaces will remain in their current state. Indeed, there is much evidence indicating that unprotected lands will ultimately be converted into residential and commercial development. The acquisition of easements, which are legal rights in land that may restrict development, preserve a view, etc., can be used to protect natural resources. Easements are attractive when the owner of a property wishes to continue some level of activity or use of that property, such as when a farmer continues to grow crops on farmland. Easements also allow property to remain in private ownership and, therefore, they allow families to transfer conserved property from generation to generation. Alternatively, conservation can be achieved by “fee simple” purchase, which transfers ownership of the entire parcel to a municipality or land trust with the placement of an easement occurring subsequently.

When high-value open space lands are available for purchase from a willing seller, the City and its partners should make a reasonable effort to conserve these lands through direct acquisition, easement, or another established protection mechanism. Undeveloped parcels containing high-value resources should be a conservation priority for the City. This policy will simultaneously maximize conservation funds and natural-resource benefits.

However, it is important to reiterate that the focus on high-value lands does not preclude conservation of lesser-value properties. For example, the prioritization of large, contiguous parcels does not mean that small properties should be eliminated from consideration. Some flexibility can be maintained by introducing weighting factors into the resource analysis where the community feels that certain natural features or functions are particularly sensitive and significant. With this flexibility, parcels containing an especially rare or valuable resource, but which lack the co-occurrence of other resources, can still receive a relatively high priority ranking by the City.

The legal cost associated with creating an easement, as well as associated endowment fees, could be a barrier to a willing landowner. The City or other partners may be able to provide financial assistance as needed to cover the cost incurred by a property owner when placing an easement on their property. The Conservation Commission

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city’s ecological integrity

13

has recently initiated a campaign to inform landowners of this proposed partnership concept.

To facilitate the acquisition of properties, as well as the partnership funding concept for the placement of easements on private property when deemed appropriate, the City should continue to support the funding of Lebanon Open Space Trust (L.O.S.T.) fund. These funds should be used to leverage other sources of funding, including state and federal grants and appropriations, and private donations. In addition, the City should develop and maintain a reference list of private, state, and federal funding sources to support acquisition, planning, and management activities.

The City should continue and enhance its marketing and outreach strategy to connect with interested landowners. These outreach strategies should encourage the voluntary donation of land or easements. The City should develop informational and educational materials concerning the potential benefits of donations and work closely with other existing entities engaged in land preservation.

Summary

Areas of open space are an essential element of every successful community. As noted in the previous sections, open and green spaces offer a host of environmental, social, and financial benefits. Protection of open space has been an interest and objective of the City for many years. Pressure to develop existing open space and sensitive areas will continue to mount as Lebanon becomes built-out and development seeks out increasingly sensitive and marginal sites.

While Lebanon welcomes new development, it must be guided into areas that are best suited and desirable – not just those sites that remain undeveloped. For this to be effective, the City should approach this challenge from two fronts:

- 🕒 Identifying those areas where new and more intensive development is welcome and encouraged; and
- 🕒 Identifying those areas that should be protected over the long term - the purpose of this plan.

Open space protection in Lebanon embraces the reality that not all lands can or even should be protected from development. As a regional growth center, Lebanon must find a balance between conservation and continued development that addresses the needs of the City's diverse population – present and future.

Lebanon's plans for the future must encourage the continued revitalization of areas within the built-up core areas of Lebanon and West Lebanon. Furthermore, by encouraging and accommodating more development, and at higher densities than in surrounding communities, Lebanon will also play a very important role in protecting open space and working lands throughout the region.

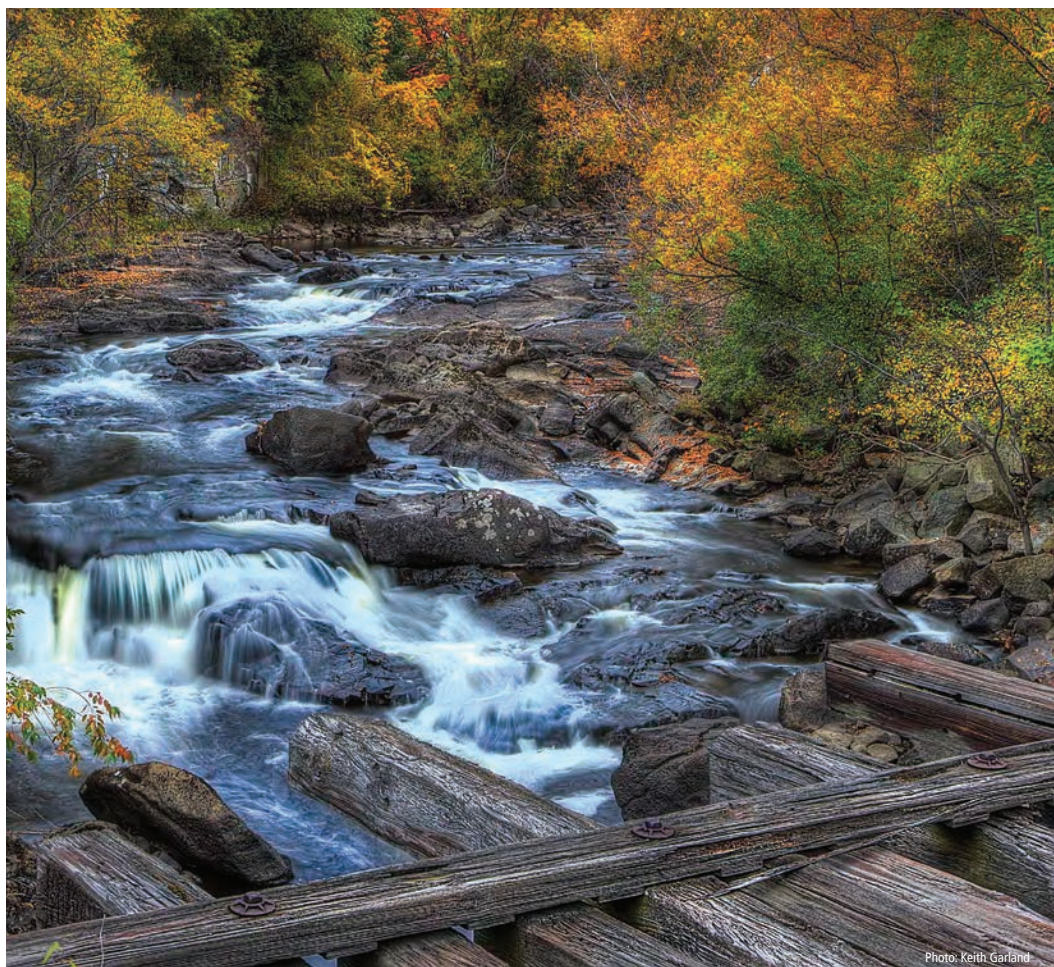


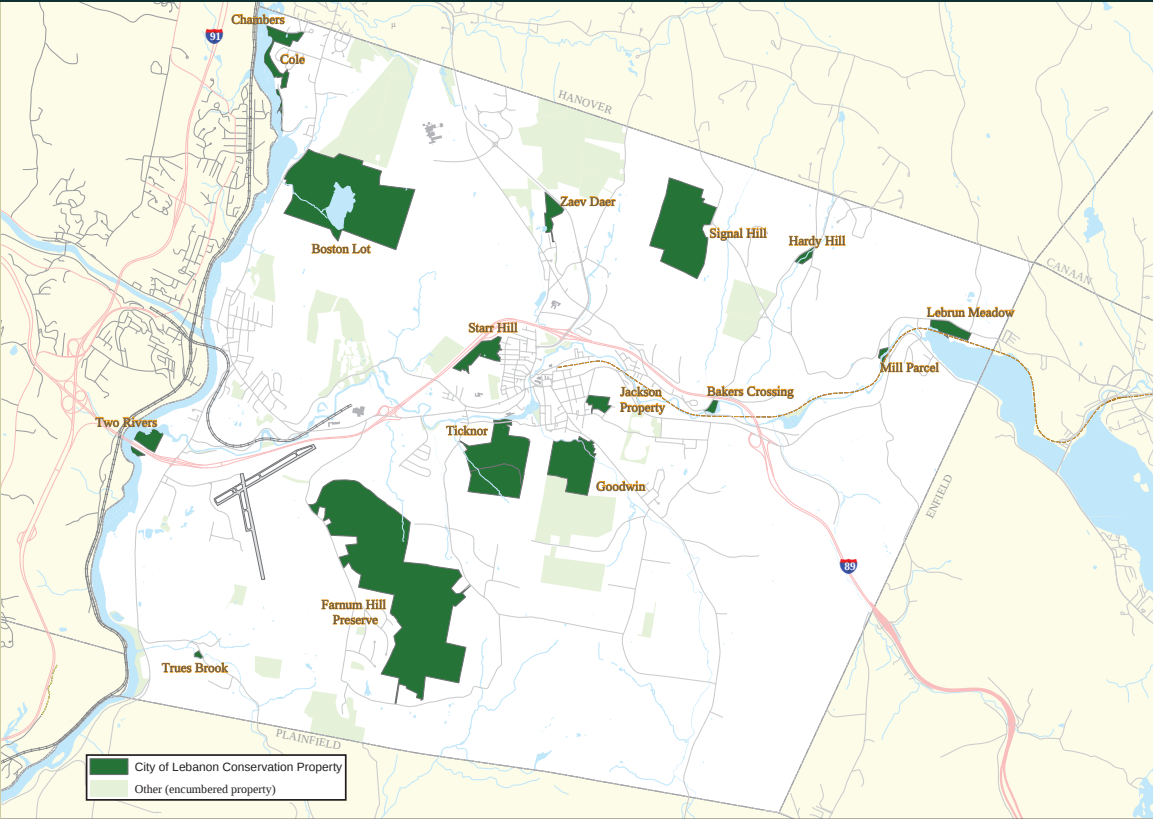
Photo: Keith Garland

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

ADDENDUM: CITY OF LEBANON CONSERVATION PROPERTIES

More information about the city's conservation properties, including trail maps, is available on the [city website](#).



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

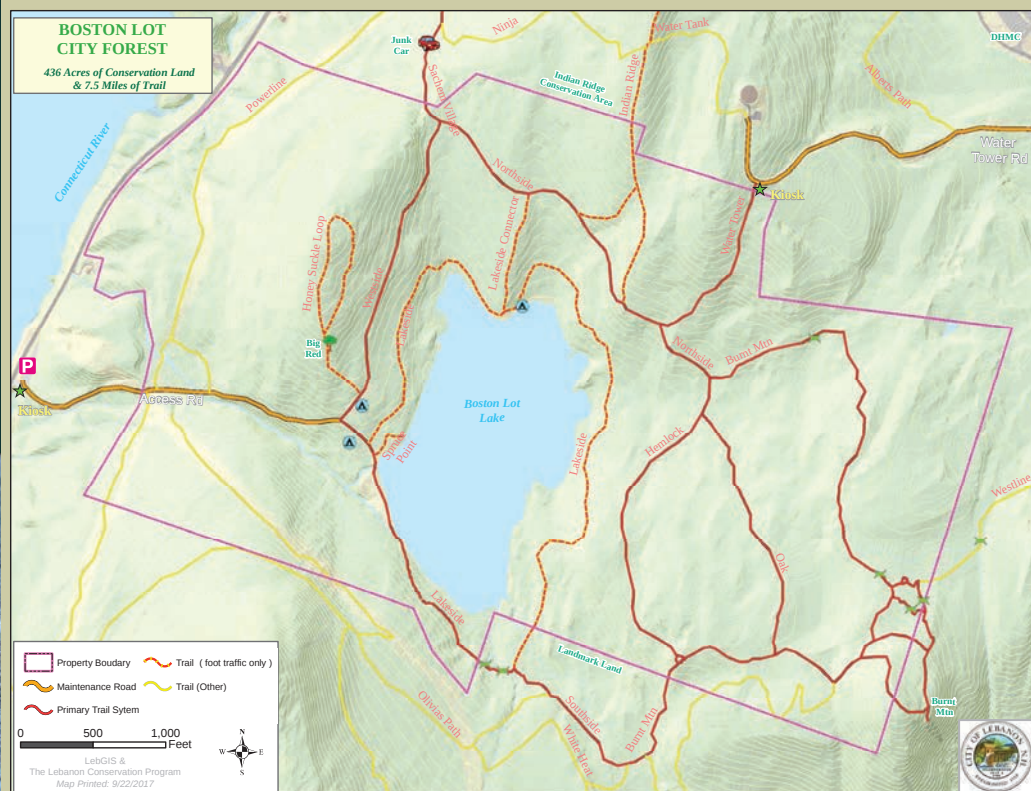
BOSTON LOT CITY FOREST

436 acres | 7.5 miles of trails

Boston Lot Lake, the centerpiece of this property, was formed in the early 20th century when a dam was built to create a 45-acre reservoir that served as the water supply for West Lebanon until the early 1960s. The lake sits at the bottom of a bowl ringed by forested ridges, which lends the site a 'back country' feeling despite its proximity to the Route 10 corridor and Dartmouth Hitchcock Medical Center (DHMC). Several small streams flow into the lake and it discharges from the dam spillway through a stream to the Connecticut River. Outcrops of bedrock (primarily Lebanon granite), large glacial boulders and steep ledges are common.

The property's original 330 acres were permanently protected in 1996 through a conservation easement held by the Society for Protection of New Hampshire Forests. Dartmouth College gifted the city an additional 108 acres in 2009 that expanded the property to the west towards Route 10. The property and its network of trails is accessible from the parking area adjacent to the Wilder Dam on the east side of Route 10, the water tower access road west of DHMC, the Indian Ridge trail, the Sachem Village trail, Dartmouth College's Landmark property trails, and several other trails on private property.

The Boston Lot is forested with sugar maple, beech, red oak, hemlock and white pine predominating. Several large 'specimen' trees that have survived past logging remain. Wildflowers and ferns abound. The woods are abundant with wildlife including migrating and resident birds, and the lake contains a variety of fish species including perch and bass. More detailed information about the natural resources found on the property is available in [Natural Lebanon](#).

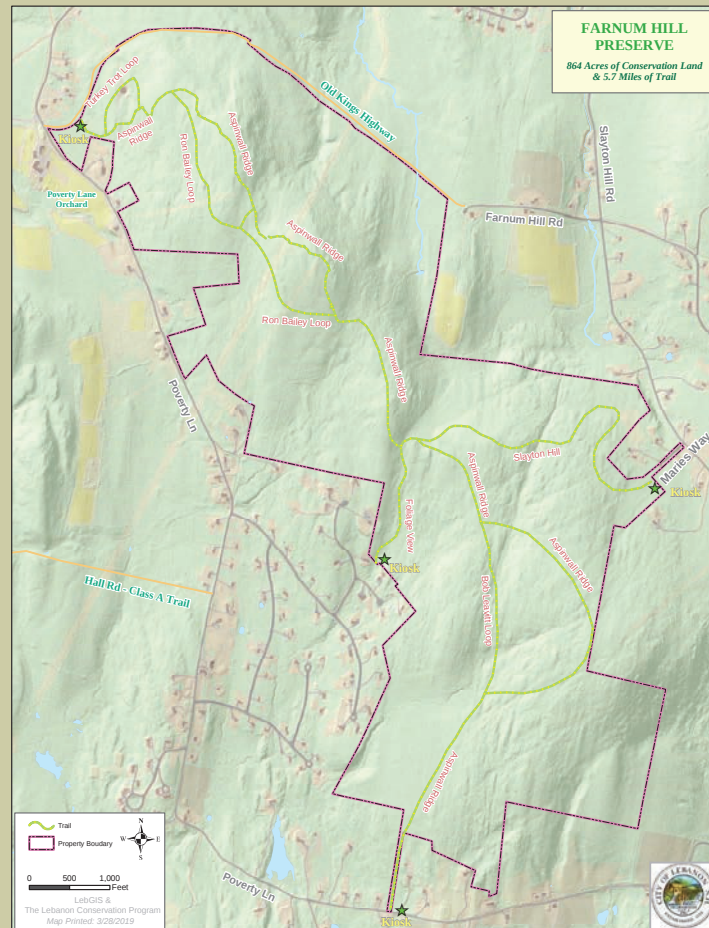


LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

820 acres

Most of the reserve is forested by typical upland forest stands of mixed hardwoods and hemlock. There are pure stands of white pine, red oak and hemlock. The hemlock stands provide deer with winter yarding areas. Native wildflowers such as trout lily, bunchberry, wintergreen, pyrola, Pointed-leaved tick-trefoil, yellow violets and Canadian mayflowers may be found in the reserve. Wildlife species are diverse and abundant. These include white-tailed deer, bobcat, rabbit, fisher cat, red fox, raccoon, ruffed grouse, woodcock, several kinds of woodpeckers, hawks, barred owls, and many songbird species.



a strategy for integrating and advancing efforts to conserve the city's ecological integrity

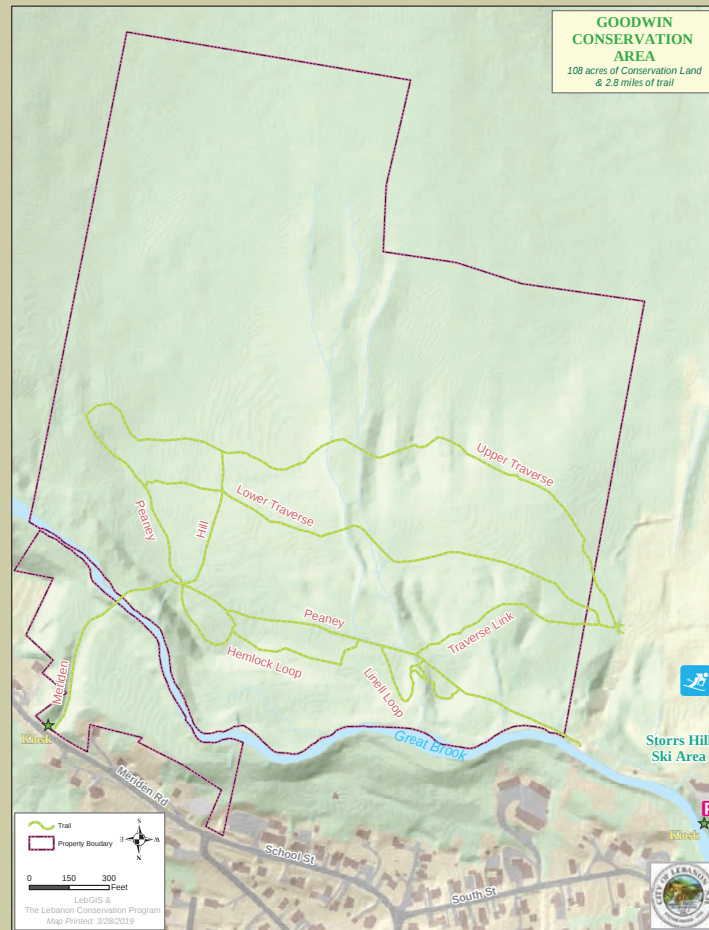
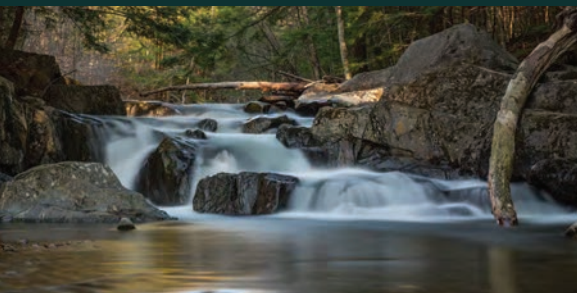
GOODWIN CONSERVATION AREA

108 acres

Goodwin Conservation Area abuts Storrs Hill Ski Area and offers recreational opportunities year-round. The popular Exercise Trail with 17 exercise stations follows Great Brook and opened in 1980. In the winter months, cross-country ski trails loop along the hillside. Edmund and Dorothy Goodwin donated the 108-acre property to the City of Lebanon in 1974 to be used solely for recreation purposes.

The park is located on the north slope of Storrs Hill, extending from Great Brook to the Townsend property. Many small boulders accent the hillside; most soils are well drained. Small springs and several intermittent streams are located on the hillside. Running along the base of the hill, Great Brook has several erosional features. Small waterfalls and many potholes - some the size of bathtubs - are located near the bridge at the school street access. Potholes are formed in the rock streambed by the abrasive action of rocks, pebbles and sand in the swirling water. Several good - sized wading pools are located along the stream with "Scrape Bottom" being one of the most popular on hot summer days. Stream flow is usually sufficient to maintain pool levels throughout the summer.

The forested slope is dominated by young to medium aged northern hardwoods and hemlock with areas of thick vegetation and slash, the result of recent logging. The hardwood vegetation is particularly well-developed upslope. Hemlock becomes especially prominent down along the brook at the base of the hill. Wintergreen, trailing arbutus, and pipsissewa are also found near the brook. By contrast, many of the interesting spring herbs are best developed under hardwoods: trout lily, red trillium, wild leek, blue cohosh, wild ginger, toothwort, avens, jack-in-the-pulpit, wood anemone, liverwort, pink ladyslippers and sharp-leaved hepatica. Storrs Hill is also of botanical interest and harbors a number of rare plants and several concentrations of spring wildflowers.



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

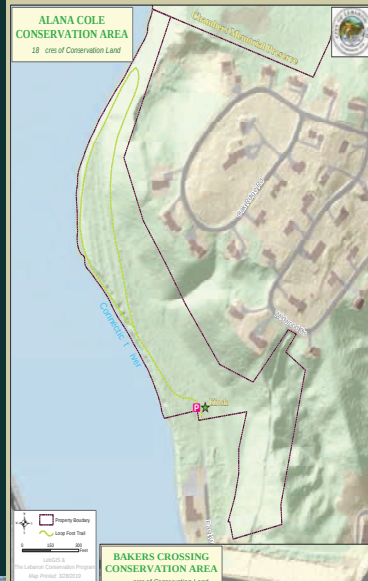
ALANA COLE CONSERVATION AREA

16 acres | 0.5 miles of trails

This unmanaged forestland property is located along the Connecticut River adjoining the Chambers Memorial Preserve property (together they protect nearly one mile of river frontage). Access is from East Wilder Road from a small parking area with a kiosk just north of the road terminus. The trail along the river is relatively flat, providing an easy stroll for viewing the river. A visible segment of the historic "Old Horse Trail" is located near the eastern boundary of the property, connecting with present day Wildwood Road.

The property features a variety of geomorphic features of glacial origin. The wooded ridge along the Connecticut River is an esker, formed by glacial debris, after the last glacier receded. The property is comprised of three distinct wildlife habitats: shoreline habitat; riverbank floodplain forest consisting of white and red oak species; and hemlock-hardwood-pine forest along the eastern edge of the property where the topography slopes on the esker. Dogwoods are found in the moist soils near the river and the woods are home to numerous wildflowers including fringed polygala, wild sarsaparilla and pink ladyslippers. The property also overlays a high-yield aquifer and its conservation has protected the quality of the groundwater.

The city bought the property in 1989 from Alana Cole with multiple public and private funding sources including the proceeds from the sale of timber off the Boston Lot. A conservation easement held by the Society for Protection of New Hampshire Forests permanently protects the property.



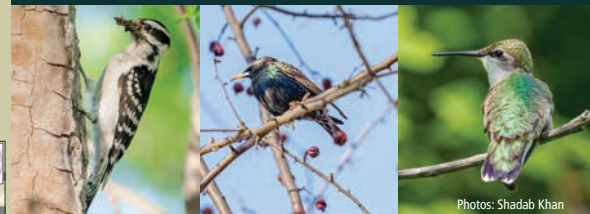
BAKERS CROSSING CONSERVATION AREA

5 acres

The property is located along the Mascoma River near the intersection of Hardy Hill Road and Riverside Drive. The small parking area provides access to the riverwalk trail head as well as a scenic view of the Packard Covered Bridge and Mascoma River. The Lebanon Rotary club has been actively managing the parking area for several years, including the maintenance of planters as well as general clean-up tasks.

The scrub/shrub field as well as the floodplain forest along the river's edge provide valuable habitat for migratory birds, butterflies, and other small animal species. The property offers access for fly-fishing and is a favorite location for bird-watchers.

The property was transferred to the city by Harold and Lorraine Slack in 1992 as part of a subdivision open space agreement.



Photos: Shadab Khan



Photo: James Walsh

LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

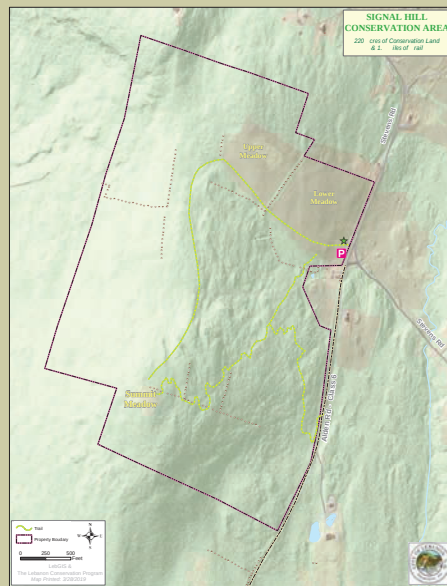
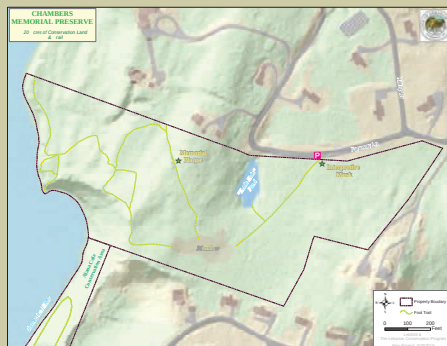
CHAMBERS MEMORIAL PRESERVE

19 acres

Chambers Memorial Preserve is a 19-acre park accessed via Wyeth Road to Faraway Lane. Trails pass by a kettle pond, through a wildflower meadow, and go down to the Connecticut River. The park was dedicated in 1973 to the memory of William Chambers, MD, a respected physician and naturalist. The Connecticut River Watershed Council transferred ownership of the property to the City of Lebanon and gave a conservation easement to the Society for the Protection of New Hampshire Forests in 1997.

The property features a variety of geomorphic features of glacial origin. The wooded ridge along the Connecticut River is an esker, formed by glacial debris, after the last glacier receded. The small pond near the entrance to the park is an example of a glacial feature common throughout New England – a kettle hole pond – which was created when a block of ice surrounded by debris melted away, leaving a depression that filled with water.

Varied habitats support a wide array of plants and animals. The park is home to chipmunks, foxes, frogs, waterfowl and songbirds. White pine, hemlock and white oak dominate the forest, while dogwoods are found in the moist soils around the pond. The meadow and woods are home to numerous wildflowers including fringed polygala, white and purple violets, wild strawberries, hawkweed, pinks, yellow rattle and pink ladyslippers.



SIGNAL HILL

220 acres

Signal Hill is so named because it was part of a chain of hills and mountains where colonists would signal using semaphore arms in daylight and fires at night during the Revolutionary War period to warn residents of approaching British forces. The property was later home to several small-scale kyanite and copper mines, and then was farmed.

Old logging trails travel uphill with beautiful overlooks through two large fields and dense pine woods to a small clearing affording views of Croydon Mountain, Mount Ascutney and Blueberry Hill.

The large amount of edge habitat supports a variety of plant and animal life. Plants include Bird's eye speedwell, blue-eyed grasses, blackberry and blueberry bushes, goldenrod, Canada mayflowers, clintonia, wild strawberries, purple violets, and wild sarsaparilla. The park is also home to deer, bear, red-tailed hawks, chipmunks, squirrels, foxes, woodcock, and songbirds.

The park was acquired by the City of Lebanon Conservation Commission in cooperation with the Upper Valley Land Trust.



Photo: David Jorgensen

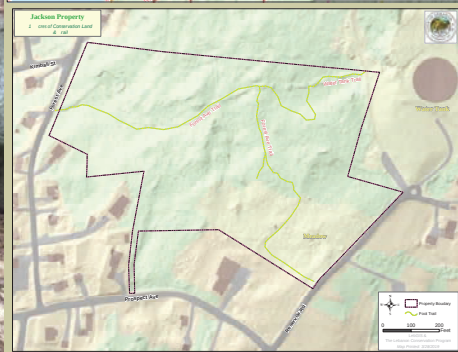
LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

INDIAN RIDGE

237 acres

The approximately 237 acres of conserved land are part of a larger parcel owned by Dartmouth College. The existing property easement was generated as part of an agreement between Dartmouth College and the Town of Hanover. The trails on this property connect to the DHMC trail system, the Boston Lot trail system, as well as to the Sachem Village neighborhood. The views from the ridge include various Vermont peaks, as well as Dartmouth's Baker Tower.



JACKSON PROPERTY

15 acres

The property is located along the eastern edge of the Central Lebanon city limits. The original property was subdivided to allow the City of Lebanon to purchase and conserve the undeveloped portion of the land as a natural area. The 15+ acres was purchased and protected using the Lebanon Open Space Trust fund.

The property is primarily forested, with species including red oak, white pine, eastern hemlock, red maple, and to a lesser extent, sugar maple, white ash, yellow birch and hop hornbeam. A small red pine plantation exists near the end of Reservoir Road. The eastern hemlock along the northern boundary offer great wintering area for deer. There are also approximately 3 acres of open fields.



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

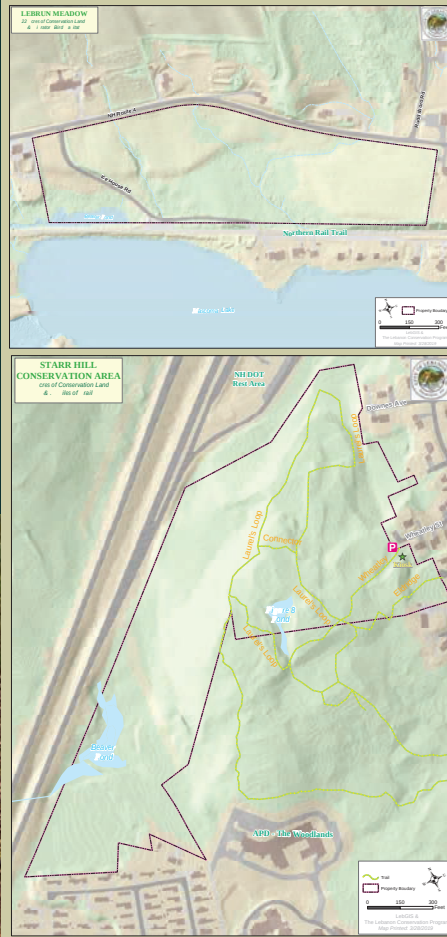
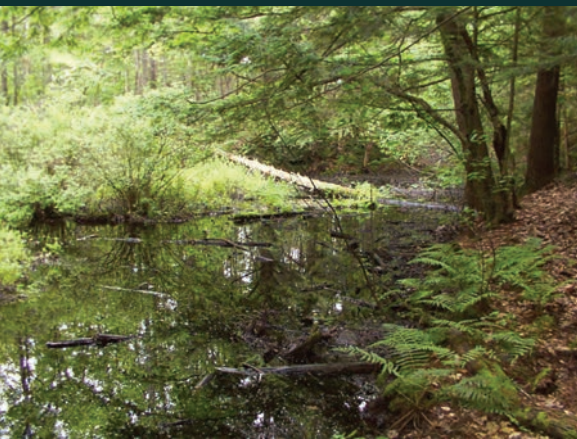
STARR HILL CONSERVATION AREA

36 acres

Starr Hill, named for the family that farmed this land, is located centrally in the city of Lebanon, southerly of the Interstate 89 corridor, and northerly of the Alice Peck Day Hospital. The history of the protection effort for this property extends back to 1991 when the first two parcels (15.2± acres in total) were conserved as part of a neighborhood initiative, led primarily by Laurel and Sid Letter. Present day protected acreage includes 36 acres.

The forested hill top property includes many interesting ecological and geological features, including vernal pools, small palustrine wetlands, large boulders, forest seeps, and a diverse mixed forest of both coniferous and hardwood species including some incredible hemlock, red oak and sugar maple legacy trees.

Trail access is found at the ends of Wheatley Street (a parking area and kiosk is located here) and Eldridge Street. The Laurel Letter Loop Trail provides access to most of the property, including a section along the top of the ledges. Along the western edge of the property is an access point to the extensive trail system on the APD/Woodlands property.



LEBRUN MEADOW

22 acres

The Lebrun Meadow property was purchased by the City of Lebanon from the Eugene D. and Valma M. Lebrun Trusts using the City's conservation funds (Lebanon Open Space Trust). The City was awarded a grant from the State of New Hampshire's Water Supply Land Grant Program to offset the purchase and conservation of the property. The parcel extends in an east-westerly direction between Dartmouth College Highway / NH Route 4 and the northwestern edge of Mascoma Lake.

The open fields on the property were historically hayed by a local farmer but are now on a four year brush-hog rotation so as to maximize the wildlife habitat diversity. Recreational users of the adjacent Northern Rail Trail can enjoy the sounds of birds as the property provides a buffer from the noise from traffic on Rte. 4. The protection of this property provides valuable water quality protection to Mascoma Lake.



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity



TRUES BROOK

2 acres

In 1998, local efforts succeeded in the City's acquisition of this parcel, and in turn being permanently conserved via an easement with the Upper Valley Land Trust. The property contains a nondescript trail that descends through the woods to the dramatic True's Brook, which drains much of southwest Lebanon.

The True's Brook gorge drops some 50 feet in elevation along 700 linear feet of shoreline, including three dramatic overlooks, and a long popular local swimming hole. There is a variety of aquatic, riparian, and upland species sharing this relatively small area.



TWO RIVERS

24 acres

This parcel's earlier use as sand/gravel pit and construction dump belies natural community on the rebound. It was acquired by Upper Valley Land Trust in 1989 and transferred to city of Lebanon in 1990. Trails provide access to both the Connecticut and Mascoma River, including their confluence. The functioning floodplain forest contains species such as basswood, aspen, and white oak, as well as the recent plantings of elm trees with assistance by the Nature Conservancy. Wildlife on this property include mink, fox, beaver, and deer.



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity