

FINAL

LEBANON CITY COUNCIL
MINUTES

Wednesday, June 1, 2022, 7:00 p.m.

Remote Via Microsoft Teams: 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, Director of Planning & Development David Brooks, GIS Coordinator Mark Goodwin, Finance Director Vicki Lee

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

City Manager Shaun Mulholland presented meeting participation instructions for the public.

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:

Councilor Heistad presented concerns voiced to him about a yield sign located where Benton Hill joins with Rte. 120, noting the person felt the yield sign should be turned 90 degrees (back to its original position). City Manager Mulholland noted the sign is now turned the way it is supposed to be because it meets the MUTC standards.

5. RECOGNITIONS: NONE

6. ACCEPTANCE OF MINUTES:

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

Councilor Heistad MOVED to approve the May 11, 2022 (Work Session) and the May 18, 2022 (Regular Session) minutes as written and presented in the June 1, 2022 City Council agenda packet. Seconded by Councilor Wilkie.

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

7. APPOINTMENTS:

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

Councilor Whittlesey put forth the NOMINATION of Marie McCormick (Regular Member) to the Pedestrian & Bicyclist Advisory Committee.

Seconded by Councilor Heistad.

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

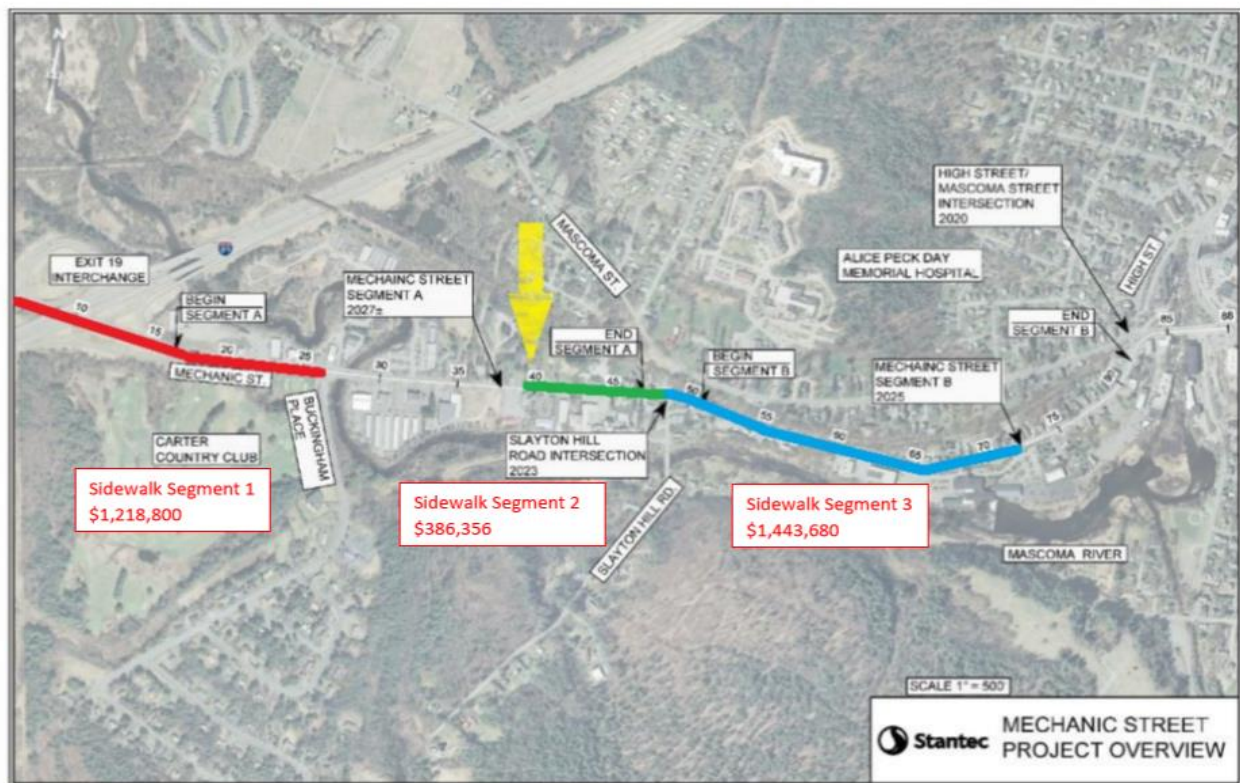
8. PUBLIC HEARING ITEMS:

- 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.

Included in the agenda packet:

1. April 25, 2022 Memo from Jay Cairelli, Interim DPW Director re: Supplemental Appropriation Request [\(Pages 42-43, agenda packet\).](#)
2. March 30, 2022 Plan for Mechanic Street Proposed Sidewalk. [\(Pages 44-53, agenda packet.\)](#)

Area Map



City Manager Mulholland reviewed the supplemental appropriation for the Mechanic Street sidewalk.

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,” but the City does not yet have anything in writing and was uncertain what Federal Agency

Program would be handing out the grant funds. The difference of One hundred Thirty-Four Thousand Seven Hundred Fifty (\$134,750) will be through utilization of unassigned fund balance.

Mayor McNamara opened the Public Hearing. Hearing no comments from the public, the Public Hearing was closed.

The City Manager and Council extended their accolades to Rebecca Owens and Christina Hall, who put in a lot of work, on very short notice, to put this package together.

ACTION:

Assistant Mayor Below MOVED the following Resolution:

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.

Seconded by Councilor Liot Hill.

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

9. OLD BUSINESS: NONE

10. NEW BUSINESS:

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

Included in the agenda packet: Complete details can be found on [pages 55-93, agenda packet.](#)

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

Director of Planning & Development David Brooks reviewed the Preliminary Streetscape Plans for Main Street West Lebanon and Mr. Greg Bakos (VHB Conceptual Designs) gave a presentation depicting the before/after streetscapes,

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 was 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.

One caveat. The presentation in April did not explicitly discuss the roundabout concept, which came from the Visioning Charrette. It was shown on the plans but was not specifically addressed in part because of the West Lebanon Revitalization Committee’s recommendation that the project be split up into a couple of

pieces and to set aside that roundabout as a future phase. Prior to that April meeting, the City submitted another grant application through Congresswoman Kuster's Office, which was well received, and according to the City Manager, it is NH Congresswoman Kuster's top priority for this District and is currently pending before the NH Senate Appropriations Committee for potential funding. What was submitted to Congresswoman Kuster's Office included the roundabout because that was the design and cost estimate that we had in March when the grant form was submitted. A traffic operational analysis has been done on the roundabout compared to the existing conditions of the intersection.

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. [4.1.53]
 - Consider separating sidewalks from the roadway with landscape buffers and ensure that the sidewalk network and streetscape improvements are **well maintained and interconnected**. [4.1.519]

A survey was completed and the number one response was streetscapes.

West Lebanon Streetscape Plan

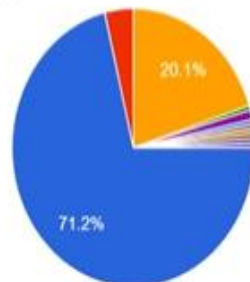
Documented Need and Support for Streetscape Improvements:

▪ 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.
- 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...

▲ 1/2 ▼

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.

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.



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.



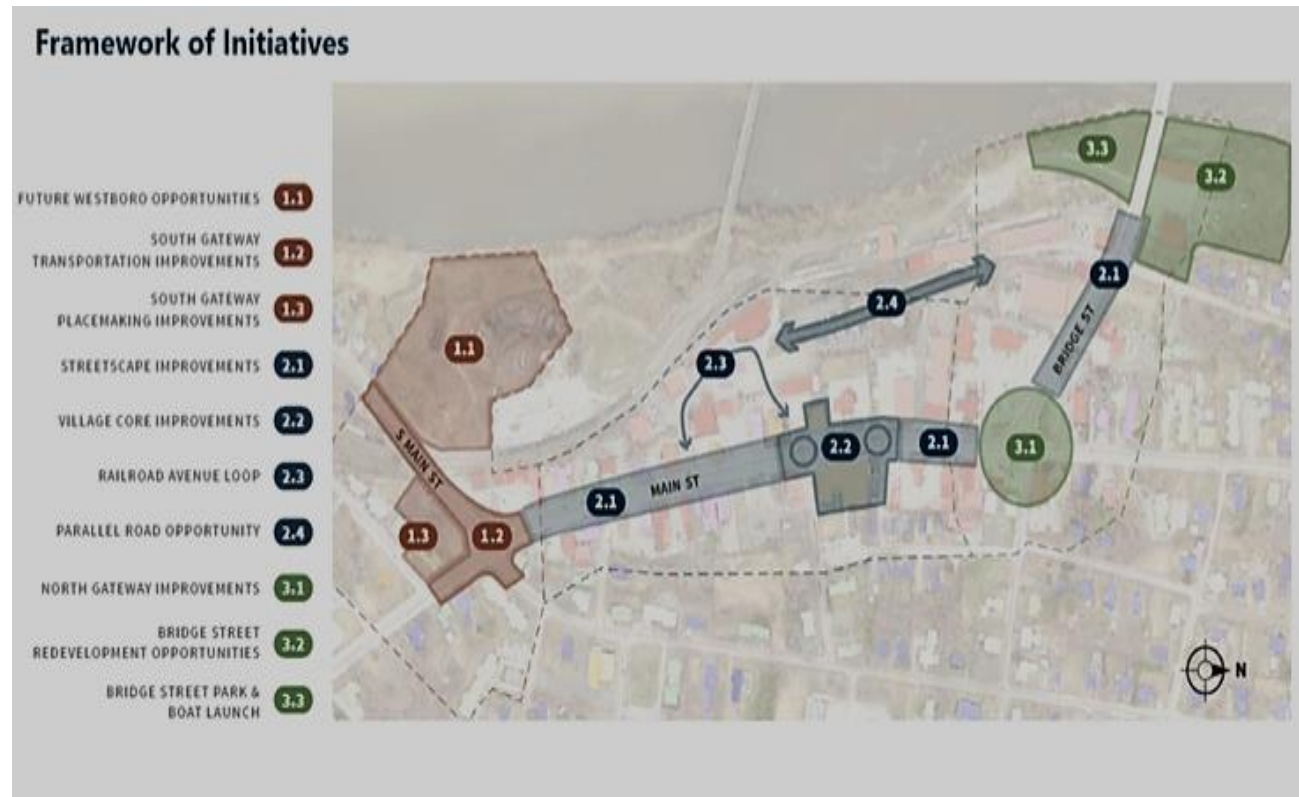
Economic Development

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.

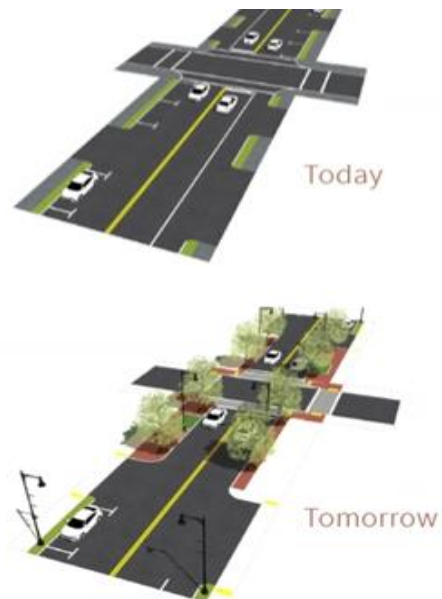


Transportation

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



The following renderings show the possibility of some enhanced streetscape improvements (i.e., shorter crosswalks for safety; the opportunity for new street trees, landscaping, etc.)





Work Completed to Date:

- Survey – VHB has already done a field survey of the site to determine the room the City can work with from property line to property line. There is not much extra space with which to make dramatic improvements.
- Transportation Coordination/Conversation – Discussions have taken place with the NH DOT and others to talk through the standard assumptions that DOT normally requires in a traffic analysis and they gave the City a green light to design the corridor for Downtown West Lebanon.
- Preliminary Roadway Layout (depicted below). There is a pending grant application that would include the roundabout because the grant was submitted under the categories of Economic Development and Transportation. It is not clear what will happen to the grant if the City decides not to make any transportation improvements at this intersection (roundabout).



Mr. Greg Bakos (VHB) walked the Council through the “conceptual streetscape designs” ([pages 83-85, agenda packet](#)) and renditions of what the before/after streetscape designs would look like ([pages 86-89,](#)

agenda packet). He also reviewed the Capacity Analysis Comparison Summary of using a traffic signal vs. adding a single lane roundabout, noting that while both will have failures over 20-years, the roundabout performs better than having a traffic signal.

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 Emission
 - 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

The Preliminary Cost Estimate (2022) is hard to predict due to rising construction costs but does include all of the Main Street improvements, including the roundabout, sewer replacement/lining work, and the storm drainage improvements.

Preliminary Cost Estimate (2022)

Construction Subtotal:	\$ 2,996,300
Miscellaneous Items (5%):	\$ 149,815
Construction Contingencies (15%):	\$ 449,445
Design, Permitting, Inspection:	\$ 500,000
Estimated Project Total (Rounded):	\$ 4,096,000

Next Steps

- Drainage Analysis
- Final Design & Permitting
- Funding – Grant Request, CIP
- Coordinate Construction with Other West Lebanon Project

While this was not a Public Hearing, Mayor McNamara opened up the floor to the public for their comments and the following came forth to speak:

Ms. Laurel Stavis: She spoke about her concerns regarding the roundabout and questioned the Federal Grant Funding process.

Mr. Todd Cheney: He spoke about his reasons in favor of the proposed project.

Ms. Kristin Swan: She spoke about her reasons in favor of the proposed project, especially the improvements for pedestrian safety.

Mr. Chet Clem: He spoke in favor of the proposed project and explained what the West Lebanon Revitalization Advisory Board's thoughts were regarding the roundabout vs. doing other projects in West Lebanon, noting that at that time there was not a grant option, so it was a matter of prioritization of spending.

Ms. Sarah Riley (Ward 3): She spoke about the opportunities for shared street concepts that could be employed in the design to create more friendly shared streets for bicyclists and pedestrians. She suggested consultation with the new Lebanon Tree Board and potentially using funds for wildlife stream crossings, exploring how to soak up the rain projects to prevent flooding by creating drainage, and looking into more wildlife/ecologically friendly solutions.

The Council discussed the failure rates of the roundabout vs. placing a traffic light and adding multiple traffic lanes at the Bridge Street Intersection and Rte. 4; integrated traffic efficiency; sidewalk improvements; adding trees; concerns about street capacity and the reduction of parking spaces; public transit access in front of Kilton Library; the potential of using Federal Grant funding to help the City pay for this project; looking into tweaking where pedestrian crosswalks are located on the roundabout for pedestrian safety and putting them where they are needed for safety reasons; the reasons why bicyclist lanes will have to be shared with traffic due to the width of the road; using stamped concrete instead of brick crosswalks due to maintenance issues; having hardscape instead of grassy areas along the sidewalks

due to upkeep; the advantages of using tree wells instead of a soft landscape; trying to keep the public face of the Kilton Library open since it is a hub of West Lebanon; the likely loss of only 9 parking spaces from West Lebanon businesses; and, how moving the crosswalks away from the rotary might be a better solution in the design.

ACTION:

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

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.

Included in the agenda packet:

1. Lebanon Open Space Plan: Complete details can be found on [*pages 95-122, agenda packet.*](#)

GIS Coordinator Mark Goodwin reviewed and gave a history of the proposed Lebanon Open Space Plan.

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.

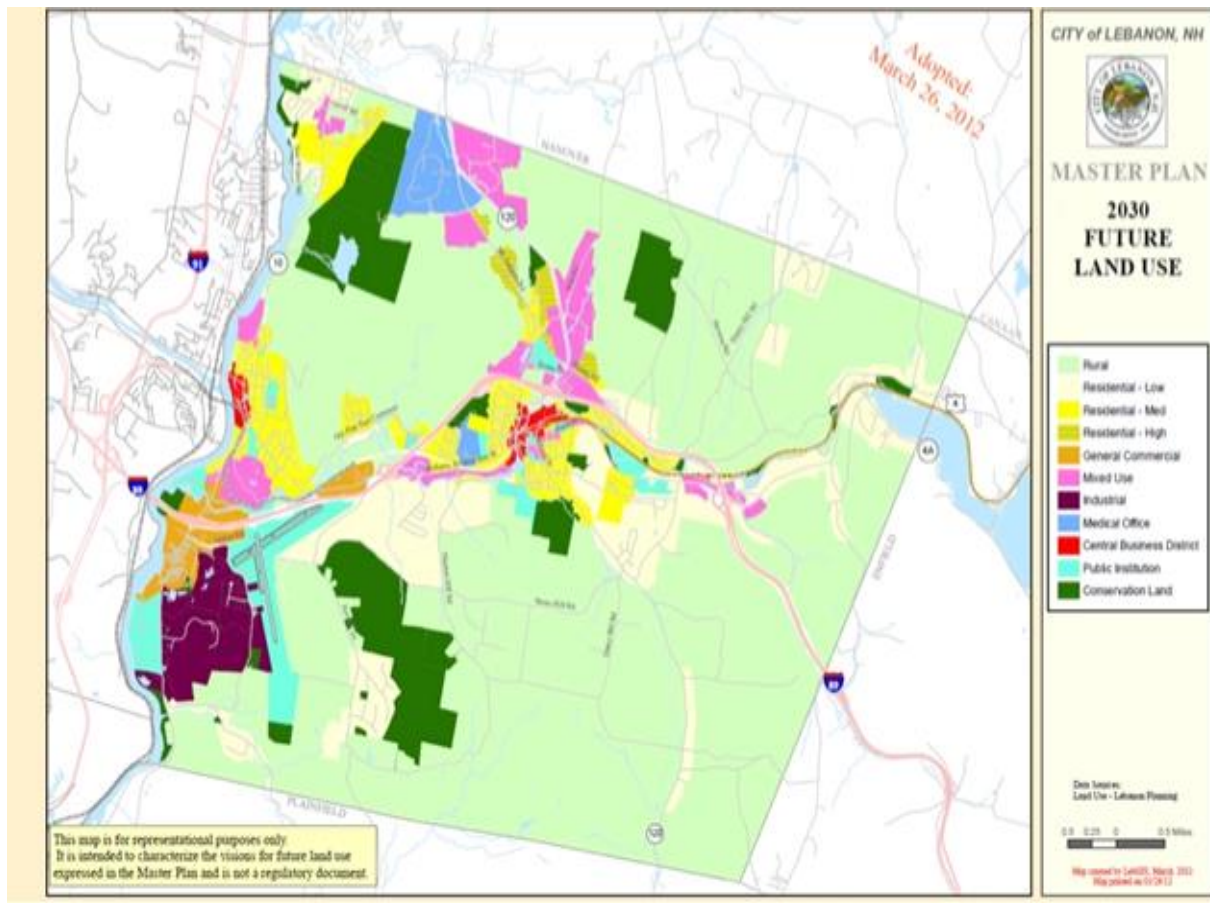
Mr. Brooks presented and discussed the following screenshots from his presentation (not included in the City Council agenda packet).

Four Major Take Home Messages

- There is a collective desire for Lebanon to achieve a “different” development pattern than that of the former farmlands of New Jersey, the suburban communities of Eastern Mass and Southeastern NH
- The higher quality currently functional ecosystems have already been identified in Lebanon and the OS plan includes both a benchmark and a methodology to ensure they remain functional
- This plan is in alignment with the Lebanon Master Plan – infill & redevelopment the development pattern of choice
- Maintaining vibrant open space lands does not conflict with the provision of adequate development opportunities

PROVERBIAL PLANNING TOOLBOX





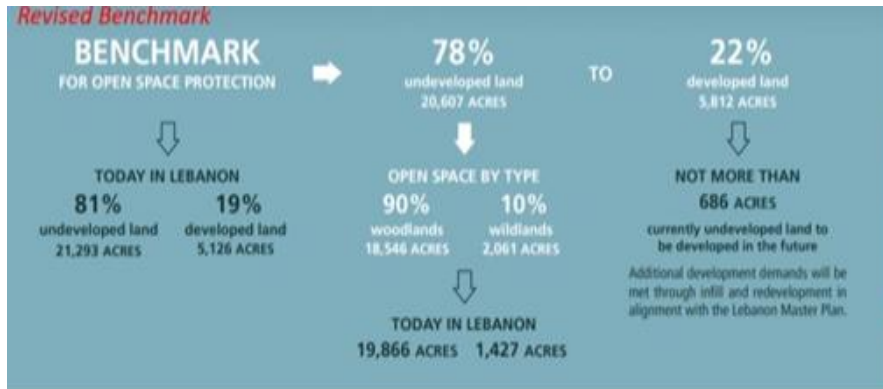
Vision Statement

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.



Future Land Use Map

# of additional	Project	Project Acres	Total Acres	Sq Ft (non-res)	Total Res. Units
3	Centerra Business Parks	119	357	2,592,600	78
10	Timberwood Commons	12	116	0	2,520
2	Prospect Hills Sub-Division	64	128	0	340
170	Single Family Homes	0.5	85	0	170
			686	2,592,600	3,108

Open Space & Natural Resource Planning – “A forest half the size of Lebanon is required to sequester the current LGO GHG emissions; 5 forests the size of Lebanon is required to sequester the Communities GHG emissions”

The Proposed – “How Much” (22% Developed / 78% Undeveloped)

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.

- Large Patches
- Vegetated Corridors
- Connectivity Between Large Patches
- Bits of Nature Across the Matrix
- Strategic Points in a Landscape

The Where or What Open Space Lands

Mayor McNamara noted this does not represent a significant change from what we have today. We can just take a little more land, not a whole lot more, for open spaces than what we have today, which is not a huge sacrifice for the City and will help to preserve the quality of life that we now enjoy. If we were to work infill development into this plan, the potential for additional housing units goes way beyond what is shown here. He was persuaded that this is a very pragmatic Open Space Plan that sets the tone for us for the next couple of decades.

Councilor Sykes spoke about the connectors between large open spaces for species to travel back and forth and questioned what the plan was for this to happen. Mr. Goodwin noted this should influence the decision making process and explained how it would work when development projects come before the Planning Board and gave examples. Councilor Sykes noted his concern was that another Rte. 120 does not happen somewhere else in the City, since the only thing that has been done for a wildlife corridor on Rte. 120 is to try to slow traffic down, which has not worked.

Mr. Brooks explained the Lebanon Open Space Plan would be part of a series of plans and reports that have been commissioned by, and prepared in conjunction with, the Conservation Commission. There is another report on a wildlife study which looks specifically at the top 17 wildlife crossings along key roads noting Rte. 120 was the #1 point of concern and Mt. Support was second. The wildlife biologist that did that report made specific recommendations for what the City ought to do to help preserve and protect those corridors. We did our best to follow that guidance from Dr. Vanderpool on the Mt. Support corridor and factored that into all the new development that has happened since. Mr. Brooks noted the initial report was done in 2016 and will provide a copy to the Council for their review, although it is available on the City's website.

Councilor Heistad noted what this does (Open Space Plan) is put a Master Plan on a parallel track with the Open Space Plan and if we can come up with the tools to maintain it, he felt the City can maintain pride in what we can do to keep Lebanon the place we all want to live.

Councilor Liot Hill questioned if this plan (Open Space Plan) becomes a guide and asked if it would be implemented by permanently protecting more property. How will this actually happen? Mr. Goodwin explained this would be one tool the City can use for an ecological return on investment. The criteria in the plan should be applied when money is being spent on conservation projects. Since the City does not have another document that advises how much development is enough in terms of continued sprawl outside of the downtown, it sets the tone in terms of next steps when used in conjunction with our Zoning, our subdivision, and all the tools we have. The Council should start to think about how these tools should be modified (i.e., driveway limitation, modifying tools to achieve additional open space).

Mr. Brooks reiterated this document can be used for both Master Planning and looking at the Zoning Ordinances. It can also be used within the development review process, which is the first step in identifying the natural resources that exist on a property that are most worthy of being protected. These are decided first, then the design takes place on the rest of a property. The Open Space Plan highlights and prioritizes natural features and attributes and can help the Planning Board know what is in a particular vicinity and what should be protected on any given property. In other words, The Open Space Plan works with the other documents that the City has to help frame discussions to make sure we are protecting the right things.

Mayor McNamara noted that the Master Plan helped guide this document (Open Space Plan) and now this document will actually help guide the next City Master Plan.

Councilors Liot Hill and Sykes felt that aspirations only become real when they are actually written down so someone can see them.

ACTION:

Councilor Sykes *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.

Seconded by Councilor Heistad.

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

11. City Manager Report:

City Manager Shaun Mulholland updated the Council on the following:

- He gave a shout out to DPW, the Garden Club, all the donors, and others (too numerous to name) who helped with the Downtown Beautification Project. Accolades to all for the work they accomplished.
- The new Social Responsibility and Community Service Time program (SRCST), designed by Human Resources Director Lynne Goodwin, will offer all regular full-time and part-time employees of the City up to 24 hours of paid time (prorated for part-time employees) per year to perform volunteer work in the city.
- Legislative Update:
 - Retirements: It appears the 7.5% for one year did pass. It will not affect the tax rate this year, although it will create a surplus for spending starting July 1-Dec 31 for police/fire. For January 1, 2023 – June 30, 2023, the City will not have to fund that 7.5% for police/fire. Teachers will also be receiving this funding, which is good for the School District.
- CIP 2022 Budget Project: This will be more difficult than ever due to inflation, which is now the highest in approximately 40 years. He warned the Council that certain appropriations will be coming back to them for funding and difficult decisions will need to be made.
- Traffic Struggles: Some progress has been made, but filling Municipal Employee Staff employment openings are major issues (i.e., truck drivers; Fire Dept.; Police Dept; No applications for Dispatchers, etc.)
- Paving Updates: Will send paving work list to Councilors.
- Westboro Yard: Status regarding tank removals and land lease agreements were briefly discussed. This will be an item on the July 6th, 2022 City Council Meeting agenda.

12. COUNCIL REPRESENTATIVES TO OTHER BODIES:

13. FUTURE AGENDA ITEMS:

- Westboro Yard: Status regarding tank removals and land lease agreements

14. NON-PUBLIC SESSION: NONE

15. ADJOURNMENT:

Councilor Heistad MOVED for adjournment.

Seconded by Councilor Whittlesey.

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

The meeting was adjourned at 9:16 PM.

Respectfully submitted,

Dona E. Gibson

Recording Secretary