

Marlboro Street Re-Zoning Project
Fall 2014

Ad Hoc Committee's Final Report - Issue Areas

Overview:

At the turn of the century, Marlboro Street in Keene NH was a gateway into the City's center. This was the industrial era's heyday and the Kingsbury Corporation on Marlboro Street was providing over 1,000 well-paying jobs. However in 2011, after a long period of struggle and decline, the company filed for bankruptcy.¹ The surrounding neighborhoods however were already long in need of rehabilitation due to the economic changes that had taken place over time. The situation created the opportunity for re-development and other neighborhood changes that would be consistent Keene's 2010 Comprehensive Master Plan (CMP).

In July of 2012, the City of Keene was awarded a \$50,000 Community Planning Grant by the New Hampshire Housing Finance Authority. This grant, combined with municipal, capital improvement funds, enabled the City to contract a study looking at revising local land use regulations to create a more resilient group of southeast Keene neighborhoods. The study focused on the roughly 270-acre area along Marlboro Street, east of the City's Main Street.

The result of the study was a comprehensive report documenting the various public comment mechanisms and research methodologies which created zoning recommendations, re-development design guidelines, a flood risk management strategy, a stormwater management strategy, a transportation strategy, as well as recommended related actions for the area.

While the largest goal of the study was to develop zoning amendments suitable for consideration by the Keene City Council and Keene Planning Board, the study also needed to achieve specific objectives:

1. Pursue the goals of the 2010 Comprehensive Master Plan
2. Preserve and restore residential neighborhoods in and near the study area

¹ <http://www.tresarah.com/portfolio/2011/10/embattled-kingsbury-was-a-success-story.html>

3. Encourage redevelopment of neighborhood- scale businesses that support a walkable community and a thriving urban environment
4. Encourage creative reuse of former commercial and industrial buildings
5. Encourage a pedestrian-oriented gateway streetscape including sidewalks, lighting, on-street parking, and other amenities including parks and bicycle access
6. Recommend soil-appropriate, Low Impact Development (LID), best management practices and possible flood storage options to combine with greenway amenities along Beaver Brook
7. Preserve the traffic capacity of Marlboro Street

The City of Keene Planning Department and a mayor-appointed, Ad Hoc Steering Committee guided the planning study. This committee included local residents, business representatives and community partners. The study has exemplified creative methods of seeking significant and varied public input from diverse parts of the community as well as students and staff from the adjacent state college to better understand the issues and opportunities in the Marlboro Street area

Ad Hoc Committee Members:

Chuck Redfern	Richard Berry
Kathy Harper	Susan Thielen
Jan Manwaring	Darryl Masterson
Andrew Robinson	Michael Welsh
Bob Pratt	

Ad Hoc Committee Charge:

To assist in providing overall direction, public outreach and support the Planning Department staff and the selected consultant to implement the Marlboro Street Re-Zoning Project.

The Ad Hoc Committee’s Areas of Concentration and Concern

The Marlboro Street Re-Zoning Project’s Ad Hoc Committee (referred to as “Committee” throughout this document) has held monthly project meetings as well as community forums for two years. The committee provided local

perspectives and comments on a variety of the project consultant's submittals. Many of these Committee members live within the project area. They have shared their thoughts on how various recommendations would "feel" or "function" next door to their own home, or just down the street.

While the committee, in general, has been very supportive of the consultant's findings, there have been particular areas of concern that the committee would like to emphasize to Keene's City Council members. A list of these concerns and recommendations to address them, in order of committee priority, follows:

- #1 - Reducing Flooding & Stormwater
- #2 - The Current Industrial Zone/Proposed "Innovation" District
- #3 - Marlboro Street - Complete Street Improvements
- #4 - Limiting Additional Converted Student Housing from Single Family Homes
- #5 - East Side, Lineal, Urban, Public, Green Space
- #6 - Restore Single Families in Former Single Family Housing
- #7 - Victoria/Laurel Street Extension
- #8 - Re-establish Walk to Work
- #9 - Re-Direct Area Truck Traffic
- #10 - Restricting Additional Keene State College Land Acquisitions

#1 REDUCING FLOODING & STORMWATER

While the focus of the study was to identify innovative land use regulations to spur re-development in the area, the most frequent public priority identified, prioritized and discussed at first public meeting and every meeting thereafter, was to reduce the risk of flooding events in the area. The Committee believes that storm water management and flood risk reduction is the most important, long term challenge to the re-development of this former gateway to the City. The Committee also believes

that the efficacy of expanded stormwater control efforts will determine the success or failure of future re-development. In addition, the Committee feels that the current discussions for re-development and/or re-use of the Kingsbury property presents a significant opportunity to showcase to the public what creative and proactive storm water management looks like. And lastly, repeated flooding from the fixed elevations of the Branch and Ashuelot Rivers indicate to the Committee the need for more comprehensive, long-term actions than simply the increased flow rate resulting from the recent dredging of Beaver Brook.

REDUCING FLOODING & STORMWATER RECOMMENDATIONS:

The Committee strongly encourages the City to:

- A. Fund a comprehensive evaluation of the entire Beaver Creek watershed to generate the most cost-effective green infrastructure project that will infiltrate, and store flood waters, reducing risk and damage in the project area.
- B. Construct a visually significant flood mitigation/stormwater management project to boost public confidence that the project area is improving.
- C. Acquire easements from private landowners higher in the Beaver Creek watershed to detain stormwater, reducing the speed of stormwater flow into the project area.
- D. Implement an educational outreach plan to encourage and inspire watershed-wide, private citizen, infiltration and detention projects such as rain barrels, permeable driveways, bio-swales and rain gardens on their properties. These projects will benefit their wallet, our environment and the project area.
- E. Create of a Municipal Stormwater Utility, similar to other communities. In Madison WI this type of utility collects fees:

- 1) \$0.0022% per square foot for all landowner's impervious areas such as driveways, buildings, etc., and
- 2) \$0.00015% per square foot for all landowner's pervious areas such as lawns, gardens, meadows and forests.

These funds are then used to finance stormwater management projects such as

- 1) A Comprehensive Evaluation of the entire Beaver Creek Watershed,
- 2) All of the prioritized and recommended Green Infrastructure Projects.

This step will have the added benefit of incentivizing reduced impervious areas in all of the City's re-development projects.

#2 CURRENT INDUSTRIAL ZONE - PROPOSED "INNOVATION DISTRICT"

Throughout the project, the committee had concerns about the consultant recommendation of an "Innovation District" in the former Kingsbury area, currently zoned Industrial. The term "Innovation" certainly sounded exciting. The desired results of a wider variety of uses was also desirable, such as small-scale manufacturing, research and development, laboratory operations and office space for companies that create software products. In addition, the provision for retail, such as restaurants, and living areas within this district and/or a same building as the business uses was also desirable.

While the project looked at a wide variety of viable partnerships possible between the various educational institutions and businesses, interesting ideas that could come to fruition and examples of terrific start-ups from Keene, the example given of a Boston project did not sound comparable to our project area. So members researched the idea of Innovation Districts/Zones elsewhere in the United States. The Committee found that our project area and our political landscape does not possess the unique and

fortuitous combinations of other district's factors such as a prestigious research institutions with prestigious universities, mass transit or unique natural features with ideal proximities to major urban areas. Most importantly, the Committee did not feel that Keene is financially willing to substantially invest the necessary upfront infrastructure as was nearly universal in other projects.

Serendipitously, during this same time period, a meeting was held by the Hannah Grimes Center to explore similar questions for a particular property on Marlboro Street, in this project's area. The participants were local, well respected business owners and entrepreneurs. It was determined that an ongoing conversation/working group would be necessary to weave together components for future possibilities. It was also clear that the while factors necessary for attracting start-up business are numerous, zoning is not a primary consideration. In addition, some do exist here such as the proximity to existing technically-oriented businesses and higher learning institutions. And while potential private funding sources are not so inclined to lend to start-ups, "angel" organizations could possibly be created. The overall recommendation was that this particular project area has several serious strikes against it, the most discouraging being the continual flooding impacts, NH's reliance on property taxes and Keene's fiscally conservative views regarding the funding of upfront, municipal infrastructure.

CURRENT INDUSTRIAL ZONE - PROPOSED "INNOVATION DISTRICT" RECOMMENDATION:

The Committee strongly encourages the City to retain the flexible, desirable aspects of a new multi-use, proposed new zone or district without using the term "Innovation."

#3 MARLBORO STREET – COMPLETE STREET IMPROVEMENTS

Marlboro Street, in contrast to most of Keene's narrow streets, has a wide right of way. Therefore as Keene moves to expand its pedestrian and biking amenities in more parts

of the City, Marlboro Street offers ample opportunities to upgrade to a true "Complete Street." We have the possibility to improve and enhance the safe transit of all community movement including safe, comfortable and dedicated paths of travel for both pedestrians and bicyclists. It is the strong belief of this Committee that these improvements to Marlboro Street will transform the area, spurring increased business activity and a renewed sense of homeowner pride in the neighborhood.

MARLBORO STREET – COMPLETE STREET IMPROVEMENT RECOMMENDATIONS:

The Committee strongly encourages the City to:

- A. Adopt the three zone concept recommended by The Cecil Group's Final Report Design Guidelines (Appendix B) using new roadway upgrades, signage and visual clues to create:
- 1) A more commercial northern portion just off of the Main Street roundabout, with widened pedestrian sidewalks, frequent shade trees and benches adjacent to planted areas, facing the neighborhood at an angle, not parallel with the roadway.
 - 2) A central portion that will connect the new developments north of Marlboro Street to the adjacent neighborhood with a safe, appealing, pedestrian crossing created by planted bump-outs,
 - 3) A more residential southern section with more numerous shade trees as well as a bump-out for a safe, appealing, pedestrian crossing to facilitate "a pedestrian lunch, walk and errand rush" by the abundant employees of the adjacent corporate offices onto Marlboro Street
- B. Utilize accepted Complete Street tools such as:
- 1) A narrowed roadway and strategically-placed traffic-calming features to slow traffic and provide for safe, inviting pedestrian crossings.

- 2) Underground utilities with improved technological infrastructure to improve the roadway's aesthetics, decrease shade tree pruning disasters and decrease utility maintenance costs over time.
 - 3) Construct individual and dedicated pedestrian and bicycle access paths of travel:
 - i. not less than 8' wide for the pedestrian walkway,
 - ii. not less than 5' wide for the dedicated bike trail separated from vehicular traffic by a parkway and granite curbing.
 - 4) Install frequent pedestrian amenities such as benches, a healthy, contiguous, dense tree canopy for shade and myriad environmental benefits, proper lighting, and thereby creating an aesthetically-pleasing streetscape.
- C. Parking lots for more than 5 vehicles not be permitted at locations visible from Marlboro Street unless screened with any combination of landscaping; earthworks; fencing, existing buildings or new buildings.
- D. Improved connections between the existing rail-trail and new trails.

#4 LIMITING ADDITIONAL CONVERTED STUDENT HOUSING OF SINGLE-FAMILY HOMES

The project's final report does not include an item that was one of the driving forces behind the creation of the South East Keene Neighborhood Group, and one of the repeated complaints of residents of the area throughout the Marlboro Street Re-Zoning Project:

*"**Student housing** continues to have unwanted effects on the Marlboro Street area, from over-crowded, illegal (front yard) parking on residential streets, inappropriate*

behaviors in residential areas such as allowing local teens to attend college house parties to decreased property values for local homeowners."

LIMITING ADDITIONAL, CONVERTED STUDENT HOUSING OF SINGLE FAMILY HOME RECOMMENDATIONS

- A. "The Committee strongly encourages modifying density, not allowing more student-housing conversions, curbing off-campus student housing." 02-04-14
Final Report Comments
- B. The City of Keene is not alone in the dilemma of how to maintain the high quality of life once enjoyed in its neighborhoods prior to the expansion of off-campus housing of students. The Committee does not pretend to have all the answers to this important issue, but requests that City Council consider several examples of what other city councils have implemented to provide balance on this issue in their communities:
- 1) St. Paul, Minnesota the Star Tribune reports the city council of St. Paul MN, passed an ordinance that prevents new student housing from being located within 150 feet of an existing student housing unit. The definition the St. Paul City Council uses for the term "student housing" is "Rentals defined as one- and two-unit homes in which there are three to four students renting in each unit."

Additional explanation of the St. Paul ordinances can be found online.² One comment in this overview that particularly caught the Committee's attention was the discussion of whether this type of ordinance was considered discrimination against college students. The quick answer is

² <http://www.stpaul.gov/index.aspx?nid=5018>

- "no", but I highly encourage everyone to read through the information including the [FAQ page](#)³
- 2) Philadelphia, Pennsylvania conversely, a USA Today article discusses how The Philadelphia suburb of West Chester does not allow new student housing within 400 feet of similar housing units. The Committee found it encouraging that other communities have taken steps to maintain the neighborhood feel of the communities that they cherish. The Committee hopes that these examples would give the City Council the confidence to look into possibilities of maintaining Keene's neighborhoods with reasonable ordinance adjustments.
 - 3) Creating Maximum Number of Parking Spaces Lastly, an [NBC article](#)⁴ broached the important issue of the continued expansion of off-campus housing and parking. In the Marlboro Street area, what were once backyards are now nothing but paved or gravel covered parking lots. The majority of the houses in these neighborhoods had minimal parking to accommodate the original designs of the structures, never mind structures that now house up to eight tenants, each with their own vehicle. The Committee encourages City Council to begin to create, implement and enforce parking "maximums" as well as "minimums", especially in reference to student housing units.

#5 CREATING EAST SIDE, LINEAR, PUBLIC GREEN SPACE

In 2010 the Keene Comprehensive Master Plan called for the preservation and expansion of green spaces and green space/trail connections within the city. Citing

³<http://stpaul.gov/DocumentCenter/View/58211>
<http://www.nbcbayarea.com/news/local/Santa-Clara-Residents-Fight-to-Keep-Mini-Dorm-Out-of-Neighborhood-253681971.html>

benefits ranging from exercise to education to flood control to climate change adaptation, the Plan called for improvement of bicycle paths, preservation of green connections to neighborhoods and downtown, and identification of parkland "gaps." In 2012 the City's Active and Passive Recreation Management Plan gathered evidence that placed addition of trails and open space first and second among desired amenities. Consistent with this, the first meeting for the Marlboro Street Re-Zoning project identified green space protection and development as second only to flooding concerns. All of these factors reflect public support of national findings that "The effect of urban green spaces on wellbeing is comparable to employment and marriage."⁵

LINEAR. URBAN, PUBLIC GREENSPACE RECOMMENDATIONS

The Committee underscores the following points that build on the Final Report's recommendation for the creation of public open space and access networks along Beaver Brook (*Final Report, Section 4-25*).

- A. Decreased Lot Coverage Regulations along Brook Zoning and future planning decisions in the project area should seek to decrease the amount of lot coverage/parking to increase green space along the brook. The Committee would like to increase the amount of permeable area within the district as well as within the entire Beaver Brook watershed with the goal of minimizing flooding impacts. (*Stated in 02-04-14 Final Report Comments*)
- B. Increased Parklands & Public Conservation Areas The Committee strongly supports the concept of increased parklands and public conservation areas along Beaver Brook because these address both the public's desire for more green space and they also help to accommodate flooding by creating temporary, flood-storage areas that will not continually damage structures/homes/businesses. In public meetings and among committee members one of the key points of interest has

⁵ <http://www.treehugger.com/health/effect-urban-green-spaces-wellbeing-comparable-employment-and-marriage.html>

been a trail connection suggested between Water Street and Marlboro Street along the Beaver Brook corridor. *(Stated in 02-04-14 Final Report Comments and in a memo dated May 9 2014 from the Committee to the Mayor and City Council)*

C. Opportunities for green spaces along Beaver Brook

- 1) *Greenway* - Restoring a strip of green space, e.g. grass and shade trees, specifically along Beaver Brook for walking and biking trails. This action would create a trail link to the downtown area which would also improve bicycle and pedestrian access options for the neighborhood. *(Stated in 02-04-14 Final Report Comments)*
- 2) *Green Loops* - Future development of the area should plan for green "loop trails" that would have a portion of the trail along the brook and then a portion in a Marlboro Street neighborhood. Each trail will include stops at parks, playgrounds and Marlboro Street businesses and restaurants. As stated, these will "increase the value and aesthetic of the surrounding development." *(Stated in 02-04-14 Final Report Comments)*

D. Shade Trees - Increased emphasis on planting and maintaining street-side shade trees, especially in the "A1" section of Marlboro Street, closest to downtown. "All other factors being equal...neighborhoods with shade trees lining the streets and larger yard trees (see) fewer property crimes, such as burglary and vandalism..."⁶

E. Cheshire Rail Trail South - The importance of the Cheshire Rail Trail South cannot be overstated and its improvement and connection to and past Route 101 is a possibility endorsed by this committee as well as the 2010 Master Plan. Extension of Victoria Street, as stated elsewhere in this report, is very desirable but should not compromise the trail's safety, use or natural amenity value.

⁶ <http://www.opb.org/news/blog/ecotrope/study-finds-less-shady-behavior-around-big-trees/>

F. Conservation Zoning of the streamside area south of Baker Street, as discussed in the GZA report, could be a place of ecological diversity instead of a field of one weed-grass. Utilizing the recommendations of the 2009 Moosewood Environmental report (cited by GZA), the area's value would be enhanced and utilized for outdoor education for the entire part of the year it is not acting as flood storage.

#6 INCENTIVES TO RESTORE SINGLE FAMILIES IN FORMER SINGLE FAMILY HOUSING

The idea of fostering the return of families back into many of the homes in the project area has come up repeatedly when speaking of increased care and upkeep of residential properties, pride in home ownership as well as all of the other benefits that owner-occupied, residential properties provide. Two new student housing developments are anticipated to be completed in early 2015, right next to campus. With these developments, converted single-family homes may soon become less appealing to college students and hence, less profitable. Restoring the residential nature of the neighborhood could renew and enhance the balance of affordable residential housing and employment opportunities in this near east area.

Regardless, creative zoning, innovative programs and revised codes are needed as incentives to facilitate the conversion of dilapidated housing back to attractive, safe, affordable, family housing.

RECOMMENDED INCENTIVES TO RESTORE SINGLE FAMILY HOUSING

A. NH Tax Code The state tax code should be revised to create incentives for homeowners to maintain and improve their property; verses the current system of sole reliance on property taxes.

B. Keene's Municipal History Keene's past experience however, is proactive, moving more quickly than the larger state entity is capable of. Therefore a local solution is important to the area's progress. We recommend pursuing the following possibilities:

- 1) Community Development Block Grant (CDBG) Planning Grant Can provide funds to strategize the best way to utilize a CDBG Housing Grant which could provide the City of Keene with up to \$500,000 per year to purchase, rehabilitate and improve the condition and supply of housing for low and moderate income homeowners and tenants.
- 2) NH RSA 31:95-h Affordable Housing Revolving Loan states "A town may, by vote of the legislative body, establish a revolving fund. ... (d) Creating affordable housing and facilitating transactions relative thereto;" In 2012, a series of discussions were had regarding "workforce" or "affordable housing" in Keene. There was discussion of creating a "Returning Homes" program for Keene. A not-for-profit group called "Heading For Home" was created to examine potential solutions to the problem. Now that several buildings of units have been created by Southwestern Community Services, the focus has shifted to that of increasing home ownership for low-to moderate income families in areas where former single family homes had been rented by bedroom for Keene's college students.

C. Updated Zoning to Creates Smaller Homes for smaller, older or younger families to be able to live/work downtown improving affordability. The proposed zoning should also consider affordability of the future housing. One of the goals of the Project is to encourage the occupation of its housing by people who work within the area in order to reduce commuting costs and improve energy efficiency.

#7 VICTORIA/LAURL STREET EXTENSION – RAIL-TRAIL FUNCTIONALITY/SAFETY

The Keene Industrial Heritage Trail is a 1-mile, paved trail connecting downtown's multitude of destinations to Keene's industrial past. This trail is in daily use by bicyclists for fitness, for commuting and for family play. The trail is also used for walking by citizens with their dogs and by senior citizens from downtown senior housing for exercise and relaxation. The trail is also frequently used by families with walking parents, strollers and young children on bicycles with training wheels. This trail is already crossed multiple times by roadways.⁷The topic of cyclist and pedestrian safety in urban areas is has a high level of visibility these days. A bill is in congress as we speak looking to encourage all communities to include safety improvements.⁸ The idea, however, of extending Victoria Street south through to Marlboro Street, which has many potential economic benefits for the area, poses a formidable challenge to yet another road crossing the trail which would somehow involve a significant grade change.

VICTORIA/LAUREL STREET EXTENSION – RAIL-TRAIL TRAIL SAFETY RECOMMENDATION

"The Victoria Street extension must be designed, in such a way, so as not to compromise integrity, functionality and safety of users of the Cheshire Rail Trail. The purpose of the extended roadway is to divert truck traffic away from residential streets through a direct route to Marlboro Street. However, if the road extension intersects the Cheshire Rail Trail with an at-grade crossing, the safety of the trail users will be severely compromised. It is an established fact that the trail, as presently constructed, is heavily used by persons young and old on a daily basis. Their safety of trail use must be a perquisite of any trail redesign." 02-04-14
Final Report Comments

⁷ <http://www.traillink.com/trail/keene-industrial-heritage-trail.aspx>

⁸ http://action.smartgrowthamerica.org/p/dia/action3/common/public/?action_KEY=15137

#8 ENHANCE WALK-TO-WORK OPPORTUNITIES

Historic photos of Marlboro Street show an impromptu farmers market next to residential homes and a factory. More recent zoning has strongly discouraged close, spatial relationships between differing uses for decades. Now we find ourselves wanting to “go back to the future” as one committee member cleverly stated. In fact, a new George Washington University School of Business' [Center for Real Estate and Urban Analysis](#)⁹ study finds that “National Walkable cities aren't just easy to navigate -- they're also richer and have higher percentages of college grads...”¹⁰ The Committee wants both of these descriptors for Keene as well.

ENHANCE WALK TO WORK RECOMMENDATIONS

A. Marlboro Street transformed to a “Complete Street”

As mentioned earlier, Marlboro Street is one of the few in Keene with a right-of-way wide enough to accommodate dedicated bike lanes and wider sidewalks in addition to some on-street parking.

- 1) Sidewalk Creation & Maintenance the Committee suggests that the City of Keene continues to upgrade, increase and prioritize the maintenance of city sidewalks as they are a vital resource to our community. CDBG Public Facilities Grants include water and sewer system improvements and sidewalks for communities with low and middle income homeowners and tenants.
- 2) Bike Racks at City Buildings The Committee would also encourage the city providing bike racks at all city facilities; If the city council takes a lead on

⁹ <http://business.gwu.edu/about-us/research/center-for-real-estate-urban-analysis/>
http://www.huffingtonpost.com/2014/06/20/walkable-cities_n_5507956.html¹⁰

making Keene as pedestrian and bike friendly as possible it will encourage more residents to walk and bike.

B. HUB Zone Designation It should be restated that the project area south of Marlboro Street is federally qualified as a HUB Zone; a historically underutilized business zone¹¹ An area with high unemployment and low income. Qualified



small businesses located in these HUB zones are eligible for favored evaluation preferences for federal contracts when they employ 35% of their firm's employees from the same area. Marketing efforts by the Keene Chamber of Commerce could draw small businesses to the area to benefit from these measures while providing walk-to-work employment opportunities for local residents.

#9 RE-DIRECT AREA TRUCK TRAFFIC

To date, delivery truck drivers have had four streets to access the project area: Water, Grove, and Marlboro Streets with Eastern Avenue. The idea of bisecting this area to focus the truck traffic to a shorter route is one that many homeowners in the area would welcome.

AREA TRUCK TRAFFIC RECOMMENDATIONS

A. While the project spoke mostly of a Victoria Street extension. The idea of bisecting the large, former Kingsbury property by extending Laurel Street

¹¹ www.sba.gov/hubzone

instead, accomplishes the previous benefits with the additional possibility of creating more market-friendly, smaller parcels.

- B. A related issue on Marlboro Street is the speed of traffic. Because it is such a long "straightaway" cars, trucks and motorcycles can and do go VERY fast. The Committee had talked about creating narrowed areas of the street to slow traffic and signify a change of the type of "zone" one is entering. Reduced speeds are safety issue as well as a quality of life issue for those of us living and doing business on Marlboro Street.

- C. Another important aspect is the handling of truck traffic. The current situation forces car and truck traffic to use residential roadways such as Water Street and Eastern Avenue to access areas such as Victoria Street. A new street is envisioned that will connect the northern edge of the Innovative Zone directly to Marlboro Street and remove most of the truck traffic from those roads. Optical Avenue will then act as the primary connector between the route 101 by-pass and the Innovative Zone. This will remove additional truck traffic from Main Street. As mentioned earlier, the Committee recommends that this be designed in a manner that will preserve the integrity and the safety of the Rail Trail.

#10 REDUCING LAND ACQUISITIONS BY KEENE STATE COLLEGE

A former verbal agreement between the City and Keene State College officials has not been successful. While the college, as many people know, is not subject to the City's zoning codes or taxing structure, the issue is frustrating and contentious for surrounding residents. The topic of additional land being removed from the City's tax rolls is an even more serious one and an economic consideration for the City. Both parties the City and the College need to be economically viable for their own survival

and that of the other. The former Main St "border" between the College and the zone of this study will continue to be an area of discussion, beyond student behavior issues.

REDUCING LAND ACQUISITIONS BY KEENE STATE COLLEGE RECOMMENDATIONS

1. The Committee discourages expansion of the College east of Main Street as historically expressed.
2. Address falling property values and quality of life issues in the neighborhood by:
 - a. Revising the current tax code which does not encourage pride in ownership.
 - b. Revise the current taxing structure to charge by # of unrelated persons with leases in property verses family-occupied.