

City of Keene
New Hampshire

MUNICIPAL SERVICES, FACILITIES & INFRASTRUCTURE COMMITTEE
MEETING MINUTES

Wednesday, April 27, 2022

6:00 PM

**Council Chambers,
City Hall**

Members Present:

Mitchell H. Greenwald, Chair (arrived at 6:45 PM)
Randy L. Filiault, Vice Chair
Robert C. Williams
Catherine I. Workman
Kris E. Roberts

Staff Present:

Elizabeth A. Dragon, City Manager
Kürt Blomquist, Public Works Director
Andy Bohannon, Parks, Recreation, and
Facilities Director
Assistant City Attorney Amanda Palmeira

Members Not Present:

All Present

Vice Chair Filiault called the meeting to order at 6:00 PM and explained the procedures of the meeting.

1) Conservation Commission – Recommendation on Eversource Energy – Tree Trimming on Scenic Roads

Vice Chair Filiault stated that he understood that Councilor Williams would be presenting the Commission’s recommendation regarding the tree trimming request.

Councilor Williams stated that a couple weeks ago the City Council and the Conservation Commission had a joint session to talk about some trees that are being cut down along various scenic rights-of-way. He continued that one of the Conservation Commission’s focuses is maintaining habitats and looking for opportunities to build habitats in Keene. The Commission believes that dead trees represent an excellent habitat opportunity for birds and insects. Cutting down dead trees might have aesthetic advantages, but it means losing other aesthetic advantages such as woodpeckers, butterflies, and so on and so forth. The Commission voted unanimously to recommend that those dead trees that don’t threaten wires remain standing. The Councilor continued that this is the Commission’s preferred practice for any future requests as well.

Vice Chair Filiault asked to hear from Kürt Blomquist, Public Works Director.

Mr. Blomquist stated that over the years, off and on, he has had this conversation with the Conservation Commission. He continued that he and Conservation Commission member, Eloise Clark, have talked about this sort of situation. The Director noted that the Committee should be

aware that limbs on dead trees will eventually fall. Staff will work with Eversource Energy as they look at locations. One of the challenges on the scenic roads is that they are typically the oldest roads and typically only have a 33-foot right-of-way. This means that, in most cases, the trees are literally right off the edge of the pavement. Staff's concern is always public safety and there would be a concern with a tree coming down and blocking the roadway and having to be removed by the City. However staff will work with Eversource Energy and evaluate any potential remaining trunks that could remain standing.

Vice Chair Filiault asked if there were any questions from the Committee. Hearing none, he asked if members of the public had any questions. Hearing none, he asked for a motion.

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

On a vote of 4-0, the Municipal Services, Facilities, and Infrastructure Committee accepted the report from the Conservation Commission as informational.

2) **Eversource Energy – Tree Trimming on Scenic Roads**

Vice Chair Filiault asked to hear from Eversource Energy.

Dane D'Darcangelo, Arborist from Eversource Energy, stated that he is here to discuss the proposed trimming and taking down select trees along scenic roads Concord Road, Concord Hill Road, Moore Farm Road, and Nims Road. He continued that the trimming will be conducted along the high voltage primary wire, which is on the topmost part of the pole. This is Eversource's standard, maintenance trimming, which consists of trimming the re-growth branches from 15 feet above that wire, 8 feet to the left and 8 feet to the right of that wire, and 10 feet below that wire. In addition to the standard maintenance trimming, Eversource identified 12 hazardous trees along the roads. These trees are either dead, diseased, dying, or otherwise defective, and Eversource would like to remove them at no cost to the City. Regarding the snags, Eversource will do whatever the City has decided is best. As long as the trees are not an impact to the wires, it does not matter to Eversource whether there is a snag left or if the tree is fully cut to the ground.

Vice Chair Filiault asked if there were any questions or comments from the Committee or staff. Hearing none, he asked if members of the public had any questions.

Councilor Williams stated that this is now the third meeting in which the Committee has discussed these trees, and now there will be a fourth, because this will go to the full City Council. He asked if this is an opportunity for the City Council to look at its procedures and maybe cut out some red tape. It seems a bit much to expect the Conservation Commission and the City Council to weigh in on this. He knows there is a public hearing aspect that needs to happen, but he would be curious to know what they can do to make this less of an ordeal.

Mr. Blomquist replied that the process is set by State statute. He continued that the Scenic Road Ordinance is an old statute, founded by towns which did not want the NH Department of Transportation (NHDOT) to do certain work along their roads. How you could get the requirement for utility companies and NHDOT to come see you is to designate certain roads that meet certain conditions as “scenic.” He knows the City of Keene does a little more than the statute requires, but the public hearing is required by statute. Staff can look at the statute, along with the City Attorney, to see if the City Code can be amended a little bit. Staff can talk with the Committee regarding the areas of the statute that the City has added to.

City Manager Elizabeth Dragon stated that one of the complicating factors is the public hearing. She continued that if the Committee had acted upon this item [at the previous meeting], they probably would have had to suspend their rules, which is something they could do. She agrees with Mr. Blomquist that staff can take a look at the process.

Councilor Roberts stated that it is extremely important to be aware of what could happen if they rush this. He continued that Councilor Williams was probably not around when Eversource hired a company from Maine that butchered a lot of the trees in the City. The City Council and the City Manager were inundated with public feedback about how this company just cut, cut, cut.

Mr. Blomquist stated that it is a long process to have a road designated as a scenic road, because it is a citizen-driven process. He continued that it requires a petition from the road’s residents. That is why there is an additional, perhaps onerous process for any work that occurs on the scenic roads, because the statutes recognize that there is an effort to get the scenic road designation. It has been about a decade since the last proposal from residents for a scenic road designation. That is why the Public Works Department always cautions the City Council, when they review a request for designation, that they should make sure it is something they wish to do, because the processes to work on the road become what they are now experiencing. Staff will look at the statute, with the City Manager and the City Attorney.

Vice Chair Filiault asked if there were any further questions from the Committee or audience. Hearing none, he asked for a motion.

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

On a vote of 4-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the City Council authorize Eversource Energy to perform all tree trimming services on requested scenic roads: Concord Road, Concord Hill Drive, Moore Farm Road, and Nims Road, in accordance with the recommendations of the Conservation Commission to leave the snags (dead vertical trees) in place, if possible.

3) Monica Marshall – Request that Railroad Square be Designated a Smoke Free Zone

Vice Chair Filiault asked to hear from Monica Marshall regarding her request.

Monica Marshall, of 81 Terrace Street, stated that this is her second time before the Committee. She continued that after she was first here, she formed a small committee with other people who were present this evening, and they began to reach out to many different groups of people, such as the hospital, the smoking cessation group, the YMCA, Monadnock Family Services, the Monadnock Food Co-op, the Police Chief, clergy people, and lots of citizens who love downtown. What kept coming up during their discussions was Railroad Square. She and a couple other people spent quite a bit of time in Railroad Square, at different times, and it is clear that Railroad Square could be something much more than it is right now. In the past, it was much more of a meeting place for lots of different kinds of people.

Over the past 10 or so years, the City has taken away picnic tables and benches that were there, in an attempt to maybe fix some issues that were happening there. However, people with young families do not even think about coming downtown. They do not think of Railroad Square as a place to bring their children, because it often has many smokers, and there is no place to sit, nothing for children to do, and is not inviting. Elderly people whom the committee spoke to said there are no benches; it is not a place to stay; it is not welcoming. With the work the City is doing on the Arts Corridor across the street, it felt right to pull back her initial request, which was for all of Main St. to be smoke free, and to do it in two tiers. The committee looked to Burlington – and more specifically to Church Street, which is designated smoke free – as a model for their plans. Ms. Marshall noted this works well in Burlington and you can see all of the information on the website.

Ms. Marshall continued that her proposal is to make Railroad Square smoke free by posting it, including the bench at the edge of the square. Last time she was before the Committee, someone said that cigarette butts compost and there is “no big deal” about them. Thus, she copied some articles for the Committee about the thousands of people who die every year from second-hand smoke and what happens to cigarette butts when they are dropped. They do not even start breaking down for 10 years. When water drips on them, it releases chemicals that are harmful to humans and animals into the soil. Cigarette butts are a health hazard. They are synthetic, not natural. She will leave those articles for the Committee. To be clear, she wants the bench that is on the edge of Railroad Square to be included as smoke free. The idea is to post that the area is smoke free, but not to have Police enforce it; the norms over time, and the people using the space, would enforce it, just by their behavior.

Ms. Marshall continued that they are also asking that more plantings occur and for picnic tables and benches to be brought back. They are also asking that businesses be responsible for sweeping up the butts every morning and every evening when their clientele are gone. They ask that businesses employees voluntarily smoke behind the building, so they are not in Railroad Square during smoking breaks. They also ask for the corridor all the way to the Co-op to be

smoke free. The Co-op is part of an association with the restaurant and the condo building there, and they are posting their area, in back of the Co-op, as non-smoking. This corridor would provide the beginning of a nice little area. Roger Weinreich, one of the committee members, is willing and has already started to spearhead a movement of downtown merchants as a public/private, or just all-private group that is willing to build a play structure on that grassy area between the Co-op and Railroad Square to attract people with children. They think it is financially and socially a good thing for Keene to start there. If in a year or two they see that it has been successful, they can spread out, maybe by making a certain number of feet from each restaurant smoke free. The studies are clear that anyone eating outside in a smoke free area would still be inhaling the cigarette smoke from the people walking by while smoking. They could make that a longer corridor, in a year or so, when they see how well this works after people get used to not smoking in Railroad Square. They could see who they could invite back in to use the square so that it provides a meeting place for a larger group of Keene citizens. Currently, it is only used sporadically by one group, mostly, but the committee feels that these changes would allow many different kinds of people to use the square again.

Vice Chair Filiault stated that he sees there are two phases to Ms. Marshall's request – one is the smoke free designation, and the other has to do with setting up benches and tables and coordinating with businesses to create a semi-playground. Ms. Marshall replied that all of that together is one phase, for this spring. Vice Chair Filiault replied that it is two separate things for the City Council, because the smoke free designation would be an Ordinance and the other part would be handled administratively.

Vice Chair Filiault asked for staff comments.

The City Manager stated that the City Attorney is away on vacation this week. She continued that staff has been talking about how best to move forward with a request like this. The Railroad Square area has many different things going on. There are restrictions related to the pavers, [for example], and certain parts of the area are potentially considered as a "park" but they are unclear if it is listed in the Ordinances as such. If it is a park, there are rules they can create, related to smoking restrictions, versus an Ordinance that would need to be created if it was public property. Thus, staff has some work to do with the City Attorney when he returns, to define some of those things and give the MSFI Committee a recommendation on how best to proceed. Regarding looking at activating the area, you would be surprised how complicated benches are; it is not as easy as one would think. Thus, staff recommends that Ms. Marshall's suggestions related to activating that area with different pieces of equipment and structures be referred to staff to be considered as they move forward.

Vice Chair Filiault stated that his question for the City Attorney, although he is not here, is whether it is correct that at one point Railroad Square was designated as a park.

Mr. Blomquist replied that is correct. He continued that as the City Manager said, issues with the Railroad Square area are complex. That property was originally owned by the railroad and in

1988 it was purchased by the City. Then there was the group that came in that proposed to place the brick areas there as part of a project for that area, and in doing that, the City Council adopted the Resolution that identified the restrictions for the use of that area. The grassy area beyond that is just City property; it is not a park. It is overlaid with the multiuse trail, which the City has spent Federal money on as a public way. He knows the City Attorney's Office is working with the Parks, Recreation, and Facilities Director to clarify the whole discussion of parks. Within the Code, there are only certain spaces that have been declared as such. Other places folks like referring to as parks, like Railroad Square, are not designated as parks. As the City Manager indicated, that does not allow them to use certain tools for restrictions. Thus, there is some work to be done here. Regarding the other items, he and Mr. Bohannon will work with the City Manager's Office to see if there are some things they could reintroduce into the space. Benches are challenging in the downtown area. They rotate benches around, as they deal with different issues, because people do ask for them, but at times there are challenges when there is a conflict between users of the benches and the activities immediately adjacent to them.

Vice Chair Filiault asked, in fairness to Ms. Marshall, if the MSFI Committee were to put this on more time to wait for the City Attorney to return and get together with staff from Public Works and Parks, Recreation, and Facilities, and everyone else involved, when could they expect this item to return to the Committee? Mr. Blomquist replied that they could probably give the Committee an update in a month, and the Committee now only meets once a month.

Councilor Workman asked if there is anything currently prohibiting the surrounding businesses in the Railroad Square area from putting up their own signage right now, designating no smoking areas. The City Manager replied that as long as it is in a business's own area, she does not know of anything that would be prohibiting them. Mr. Blomquist replied that a business cannot restrict it on the sidewalk outside of their business. He continued that there was comment about restricting it on either side of the doorway. Staff dealt with some of this when they were dealing with the smoking issue before, when the legislature passed the RSA dealing with indoor smoking. When you get out on the public way, NH laws are not as progressive as those in other states. Councilor Workman asked if he means there is nothing that says "You cannot smoke X amount of feet in front of an entrance." Mr. Blomquist replied that is correct. He continued that for example, a number of private entities have declared their campuses as smoke free, but what happens is people come onto the public way and smoke there, and that is because they cannot restrict it in the public way.

Ms. Marshall named a business where she saw a "No smoking 25 feet from the door" sign, and continued that a number of housing apartment units have similar signs. She asked how that fits in with the City Ordinances. Mr. Blomquist replied that they are doing it illegally.

Vice Chair Filiault stated that it looks it will take until at least next month's meeting to address this, and as Ms. Marshall has heard, the MSFI Committee cares; they just have to stay within the legal boundaries. He continued that Ms. Marshall will be notified and hopefully next month they will have enough information to bring back.

Councilor Roberts made the following motion, which was seconded by Vice Chair Filiault.

On a vote of 4-0, the Municipal Services, Facilities, and Infrastructure Committee recommends that the portion of the request for park attributes be referred to staff, and recommends that the smoke free zone portion of the request be placed on more time.

4) Councilor Thomas Powers – Renaming the Keene Recreation Center to the Brian A. Mattson Keene Recreation Center

Vice Chair Filiault stated that Councilor Powers is not present, and asked to hear from staff. The City Manager stated that she is asking the MSFI Committee to put this on more time, because Councilor Powers really wants to be here to present this item and has asked that they hold off until he has returned.

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

On a vote of 4-0, the Municipal Services, Facilities, and Infrastructure Committee placed the renaming of the Keene Recreation Center to the Brian A. Mattson Keene Recreation Center on more time.

5) Presentation - Downtown to Trails - Parks, Recreation, and Facilities Director

Vice Chair Filiault asked to hear from staff.

Mr. Bohannon stated that tonight's presentation will give an overview of the final document created by the UNH Cooperative Extension related to the study of Keene's trail system, which is in the agenda packet. He continued that they started this program in 2019 with the UNH Cooperative Extension, to look at where they were. Timing was not right and then COVID-19 interrupted everything. Last June, they came forward and received the funding to pursue this. In early August, they started the initial presentation to the Bicycle Pedestrian Path Advisory Committee (BPPAC), which was a core group, and then brought in several members of the public from downtown businesses and Antioch University to engage them in a process. Tonight, he hopes the Committee sees that this gives them good direction for the future.

Mr. Bohannon continued that they owe a great deal of gratitude to project managers Shannon Rogers and Jada Lindblom from the UNH Cooperative Extension, who were not able to be here tonight. Dr. Rogers and Dr. Lindblom did the majority of the work, leading the team and putting the presentation and final report together. They are both economic development specialists for the UNH Cooperative Extension and have done great work. He has started to promote Keene's program on different blogs and elsewhere, so Keene will have some nice recognition out of this program.

He continued that regarding the national Trail Town movement, they went to Kentucky to look at this as a national movement. Pennsylvania copyrighted the Trail Town name, so what occurred in KY was a copyright issue. That is why Keene has “Downtown to Trails.” Thinking about Keene’s trails, their surroundings and what has been built over the years, there are four key elements to the success: first is the natural environment, including rivers, scenic areas, forest, and parks. Second is economics, with a great, vibrant downtown. When (Dr. Rogers and Dr. Lindblom) looked at Keene, they said “You kind of already have a lot of these elements, but let’s investigate how we can improve it.” When they go into some of these towns, they are trying to revitalize downtowns through the trail system, but this was a unique opportunity for them to see how things are done really well and make it even better. They found ways to do that. The third element is Keene’s built environment. There is a central business area, and infrastructure relating to parking, bike racks, sidewalks, and more. The fourth and final element is the social and leadership component, which is big. Keene has great leaders related to the trails, such as Pathways for Keene and the mountain bike club, the Monadnock Cycling Club, and other groups in the community that want to make the trail system better. Bringing those people into the conversation along with the downtown businesses was a good way to engage the process.

Mr. Bohannon continued that when they look at revitalizing this program and creating these components, they wanted to review the research connecting all of them. They looked at other NH towns, like Bristol and Ossipee. The State of NH is undergoing this exercise as well. UNH Cooperative Extension had already been in Keene doing trail study for that program, as well as in Manchester, Nashua, Salem, and some of the other larger communities, learning about what they see around the state and how the trails connect to these towns. Dr. Rogers and Dr. Lindblom trained all the committee members to conduct intercept surveys. They were modified a bit due to COVID-19, but they did have people out on the trails, asking trail users questions like whether they are a Keene resident and how they engage with the trails. They also did spatial assessments. Using a phone app, trained committee members went out and collected the GIS-based information. Will Schoefmann, GIS Technician and BPPAC staff liaison, downloaded all that information for use in future analyses with the BPPAC when issues come forward.

Mr. Bohannon continued that they wanted to look at the opportunity for how to make Keene a destination for the trail system. It is a vision of his to make Keene a destination for trail riders of all uses, the multiuse trails as well as the single-track trails. There is great mountain biking here and in different areas. It is all connected, and the question is how to get people into the downtown, staying overnight and utilizing the downtown services and spending money. The study team had good interaction with the downtown businesses as well as smaller businesses right off the trails.

Mr. Bohannon continued that when they were looking at trail assessment characteristics, the highlighted ones are the top six to look for along the trails. The slides show how they rated different things. They had almost 200 asset characteristics, related to where they were, what could be done, and more. For example, off Water St., the trail starts to come into downtown by the Co-op and into Railroad Square. That is a great downtown entrance. As they expand the rail

trails from Eastern Ave. out to Rt. 101 and across into the Swanzey line, it will draw more traffic that may not necessarily know about downtown. The sooner they begin to give people information about what is in downtown Keene, the better. It would be beneficial for Keene, to have people stay downtown longer and spend money and possibly want to stay overnight or move here. Having a couple hotels right off of the rail trails is very helpful. There are many benefits to having Cheshire Rail Trail cut right through the middle of downtown. The Ashuelot Rail Trail is right off Emerald St., in a close proximity, five minutes, and there is an international market right off the corner of the trail, which is a big bonus for people. Right up the road, there are coffee shops and food trucks. Highlighting those things so that people know they are there is important.

Mr. Bohannon continued that the map in the report shows where they captured the data points, mostly in the downtown footprint in the Railroad Square area. They tried to get as much information as they could. There are many data points at West St. and Island St. Ashuelot River Park has a trailhead with a kiosk. Pearl St. has a lot of connectivity, all the way to Antioch and Kohl's and the businesses in that area. There is another trail at Eastern Ave. where people can park. Of the 191 responses, 151 had usable data. They did not get as much as they wanted; COVID-19 was peaking again and folks were a little resistant to go out and do the survey. They could have put the survey on social media to get more responses, but the folks from UNH did not want that, because it could be skewed. For example, a local group supportive of the trails could say, "Okay, everyone take the survey, and this is what to say," and it does not work out as well. They tried to get different clubs to send the information out to, say, the DeMar Marathon runners and the 4 on the 4th runners, but for whatever reason were unable to connect those dots. Eighty-one percent of the 151 responses were residents of Keene. Visitors were mostly from the surrounding geographic area in VT and MA. A good number of the 151 usable responses were from bicyclists. Keene rail trails are popular for biking and they are pushing to build that infrastructure to help bicyclists.

Mr. Bohannon continued that there is a high satisfaction with the rail trails. Very few people indicated in the survey that they have a low satisfaction. He would like to understand why a few people rated their satisfaction with the trails as low, but that is something to work on another time. The surveys show satisfaction with downtown, with more respondents indicating a "medium" satisfaction with the downtown compared to satisfaction with the trails, which could be for various reasons. There are many positive/negative responses to these factors impacting the satisfaction. There was a positive and a negative related to a variety of businesses, services, and restaurants. In his opinion, Keene has a great downtown with a lot of businesses and restaurants and opportunities, but maybe there was not enough of one particular thing someone was looking for. One thing that definitely is a negative is that if you have ever ridden a bicycle downtown, you will know that it is "a little bit of a life journey." There is definitely opportunity there. Parking is limited, which they hear all the time. One person commented on "inconsistent trail conditions throughout the network." Downtown has a paved trail infrastructure, but once they get outside of that corridor it turns to stone dust, which is much cheaper for the City to maintain, long-term, going all the way out to some remote areas. They have a lot of opportunity

for safety and lighting, positive and negative, and they are grateful to Pathways for Keene for donating a lot of the lighting that exists. Those are some examples of responses.

Mr. Bohannon continued that the Gateway to Downtown is the trailhead he shared with the Committee, at Water St. It is a good opportunity to highlight what is coming before you in the downtown – restaurants, locations for services, and opportunities for trail users to have longer, extended stays. That is what they want to do, and they want to be able to leverage what Keene already has and create more vibrancy for all trail users. Wayfinding is improving. They have been able to add some kiosks recently. Recently, on the back of the kiosk for the Ashuelot River Rail Trail, on Emerald St., Peter Poanessa of Keene Sign Works completed it by putting up the history of the rails. He suggests people go take the time to read it; it gives a great history of the City of Keene and how the rails impacted it. Some parts of wayfinding are opportunities to better indicate where people are on the trail system and people's proximity to downtown and its attractions. They want to see bike shops; there are two in Keene, on lower Main St. opposite one another. People may not realize, but Good Fortune has a bicycle repair shop inside, which people might want to know about if they have a flat tire coming into downtown or something of that nature.

Mr. Bohannon continued that the committee reached out to the Rotary Club and had a good turnout there. They presented to the downtown business group, which is a good opportunity to have some extended conversations about this. They could have had a whole meeting about this particular project with the downtown business group, but they needed to move onto other agenda items. The report was shared on UNH Cooperative Extension's social media and the City's social media, and the blog is still forthcoming. Trailfinder Trailside Services is an opportunity for businesses in the downtown or in Keene in general to put their information on an app. Trailfinder Trailside Services was built by the UNH Cooperative Extension, and has all the trails in NH and VT. He shared this with the downtown business group, and several of the downtown businesses loaded their information in. Then, a Boy Scout troop in Walpole was trying to find a bike route to use and found this app, saw some of the businesses in Keene, connected with a business owner, rode to the business as a field trip, and then went back to Walpole on the trail. As a result, this business had a dozen Boy Scouts buying food. It was a win/win situation. Ten businesses in the downtown footprint have input information. They can share their hours, information about restrooms, and so on and so forth.

Mr. Bohannon continued that they have done the evaluation. Regarding the economic impact, retail, food, and drink are the prime downtown businesses and ways in which people spend money downtown and make the downtown more vibrant. The rail trail study demonstrates that these amenities, in combination with the Ashuelot and Cheshire Rail Trails, provide for a high economic impact.

Mr. Bohannon stated that he is happy to answer questions. Vice Chair Filiault thanked Mr. Bohannon for his presentation and asked if the Committee or public had any questions. Hearing none, he asked for a motion.

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

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee accepted the presentation on Downtown to Trails as informational.

**6) Relating to the Absolute Discontinuance of a Portion of the Commercial Street Parking Area
Resolution R-2022-13**

Chair Greenwald, having arrived during the previous agenda item, thanked Vice Chair Filiault for facilitating in his absence. He asked to hear from Don Lussier, City Engineer.

Mr. Lussier stated that he is here to talk about the discontinuance of a portion of the Commercial Street parking lot, as they talked about at the public hearing last week. He continued that to briefly summarize, the Planning Board approved a boundary line adjustment. That boundary line adjustment resulted in the laid out portion of the Commercial Street parking lot not coinciding with the property boundary lines. They are here tonight to remedy that. He is happy to answer questions.

Chair Greenwald asked if there were any questions from the Committee. Hearing none, he asked if members of the public had any questions. Hearing none, he asked for a motion, noting that Councilor Roberts would be abstaining because he did not attend the site visit.

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

On a vote of 4-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the adoption of Resolution R-2022-13. Councilor Roberts abstained.

7) Adjournment

There being no further business, Chair Greenwald adjourned the meeting at 6:50 PM.

Respectfully submitted by,
Britta Reida, Minute Taker

Additional Edits by,
Terri M. Hood, Assistant City Clerk