



Joint Committee of the Planning Board and Planning, Licenses & Development Committee

Monday, June 9, 2025

6:30 PM

City Hall, 2nd Floor Council Chambers

A. AGENDA ITEMS

1. Roll Call
2. Approval of Meeting Minutes – April 14, 2025
3. Public Workshops:
 - a. **Ordinance O-2025-20 Relating to Setbacks and Build-to Dimensions.** Petitioner, City of Keene Community Development Department, proposes to amend Sec. 1.3.3 of the LDC to clarify that the Front, Side, and Rear setbacks apply to any building or structure on a lot. Further, this ordinance proposes to amend the definitions for “Build-To Line” and “Build-To Zone” (BTZ) to state that they apply to any principal structure with some exceptions. Lastly, this ordinance proposes to amend Sec. 8.4.1.C to state that accessory structures shall not be located in the BTZ.
 - b. **Ordinance O-2025-15 Relating to Amendments to the Land Development Code to Encourage Housing Development.** Petitioner Jared Goodell proposes to amend various sections of the LDC to modify the definitions of the Front, Side, and Rear Setbacks and the Build-to Zone; Reduce the minimum lot size in the Neighborhood Business District to 5,000 sf; Increase the density allowed in the Medium Density District to 6 units per lot; Allow dwelling units on the ground floor in the Downtown Growth District for lots with frontage on “Type B” streets; and, Establish rules for applying zoning regulations to split-zoned parcels. The sections proposed to be modified include 1.3.3, 5.3.1, 5.3.2, 8.3.1(C), and 19.2 of the LDC.
4. New Business
5. Next Meeting – July 14, 2025

B. MORE TIME ITEMS

1. Private Roads
2. Neighborhood / Activity Core areas (“Neighborhood Nodes”)
3. Short Term Rental Properties

A. ADJOURNMENT

City of Keene
New Hampshire

JOINT PLANNING BOARD/
PLANNING, LICENSES AND DEVELOPMENT COMMITTEE
MEETING MINUTES

Monday, April 14, 2025

6:30 PM

**Council Chambers,
City Hall**

Planning Board

Members Present:

Harold Farrington, Chair
Roberta Mastrogiovanni, Vice
Chair
Mayor Jay V. Kahn
Councilor Michael Remy – via
zoom
Ryan Clancy
Kenneth Kost
Michael Hofer, Alternate

Planning Board

Members Not Present:

Armando Rangel
Sarah Vezzani
Tammy Adams, Alternate
Stephon Mehu, Alternate
Randyn Markelon, Alternate

Planning, Licenses &

Development Committee

Members Present:

Kate M. Bosley, Chair
Philip M. Jones, Vice Chair
Robert C. Williams
Edward J. Haas
Andrew M. Madison

Planning, Licenses &

Development Committee

Members Not Present:

Staff Present:

Mari Brunner, Senior Planner
Evan Clements, Planner
Paul Andrus, Community
Development Director – attended
for 30 minutes

I) Roll Call

Chair Bosley called the meeting to order at 6:30 PM and a roll call was taken. Michael Hofer was invited to join as a voting member. Councilor Remy was travelling for work and joined via zoom.

II) Approval of Meeting Minutes – December 9, 2024

Councilor Jones offered the following correction:

Page 4, Line 115 – there is no mention of the four parcels referred to on this page. Staff agreed to add the parcels into the minutes.

A motion was made by Councilor Jones to approve the December 9, 2024 meeting minutes as amended. The motion was seconded by Councilor Madison and was approved unanimously by roll call vote.

III) Public Workshops:

a. Ordinance – O-2025-07 – Relating to Zone Change. Petitioner, Keene Marlboro Group, LLC, proposes to amend the Zoning Map of the City of Keene by changing the zoning designation of the property located at 425 Marlboro St (TMP #596-017-000) from Neighborhood Business to Low Density. The area of land that would be affected by this request is 0.92 acres.

Jeb Thurmond of 112 South Lincoln Street addressed the committee. Mr. Thurmond stated he was before the committee regarding property located at 425 Marlboro Street, which has a single home and a barn at the present time. He stated he has met with staff who explained the Cottage Court idea. He stated he would like to build affordable homes for his six kids. Mr. Thurmond stated he has owned this property with his partner, since around 2014. He felt this type of development would be an asset to the neighborhood.

Chair Bosley pointed out to the committee that they cannot consider this project when they are considering the zoning change. The committee has to contemplate the area, the neighborhood, and make sure that it is a realistic zoning change. She stated this is the Low-Density District, which is a definite positive.

Councilor Haas referred to the applicant and stated the property just to the east of his property is owned by Eversource, which is an undeveloped property, and asked whether the applicant has any interest in that property. Dr. Thurmond stated they have been in touch with Eversource, but their stance has always been foggy and there has not been any actions steps from Eversource. The Councilor encouraged the City to facilitate this.

Councilor Williams stated his preference would be to make this area Medium Density. Mr. Thurmond stated he would not be opposed to Medium Density.

Staff comments were next. Planner, Evan Clements, stated the committee is looking at a potential zoning change for 425 Marlborough Street from Neighborhood Business to Low Density. The parcel contains an existing single-family residence, detached garage and associated site improvements. It is located adjacent to a single-family residence to the west, utility infrastructure to the east, Precision Manufacturing to the south and governmental (police station) to the north.

He stated the proposed ordinance as written would create an area of Low Density, which would be bordered by Neighborhood Business to the east, Low Density and Neighborhood Business to the west, Business Growth and Reuse to the north.

The future land use map has this parcel located in the Winchester/Marlborough Street strategic planning area. The area is described to be located to the east of Main Street along Marlboro Street. There are similar opportunities to balance higher density housing with existing single- and

two-family residential neighborhoods. The proposed zoning change would allow for multiple attached and detached housing types in the Cottage Court Overlay District, as well as single-family residential, and a few non-housing uses outside of Cottage Court.

Mr. Clements stated the neighborhood is also located within the business industrial live work area of the future land use map, and this area is identified to be best suited as a mix of low impact industrial and business uses in conjunction with live work and artist space, where employees and business owners live in close proximity to their places of employment and business.

He stated, based on the master plan description of this neighborhood and based on the future land use map, opportunities to create higher density housing is desired.

With reference to community vision – this would be Focus Area 1: Quality Built Environment. This focus area strives to promote quality housing stock, maintain neighborhoods and balance growth and the provision of infrastructure. This could include housing developments in areas of the city that are supported by municipal infrastructure of a capacity to handle new higher density development. Neighborhood context is also important when contemplating housing development to ensure compatibility and promote reinvestment in surrounding properties.

Mr. Clements noted the proposed zoning change would expand a residential zoning district, providing opportunities to invest in quality housing stock that may encourage further redevelopment in an area that is well served by existing city infrastructure. Furthermore, the housing chapter of the comprehensive master plan recognizes that the community's ability to improve upon its existing housing stock, create new housing opportunities across all incomes and lifestyles, and balance the mix of rental and owner-occupied units will continue to be a determining factor in Keene. The housing chapter discusses strategies that encourage a diverse housing stock that promotes good design and quality construction. The applicant's proposal would increase the opportunity for the creation of new diverse housing options at an affordable price point in a location that is convenient for jobs, services and downtown amenities.

In reference to the intent of the two zoning districts, the current zoning Neighborhood Business district is intended to serve as an additional downtown zoning district that promotes smaller size business and professional uses, which support adjacent neighborhoods and workplaces with an orientation towards pedestrian and bicycle access. Some uses are restricted in size to limit adverse impacts on nearby residences and to maintain a pedestrian scale of development.

Mr. Clements stated the Low-Density District in contrast is intended to provide for low intensity, single-family residential development with all uses having water and sewer service. He noted the Cottage Court ordinance in the low-density district has allowed some measured modification of that initial intent, while still driven by the reduced lot coverage allowances in Low Density versus Neighborhood Business.

Mr. Clements called the committee's attention to the use tables for Neighborhood Business and Low Density. He explained Neighborhood Business does allow for a variety of uses, including duplex, multifamily etc. Those uses are limited by the build-to zone with frontage of those

buildings needing to reside in the build-to zone. The Low Density District has traditional yard setbacks, so that development would be encouraged to be located more central into the lot and not right onto the street.

Mr. Clements stated impervious coverage between Neighborhood Business and Low Density will be the driving factor of overall development of the site. He pointed out that 425 Marlboro Street is a rather large lot, especially for Low Density, which normally only requires 10,000 square feet to be a legal buildable lot.

Councilor Remy asked whether there is anything that would restrict Cottage Court in Medium Density. Mr. Clements responded by saying Medium Density is not being contemplated, only because there is no contiguity between the subject parcel and that zoning district.

Mr. Kost referred to the chart that references the different setbacks and requirements for Neighborhood Business and Low Density. He felt Neighborhood Business was less restrictive for housing; you can build on smaller lots, less setbacks, cover more of the land, less green space and he asked for clarification. Chair Bosley stated that was accurate. The big difference is that it does not allow for Cottage Court development. Mr. Clements added that any building proposed to be constructed in Neighborhood Business currently would require the facade of that building to be located between five and ten feet from the front lot line along Marlboro Street, which is the build-to zone. He added the build-to zone is attempting to encourage a development pattern very similar to what we have along Main Street; for example, the qualities would include buildings right up on the sidewalk, pedestrian scale, place to interact with people walking up and down the street.

Councilor Haas thanked Mr. Thurmond for bringing this proposal forward. He noted the build-to zone serves the idea of a pedestrian corridor, where it pushes parking off the street and locates it behind buildings. He stated it needs to be decided whether the City wants to keep frontage right on the street for Marlboro Street and locate parking behind buildings or somewhere across the street, or find a way to modify the Neighborhood Business where Cottage Court could fit in perfectly. He stated he would like to move forward with this project for a zoning change to facilitate the development at this time.

Ms. Brunner stated the build-to zone seems to be the limiting factor in this case. If this was a traditional front yard setback, the applicant could put in place the type of development he wants to, under the current zoning. In the Neighborhood Business District, you can have all the different types of residential uses and you can have more than one primary use on a lot. She stressed that the build-to zone is the limiting factor. She stated the larger question that this body could consider in the future is whether or not it wants to allow more than one structure on a lot, and if so, could you create some flexibility for the second or third structures not having to meet the build-to zone.

Chair Bosley asked if the build-to zone was retained, but the requirement that at least one structure had to be built to the build-to zone was used, would a property owner be allowed to have an internal road that would service Cottage Court development. Ms. Brunner stated multiple structures on a lot with a shared driveway or a shared parking area could be utilized, but

what would potentially be an issue is the water and sewer utility connections and how the development would be taxed. The tax question would be something that would need to be handled by the Assessing Department.

Chair Bosley asked if this area was left as Neighborhood Business, how many lots can be added. Mr. Clements stated, Cottage Court, unlike with a multi-family definition (specific to one building on a lot), allows multiple multi-family units on a lot. He added Neighborhood Business also has higher lot coverage allowances compared to Low Density.

Ms. Brunner added, with Cottage Court, an underlying impervious coverage limit applies. For Low Density it is 35% for the building coverage and 45% for impervious, which means you need to keep 55% of the lot as green space. Whereas in Neighborhood Business, you only have to keep 35% of the lot in green space. Ms. Brunner went on to say the reason why Cottage Court in the residential districts was a big change, is because in residential districts, the zoning code only allows one principal use per lot, which essentially means one single family home. You can have an accessory dwelling unit, but there is an ownership requirement. If it allows duplexes, you can only have one duplex on a lot. Outside the residential zoning districts, that limitation does not apply; if residential is permitted in a non-residential district, there could be multiple residential uses.

Councilor Remy asked whether there was any difference in what is allowed in Cottage Court in Medium Density versus Cottage Court in Low Density. Mr. Clements stated there are additional building types that are allowed in Medium Density for Cottage Court that are not allowed in Low Density. There is a requirement for building coverage of 45% and impervious coverage of 60%. Councilor Remy asked about coverage permitted in High Density. Ms. Brunner stated it is a building coverage of 55% and impervious of 75%. High Density also allows all of the building types which are permitted under Cottage Court.

Mr. Hoefer felt the committee should take the quickest and easiest path forward. He stated there seems to be an alignment around wanting something like this to happen, and, in the longer term, there needs to be a discussion as to how to address this more systematically across the city. He questioned why Marlboro Street is Neighborhood Business and not Low Density based on the high residential uses in a large section of Marlboro Street. Chair Bosley stated her understanding is when the Public Works building was being built at that end of Marlboro Street, there was an incentive to create a future plan for Marlboro Street; that being a Main Street extension and an opportunity to create a zoning district that would support the residential properties and look to the future of what the city would envision for this area. Councilor Jones agreed and added the intent was to create a gateway street to downtown.

With that, the Chair asked the petitioner to address any other comments he might have. Mr. Thurmond stated he does not have a desire to change anything, he just likes the idea of Cottage Court but he is not tied to that idea either. He wants to be able to construct housing, which would be amenable to the city and would work for the people who need housing. He stated if the city can figure out a way to make this happen without changing the zoning – that would work for him as well. He stated he appreciates the city looking forward as well as trying to accommodate his needs.

Councilor Haas asked whether Mr. Thurmond had a timeframe for this project. Mr. Thurmond stated he does not have a timeframe, but once the committee approves the plan, he would move forward with a plan. Councilor Jones stated if the committee moved forward with the request before them, the process could take about a month and a half. However, if there are changes to uses in other zones, it could be another two or three more months. Mr. Thurmond was in agreement with that timeframe.

Mayor Kahn stated what this discussion is showing him is that the city has converging uses in its zoning. In this case, a business zone is converging with residential purposes and felt this could be beneficial for this area.

Chair Bosley posed a question to Staff, if the committee was to leave the petitioner's request as is and consider it, then the PLD committee would recommend that it move forward for a public hearing and the Planning Board would decide if it was consistent with the 2010 Master Plan. However, if the committee wanted to change what the petitioner placed in front of the committee to amend the underlying zoning district to a Medium Density zoning district or a High Density zoning district to capture the Eversource lot, and consider changing the underlying zoning of both those districts to Low Density or to some other district, what would that path would be?

Ms. Brunner stated this would involve creating an A version of the ordinance and the committee would vote on that version. The Chair clarified if the committee was to go in an alternate direction and change the language for the build-to zone requirement in the Neighborhood Business zone, whether it could be done within this application. Ms. Brunner answered in the negative and stated that would have to be a different type of application. She added the request before the committee tonight is a map amendment request and what the Chair is referring to is a zoning text amendment, which are two different application types.

The Chair asked if the committee wanted to propose the zoning text amendment, would it still be sent forward for a public hearing and be up to the Council to vote it up or down. Ms. Brunner stated if the applicant submits a request to withdraw the application in writing, then it wouldn't need to move forward.

With no public to address this application, the Chair closed the public comment portion of the workshop and opened the item up for committee deliberation.

Chair Farrington stated he believes the path of least resistance is to proceed on the text that the committee has from the petitioner, which is to move it to Low Density zoning. This would move the item to a site plan involving a Cottage Court development. This would also bring the petitioner's existing structure into conformity.

Chair Bosley stated she was not opposed to this suggestion but would consider changing it to a higher density and potentially capturing the Eversource lot. This would give the petitioner additional land to create additional units.

Mr. Kost stated changing the zoning would expedite the opportunity to build houses. However, he felt Neighborhood Business would provide more flexibility and provide for the city's

vision for Marlboro Street. Changing the area to Low or Medium Density limits the area to just residential. He added he would like the build-to zone to remain and also provide for buildings not attached to the original building.

Chair Bosley asked staff if the build-to zone is five to ten feet and this property is at 15 feet, it would be non-conforming lot. Then, would there need to be variances granted to be able to build additionally on that lot. Mr. Clements stated, if the existing single-family residence is not in the build-to zone, it is legal nonconforming due to dimensional requirements. If the Neighborhood Business was changed to allow unattached structures, the lot wouldn't be nonconforming, it would be just that structure that would be non-conforming. He added, the city's zoning ordinance is flexible when it comes to nonconforming structures and uses in general.

Chair Bosley asked whether it would be reasonable to let two things move forward in Neighborhood Business; specifically, to allow for detached structures and to allow Cottage Court. Ms. Brunner stated, at the present time, detached structures are allowed, but they all have to be in that build-to zone, which is creating issues. She stated the language could perhaps be modified to say that one structure has to be in the build-to zone and each subsequent structure could be behind it – and added staff could work on language for the committee's consideration.

Councilor Jones felt, as stated by Chair Farrington, the committee should work with the application before them today by changing it to Low Density and added this still allows for grocery, light retail, and office. He stated, in conjunction, the committee could also ask staff to work on changes to Neighborhood Business. Ms. Brunner stated, with the Cottage Court overlay, there are some limiting restrictions on those commercial uses, one of which is that they have to be on the corner of a public right of way. Hence, this lot would not be able to locate a commercial use unless they built an internal road and then were able to fit it on the corner. Also, the uses themselves are limited in size, because this was envisioned as being in the middle of a neighborhood not along a major street, such as Marlboro Street.

Councilor Jones added, by acting on what the petitioner asked for from the committee is not being project specific. Councilor Jones stated, because Cottage Court is a new process for the city, this is what the committee has. By acting on what the petitioner is requesting, it is not being project specific.

Chair Bosley stated she likes the idea of a specific project being left out of this but wondered if this area tends to lean more towards Neighborhood Business. She stated, if you look at the map, Marlboro Street would not be conducive to achieve the underlying theme of what the city is trying to create on that street if a Low Density lot was placed in this location. This would seriously limit (without a Cottage Court) what could be built. The Chair noted the only option if it was changed to Low Density moving forward would be a Cottage Court.

The Mayor noted every one of those properties, at least on the south side of the street, abuts a Low Density district and questioned what kind of precedent is being set for Marlboro Street for future development. The Mayor felt there was logic to staying with the Neighborhood Business designation. The Chair felt if the city was to stay with Neighborhood Business, the issue with detached structures would need to be resolved.

Mr. Hoefer noted most of the properties in the three-block area are residential and felt the idea that the city foresees a Main Street type street seems to be out of step.

The committee looked at the Residential Preservation District on the map. Chair Bosley questioned the uses for this district. Ms. Brunner explained this zoning district was created to help encourage historic neighborhoods to go back to being more residential in nature, rather than being multifamily rentals for students. It is similar to Low Density in many ways, and only allows single family with setback requirements.

Mr. Kost stated Neighborhood Business allows for residences and businesses. When there is ultimately infill, it could become that street face, which is interesting to look at and felt it made sense to keep this lot as Neighborhood Business and then change some of the rules of Neighborhood Business and that will allow future flexibility and development.

Councilor Williams agreed Neighborhood Business would be the best zone for this section of Marlboro Street. He stated he was concerned about changing to Low Density and how that would impact future development. The Councilor also felt Neighborhood Business gives the city more options.

Councilor Madison felt changing it to a different district would be inconsistent. Leaving it as Neighborhood Business and making some changes to the Neighborhood Business district is probably the best way to go forward in terms of consistency and looking ahead towards the long term future of Marlboro Street.

Ms. Mastrogiovanni agreed with keeping the site designated as Neighborhood Business as well. She indicated Marlboro Street has varied uses, and making an overall change would be difficult and premature. She felt we should wait to see how Marlboro Street develops.

Councilor Haas stated, if he were a property owner on Marlboro Street, he would value the flexibility the existing zoning provides.

The Chair stated the consensus she is hearing from the committee is to suggest that Staff move forward with creating an ordinance, which would address what is being discussed tonight. The committee would consider either adding Cottage Court to Neighborhood Business directly or allowing detached structures to not be in the build-to zone. She stated she was open to staff doing an in-depth review of what the use for this underlying zoning district would be. The Chair asked whether the committee wanted to keep this item on more time at the Joint Committee level until the committee sees the changes Staff bring forward. She asked whether the petitioner was in agreement to this. Mr. Thurmond answered in the affirmative and stated he also had no issue withdrawing his petition and stated he, too, felt constricted with Low Density.

Staff suggested the committee continue this application, and the City would need a written request from the petition to withdraw the application.

A motion was made by Mayor Kahn that the Joint Committee continue this workshop to a future date. The motion was seconded by Harold Farrington.

Ms. Brunner stated they will be back before the committee with a draft. She asked whether the committee would be interested in having Staff look at this a little bit more holistically and look at other districts that have similar requirements or just keep it to Neighborhood Business. The Chair felt if the committee did not consider all districts, it would be disingenuous if that rule is hampering other projects.

The Chair extended her appreciation to the petitioner for his flexibility.

The motion carried on a unanimous vote. Councilor Remy had left the session due to technical issues and hence a roll call vote was not necessary.

b. Ordinance – O-2025-08 – Relating to amendments to the Sign Code. Petitioner, City of Keene Community Development Department, proposes to amend Table 10-2 of the Land Development Code to create an exception under the category of Animated Signs to allow temporary Feather Signs in the Industrial and Industrial Park Districts.

Chair Bosley stated this issue has come forward based on a letter from the Mayor who recognized a gap in the sign code. The PLD Committee reviewed this item and requested Staff draft language, which would permit commercial businesses in the industrial zones to use feather signs on a temporary basis.

Ms. Brunner stated this ordinance is proposing to amend the sign code to allow for a type of animated sign called a feather sign, which is also referred to as a blade sail sign. Because it catches the wind and moves with it, it is considered animated, which is like a flag. Hence, this is the reason it falls under this ordinance. This ordinance would be specifically for properties in the Industrial and Industrial Park districts as a temporary sign. The reason is to help strike that balance between orderly, safe, aesthetically pleasing development and allowing businesses to do what they need to do to be successful.

Ms. Brunner next reviewed the background on the sign code.

The City of Keene Sign Code is in Article 10, which is part of the zoning regulations. The purpose of the sign code is to establish a legal framework for a comprehensive and balanced system of signs to achieve the following objectives:

1. To allow the free flow of traffic and protect the safety of pedestrians, bicyclists and motorists, which may be impacted by cluttered, distracting, or illegible signage.
2. Avoid excessive levels of visual clutter or distraction that are potentially harmful to property values, business opportunities and community appearance.
3. To promote the use of signs that are aesthetically pleasing of appropriate scale and integrated with the surrounding buildings and landscape.

Ms. Brunner stated the way the code is organized is that there are signs that are permitted, but an applicant still would need to obtain a sign permit. There are also signs that are exempt, and these are ones you can install without having to get a signed permit. There are also signs that are prohibited, such as internally illuminated, flashing, animated signs, roof signs that stick out of a roof, etc.

Ms. Brunner stated the two districts this change is being proposed for are the Industrial District and the Industrial Park District, both of which are mostly located in south Keene, with one exception. The district is intended to provide space for industrial activities, such as manufacturing, warehousing and distribution, that are not typically suited for commercial areas by virtue of operational characteristics and space needs. The industrial park district is located in two areas in Keene, including the Optical Avenue area in southeast Keene and along Maple Avenue near Route 12. This district is intended to provide relatively low-intensity manufacturing, research, and development firms that are intensive, clean in nature, and promote an attractive industrial park environment. These tend to have very large parcels of land with large buildings and large manicured lawns.

Ms. Brunner next explained feather signs. She addressed page 27 of the staff report, which includes an image of this type of sign. She said that feather signs have a pole on one side that is attached to the ground with a long piece of flexible material attached to it that is designed to move with the wind and attract your attention. They can be designed to be pedestrian scale at a minimum of seven feet tall and can go up to about 25 feet tall. The tall ones are usually designed for areas with automobile traffic.

Currently, under the code, these signs are prohibited. This ordinance would change that, specifically, for the industrial and industrial park districts. It would be a temporary sign up to 30 days, four times a year. There is no minimum to the number, but they need to be installed ten feet apart and 15 feet off the property line. One of the issues with feather signs is if they are not installed properly, they could blow over.

Ms. Brunner went on to say there is a definition being proposed, which states the following:
Feather Sign (also known as Blade Sail Sign) - A sign made of flexible material that is generally, but not always, rectangular in shape and attached to a pole on one side so the sign can move with the wind.

Ms. Brunner stated, when she was working on this draft language, she had a conversation with one of the code enforcement officers, and they did raise some issues with enforcement. This type of sign is currently prohibited citywide; hence, it is easy to enforce if there is a complaint. However, this ordinance could cause some issues when there is a complaint received, requiring a determination of where the sign is located and if it is permitted in that district. The biggest issue enforcement raised is with the perception of fairness, and how it will look if feather signs are allowed to be located in one district versus being located in another district. The other issue is make sure these are installed correctly.

Regarding consistency with the 2010 Comprehensive Master Plan, Ms. Brunner stated the master plan is broad with respect to sign code and this is a very specific change. She indicated the City of Keene has a long history of local manufacturing, which is an important component of the economy. The master plan does include a strategy to “*encourage and recruit industries that are in line with building up local manufacturing and industrial economy..... high quality jobs that pay a living wage are viewed as imperative to Keene's long term economic sustainability. Expansion of tax base and lessening the tax burden on homeowners.*” The plan goes on to talk about the need to *retain and recruit a workforce*. Ms. Brunner stated that allowing for feather

signs for the purpose of advertising job openings can help support this. This concluded staff comments.

Chair Farrington stated he is in favor of this ordinance and clarified the 15-foot setback and 10 feet apart is at the road interface. Ms. Brunner stated along the road, they have to be 15 feet back from the property line with 10 feet of space between each other. Chair Farrington stated whether there is consideration of limiting these signs within the property, such as at a car dealership. Ms. Brunner stated what she was envisioning was along the road, but perhaps they could be installed on the property. They would still need to be 10 feet apart and they could only be up for those 30 days and four times a year.

Ms. Brunner went on to say the reason Staff were supportive of this request is that the Industrial districts are fairly unique in that they are very different from other parts of the city. They have larger lot sizes and not a lot of interaction with the street. These are uses that tend to be set back more from the street, bigger buildings, bigger massing, with large parking lots.

Chair Bosley asked whether any car dealerships fall in the dark purple section (where feather sign use is proposed). Ms. Brunner stated she was not entirely sure, but most car dealerships are located in Commerce Limited.

Councilor Haas stated Chair Farrington raises a good point and felt he did not want to get into that level of regulation. He stated he was in favor of the ordinance, but the City would need be ready for the enforcement issue.

Mr. Kost, with respect to the 10 feet spacing issue, stated if someone is driving 30 miles an hour, you would travel 10 feet in .227 seconds, which means you see four and a half of these signs per second. He felt this was a lot of clutter and could be distracting to drivers.

Mr. Hoefer asked what the motivation for this ordinance was. The Mayor responded by saying there are manufacturers on Optical Avenue who have been asked to remove signs. He stated he cannot address the height and distance issue but would hope that this is what the public hearing would elicit. Stakeholders that have an interest offer their opinions. He stated the reason he supports this and believes it is unique to these districts is that when you look at the sign code and what it is intending to prohibit, it is obstructions and interference of pedestrian access. The Mayor stated he did not feel those kinds of issues exist in these designated zones. He did not feel there would be pedestrian obstructions so long as the signs are kept out of the right-of-way.

Chair Bosley stated she would like to discuss the distance issue raised by Mr. Kost before this item moves on to the public hearing process.

Councilor Haas stated, with respect to spacing issues, it would be good to have that data and know what other guidelines there might be by which the committee should keep an eye out for. He felt the real question is going to come from Commerce areas as to why those areas can't have these types of signs. Councilor Haas addressed Ms. Mastrogiovanni, who owns a business, and asked for her opinion on these signs. Ms. Mastrogiovanni stated she has used these signs but not in Keene and stated they are good for marketing, but did not feel they were very attractive. She

479 agreed with the time allotted to them and raised concern about Staff having the time for
480 enforcement and felt how many in a row is something that should also be addressed.

481
482 Chair Farrington asked about off premises sign. Ms. Brunner stated they are prohibited.

483
484 Councilor Jones thanked Staff for bringing this item up as a draft and was glad this issue is being
485 considered for two districts. He also thanked Staff for finding the section, which makes this
486 consistent with the master plan. He felt the draft accomplishes what the Mayor is looking for and
487 it should be moved forward.

488
489 Mr. Hoefer referred to the area on Maple Avenue where the Baptist Church is located and noted
490 that one side of the street permits this sign, but the opposite side doesn't and asked that the
491 committee keep this in mind for inconsistencies. The Chair felt perhaps the area across the street
492 was Low Density, and these signs would not be permitted in those locations. She went on to say
493 if this ordinance was successful, the city is likely going to expand it to other zones as long as it
494 was not creating a burden on code enforcement and creating terrible obstructions for drivers and
495 pedestrians. If that happened it will likely be rescinded.

496
497 Mr. Clements noted the City cannot regulate content for signage it can only regulate form and
498 location.

499
500 Mayor Kahn stated zoning was not something he looked at when he brought this forward. He
501 looked at Optical Avenue (Industrial Park). He noted another location where this would be most
502 appropriate is at Black Brook Corporate Park. However, this is not an area that is listed.

503
504 Chair Bosley stated her one concern is the lots near the roundabout and the distraction that could
505 occur for cars traveling through, especially with drivers who are already uncomfortable using
506 roundabouts but stated this was not enough to make any changes right now.

507
508 Ms. Brunner stated she has heard a few concerns: distance between the signs, limiting the
509 number of signs, and distance to the setback from an intersection. She stated there could be an A
510 version created or this item could be placed on more time and Staff could bring back another
511 draft for consideration by the committee.

512
513 The Mayor felt the distance from an intersection is a valid precaution. He wasn't sure how to
514 regulate distance. However, getting the language correct was important.

515
516 Chair Bosley posed the following questions to the committee:

- 517 1. Does the committee want to see a number of these flags per lot? Two Yes – Two No
518 2. Does the committee want to see a greater distance than ten feet between the flags? Two Yes
519 Two No
520 3. Do we want to see a restriction on the flags being adjacent to an intersection? Everyone said
521 Yes

522
523 The Chair asked that staff create and A version and keep it moving forward.
524

Councilor Jones asked about including the Corporate Park District. Ms. Brunner stated if Corporate Park was to be included, she would suggest continuing this item to see if it needs to be re-noticed.

The Chair asked that this be moved forward to get some experience with it and then look at other zones that could be included.

Ms. Brunner asked the Committee for the specific changes they would like to make to the language of the ordinance. Chair Bosley asked staff what they would recommend based on the Committee's discussion. Ms. Brunner suggested that Item #1 of the ordinance be amended to read as follows:

"Feather Signs that are 20 sf or less in the Industrial and Industrial Park Districts (sign permit required, max duration of 30 days at a time and no more than four times per year per property, spaced at least 10 ft apart, set back 15 feet from the property line and a minimum of 25 feet from an intersection)."

A motion was made by Chair Bosley to amend the ordinance to include a setback from an intersection to a minimum of 25 feet and create an A version of the ordinance. The motion was seconded by Councilor Jones and was unanimously approved.

There was no public comment as there was no public to address the committee. The public comment portion of the workshop was opened and closed.

Councilor Jones stated churches are referred to as institutional use and it takes an 8 vote from council to locate a church in any zone and they have to abide by the zone they are located in.

A motion was made by Councilor Jones that the Planning Licenses and Development Committee request the Mayor to set a public hearing on Ordinance O-2025-08-A. The motion was seconded by Councilor Madison and was unanimously approved.

A motion was made by Harold Farrington that the Planning Board finds Ordinance O-2025-08-A consistent with the 2010 Master Plan. The motion was seconded by Mayor Kahn and was unanimously approved.

c. Ordinance – O-2025-09 – Relating to Single Family Parking Requirements. Petitioner, City of Keene Community Development Department, proposes to amend Table 9.1 of the Land Development Code to require one parking space for "Dwelling, Single Family."

Chair Bosley stated this is a housekeeping item that came out of the parking ordinance change, which failed to include a parking requirement for single-family dwellings.

Planner Evan Clements addressed the Committee and stated that this ordinance is to fix an error from a previous ordinance that accidentally omitted "Dwelling, Single-Family" from the parking table. This would bring the parking requirement for single-family dwellings in line with all other residential uses in the City.

There was no public comment as there was no public to address the committee. The public comment portion of the workshop was opened and closed.

A motion was made by Councilor Jones that the Planning Licenses and Development Committee request the Mayor to set a public hearing on Ordinance O-2025-09. The motion was seconded by Councilor Madison and was unanimously approved.

A motion was made by Harold Farrington that the Planning Board finds Ordinance O-2025-09 consistent with the 2010 Master Plan. The motion was seconded by Mayor Kahn and was unanimously approved.

B. MORE TIME ITEMS

1. Private Roads
2. Neighborhood / Activity Core areas ("Neighborhood Nodes")
3. Short Term Rental Properties

Ms. Brunner asked whether the committee wanted to keep short-term rentals under the More Time Items list. The Chair stated it should be left on the list and asked about the grant that was going to enable the city to hire a consultant to work on this item. Ms. Brunner stated the grant for 79-E was approved but not the grant for short-term rentals. The Chair asked the item to be kept under More Time Items as Council has an interest with this item.

IV) Adjournment

There being no further business, Chair Bosley adjourned the meeting at 8:50 PM.

Respectfully submitted by,
Krishni Pahl, Minute Taker

Reviewed and edited by,
Emily Duseau, Planning Technician & Mari Brunner, Senior Planner

MEMORANDUM

To: Joint Committee of the Planning Board and PLD Committee

From: Evan Clements, AICP Planner

Date: June 2, 2025

Subject: O-2025-020 Relating to Setbacks and Build-to Dimensions

Overview

This Ordinance proposes to amend Section 1.3.3 “Setbacks & Build-To Dimensions” of Article 1 of the Land Development Code (LDC) to clarify that building setbacks apply to any building or structure to be located on a lot, unless a specific exemption exists in the LDC. The proposal also clarifies that the Build-To Line (BTL) and Build-To Zone (BTZ) apply to any principal building or structure and provides allowances for buildings or structures to be located outside the BTZ when the proposed building or structure is blocked by another principal building or structure. Lastly, this Ordinance proposes to amend Section 8.4.1.C of Article 8 to clarify that accessory uses and structures are not allowed in the BTZ.

Background

The building setback is a set of dimensional requirements that have been in effect since the adoption of the City’s first zoning ordinance in the mid 1920’s. Originally utilized as a way to promote sanitation, fire safety, and buffer between conflicting land uses; modern day building setbacks are more about community design and character, safety, and infrastructure planning. The American Planning Association Zoning Practice Issue 6. describes front setbacks generally:

“In today’s world, front setbacks are given priority because of their interaction with the public realm and their role in safety and quality of life. The presence of space and how that space is utilized shapes the experiences of those engaging with the right-of-way (ROW), including travelers on any mode, people occupying the public space for work or play, and even those looking out their window onto the street.”

Building setbacks provide space on lots for accessory activities such as trash and tool storage, gardening and green space, outdoor gathering, and trees. The space created by the required setback sets the tone for how land is utilized and how a neighborhood feels when living in and traveling through. The size and functionality of setbacks plays an important role in infrastructure planning and management. In many cases, the built environment grows faster than its supporting infrastructure. Space between, in front of, or behind buildings is needed to provide access to underground water mains and other utilities. In the long term, front setbacks allow for widening of public rights-of-ways without the expensive cost of taking buildings.

In Keene, there are three types of building setbacks:

The **Front Setback** establishes the minimum distance between the front property line and any buildings or structures on the lot. It helps create consistent street frontages, ensure adequate space for site features such as utilities and landscaping, and provides some separation between the building and street.

The **Side Setback** is the minimum distance between the side property line and any buildings or structures on the lot. In residential districts in Keene, the corner side setback is 10-ft larger than the minimum side setback required in the zoning district. Side setbacks create spacing between buildings and impact privacy between neighbors, access for maintenance / emergency vehicles, and adequate fire separation. In addition, side setbacks can help promote natural ventilation between buildings and ensure access to daylight in more densely developed areas with taller buildings.

The **Rear Setback** is the minimum distance between the rear property line and any buildings or structures on the lot. Like side setbacks, rear setbacks help create spacing between properties to protect privacy and, in more densely developed areas, access to daylight.

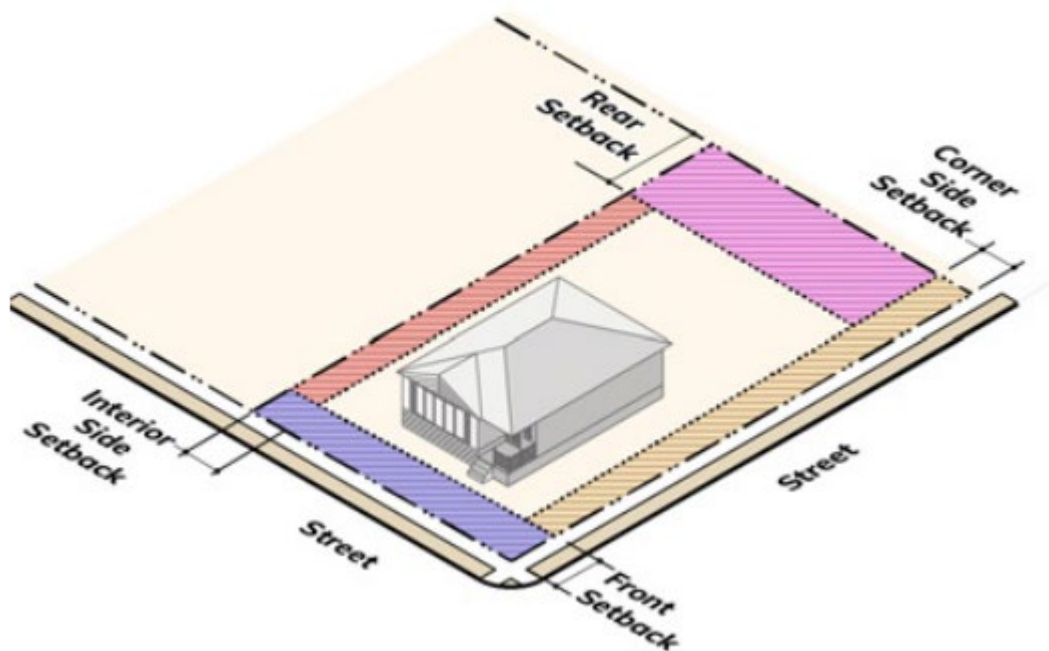


Figure 1. Illustration depicting the Front Setback, Interior Side Setback, Corner Side Setback, and Rear Setback on a lot.

The Build-To dimensions are dimensional requirements that were implemented as part of the Land Development Code adoption in 2021 with the decision to switch the downtown zoning districts to a Form-Based zoning code. Similar to setbacks, build-to dimensions are used to regulate the placement of buildings and structures on a lot; however, whereas setbacks are designed to ensure spacing between buildings and the street, build-to dimensions encourage building placement closer to the street. This helps to create a pedestrian-scale, walkable streetscape that fosters social interaction. Therefore, build-to dimensional requirements are typically used in downtown areas of the city. This building form is more appropriate for the urbanized downtown area where existing utilities and roads are permanently established. New development within this area of the community will likely be in the form of infill and redevelopment of existing buildings and lots.

There are three types of “Build-to” dimensions in Keene:

A **build-to line (BTL)** is a set line on a lot, measured perpendicularly from the applicable lot line, where a structure must be located. The building façade line of a structure must be located on the build-to line.

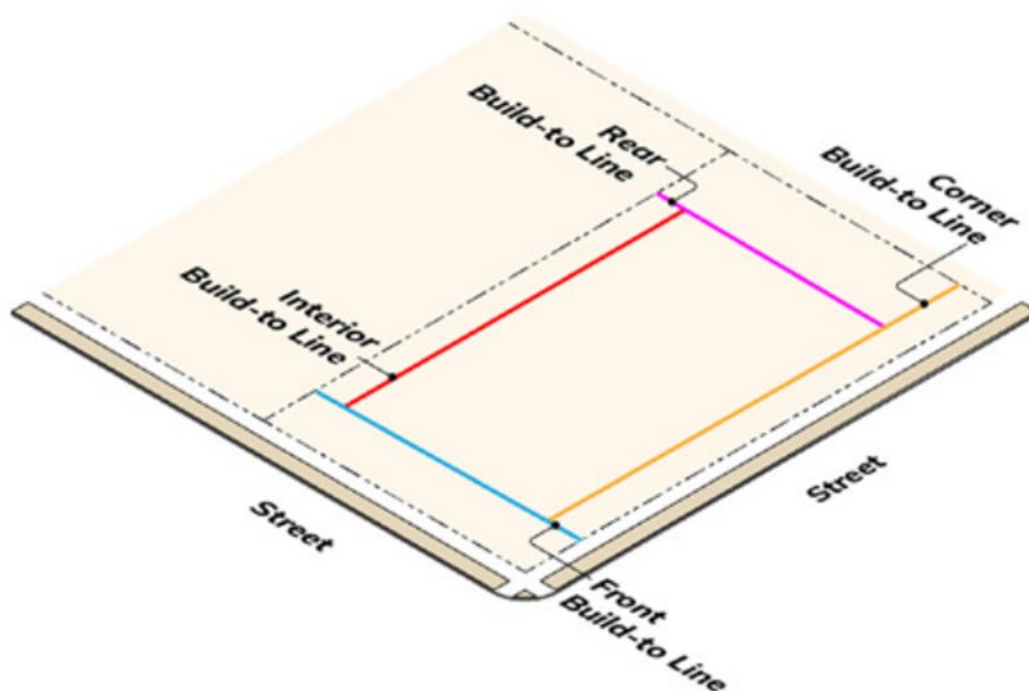


Figure 2. Illustration depicting the Front Build-To Line, Interior Build-To Line, Corner Side Build-To Line, and Build-To Line on a lot.

A **build-to percentage** specifies the percentage of the building façade that must be located within the build-to zone or at the build-to line.

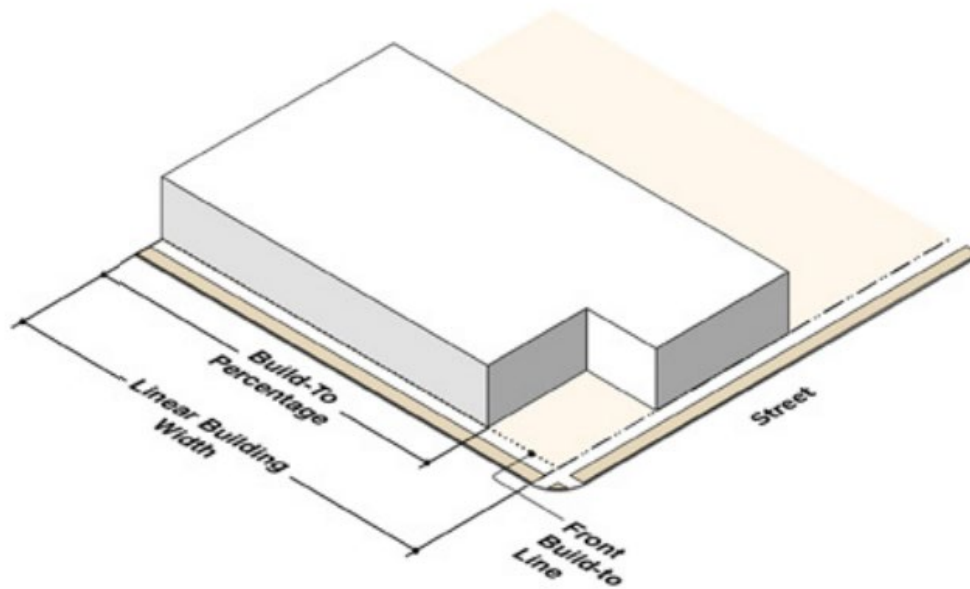


Figure 3. Illustration depicting the Build-To percentage and Front Build-To Line on a lot.

A **build-to zone (BTZ)** is the area on a lot, measured perpendicularly from the lot line, within which a structure must locate. A BTZ sets a minimum and maximum dimension within which the building façade line must be located (e.g. 0-5-ft).

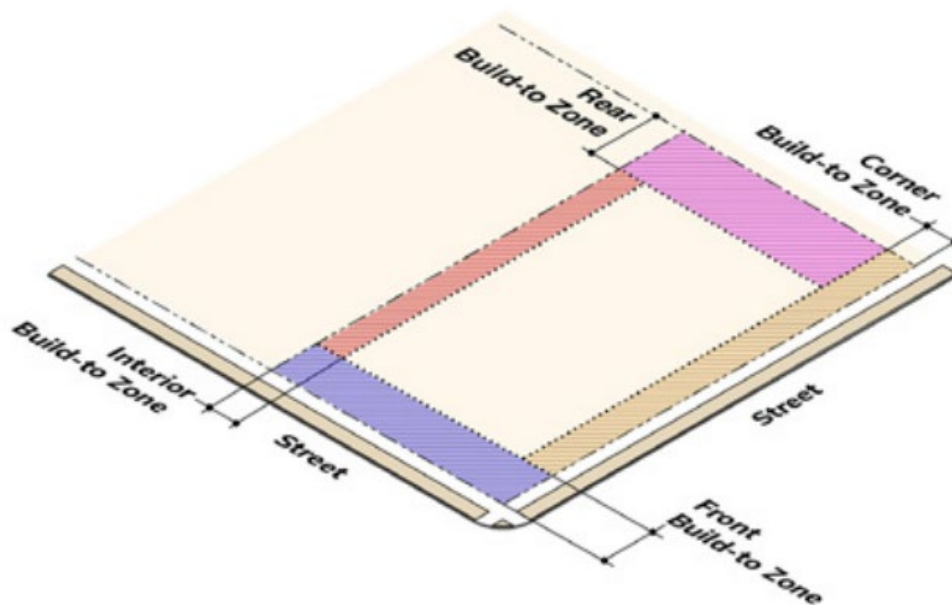


Figure 4. Illustration depicting the Front Build-To Zone, Interior Build-To Zone, Corner Side Build-To Zone, and Build-To Zone on a lot.

On May 5, 2025 the Zoning Board of Adjustment (ZBA) heard an appeal of an administrative decision that all buildings and structures to be located on a lot need to comply with the Build-to Zone requirement. The petitioner requesting the appeal argued that the existing language of the BTZ referred to “a building,” meaning only one building on a parcel and not all buildings. The ZBA sided with the petitioner and provided feedback to staff that the existing language regarding when setbacks and build-to dimensions applied to buildings and structures was ambiguous and confusing. This ordinance has been submitted to address the ZBA’s concerns while also opening up development potential by providing additional guidance with the Build-To dimensions.

Discussion

This ordinance proposes to clarify that any building or structure on a lot is prohibited from occupying the front setback, side setback, or rear setback unless there is a provision in the Land Development Code that expressly permits a specific building or structure to be located within the setback. This change will maintain the long-understood practice relating to building setbacks in the City and will not result in any change to existing neighborhood design and feel for zoning districts that utilize a traditional setback dimensional requirement.

The proposed changes to the Build-To dimensions acknowledge the desire to maximize flexibility for property owners while still achieving community goals related to neighborhood design and the relationship between private property and the public right-of-way. The goal of the Build-To dimensions, as discussed in the background section of this report, is to encourage development that abuts the public right-of-way and relegate the undeveloped space on a lot to the interior side and rear.

The proposed change allows additional principal uses and buildings to be located outside of the Build-To dimensions, if it is not possible to locate the proposed use or building in the Build-To dimension because it is blocked by another principal building or use. Figure 5 depicts a situation where additional principal buildings would be allowed outside of the Build-To Zone since the first principal building is located within the Build-To Zone and there is not enough room left on the lot to place additional buildings in the zone.

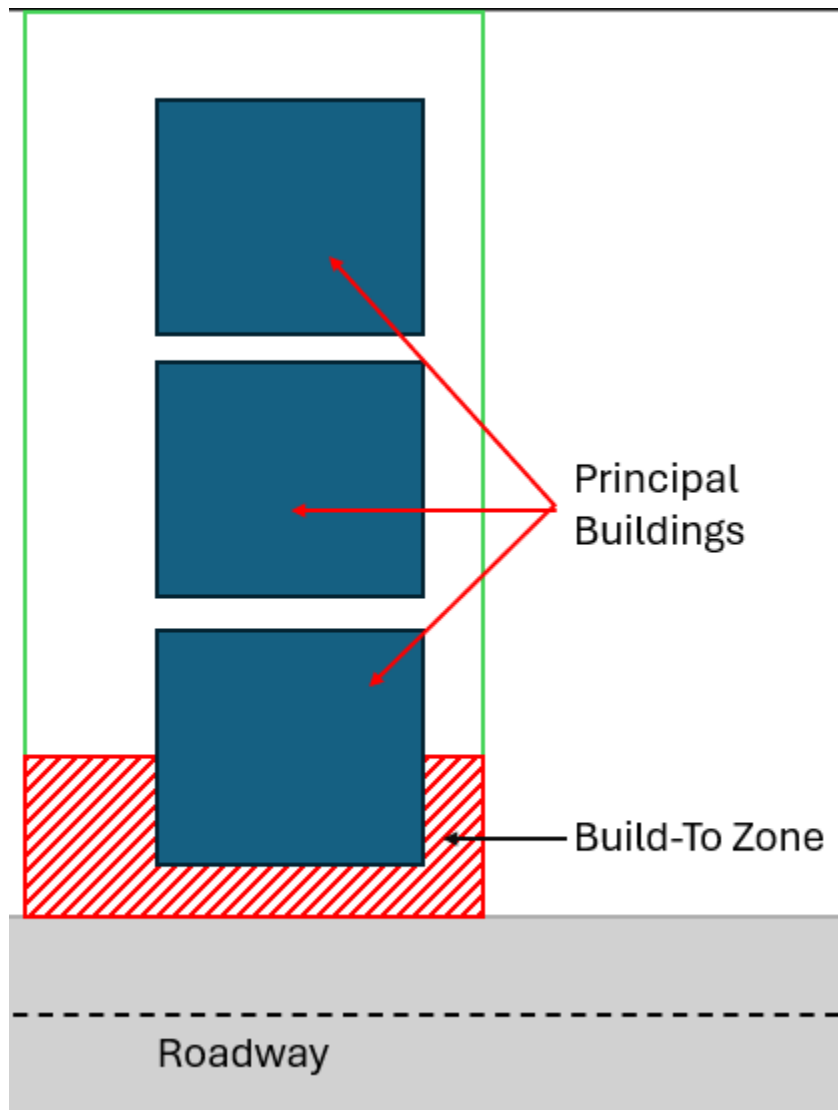


Figure 5. Illustration depicting additional buildings placed behind the first principal building in the Build-To Zone

The specificity of the language regarding when additional principal uses or buildings are allowed outside of the Build-To dimensions is for when a property is larger in area has longer frontage. Figure 6 depicts a layout that staff is trying avoid where the first principal building is located in the Build-To dimension but subsequent buildings can be placed outside the Build-To dimension without restriction.

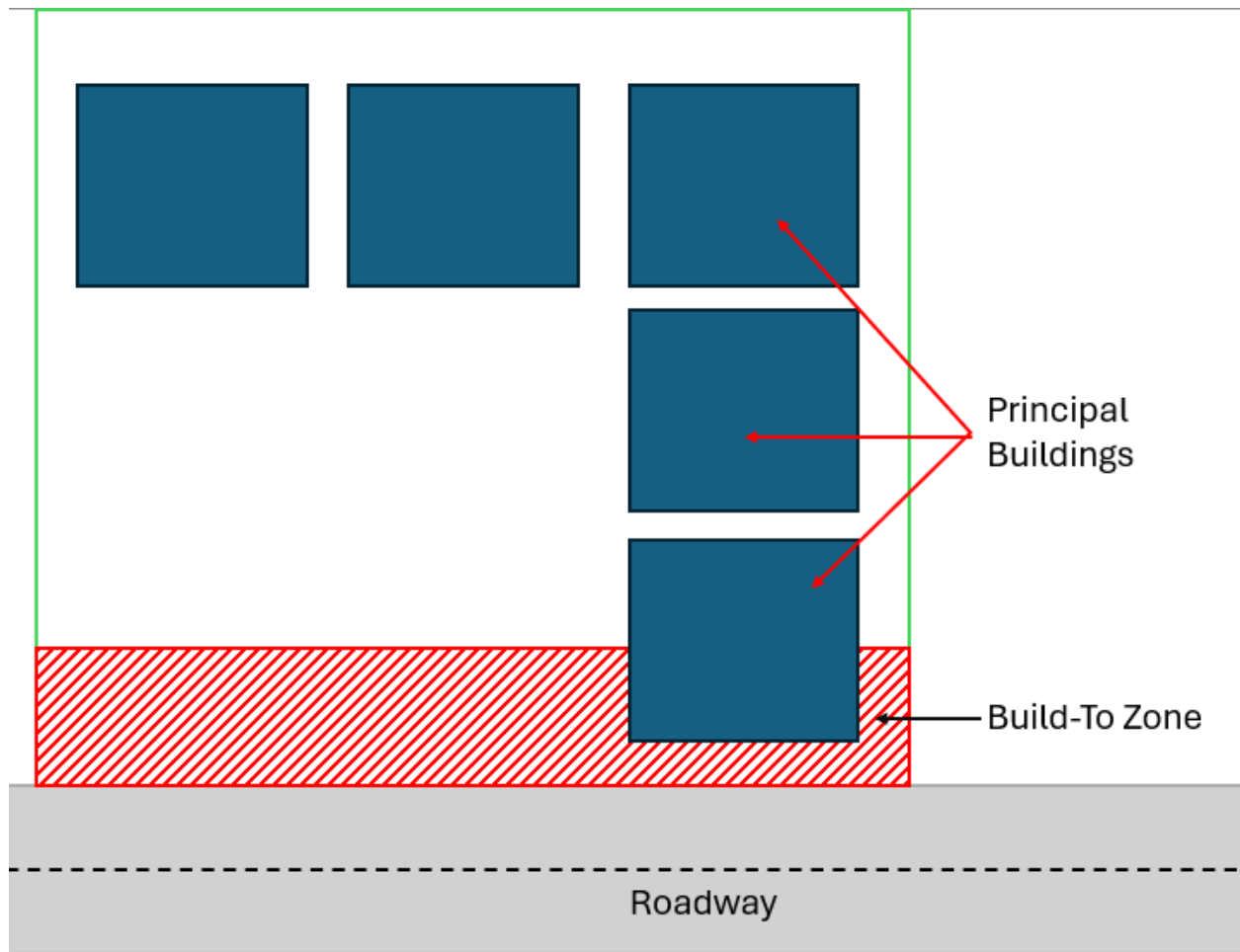


Figure 6. Illustration depicting an undesired result of additional buildings placed behind the first principal building in the Build-To Zone

The example in figure 6 shows the undesired result where the majority of the principal activity is taking place outside the Build-To dimension and is not enabling the pedestrian streetscape activation that is intended. By specifying that principal buildings must locate in the required Build-To dimension before additional buildings can be placed outside the required area, this situation is avoided. Figure 7 shows that the same number of buildings can be placed on the lot while achieving the desired streetscape activation.

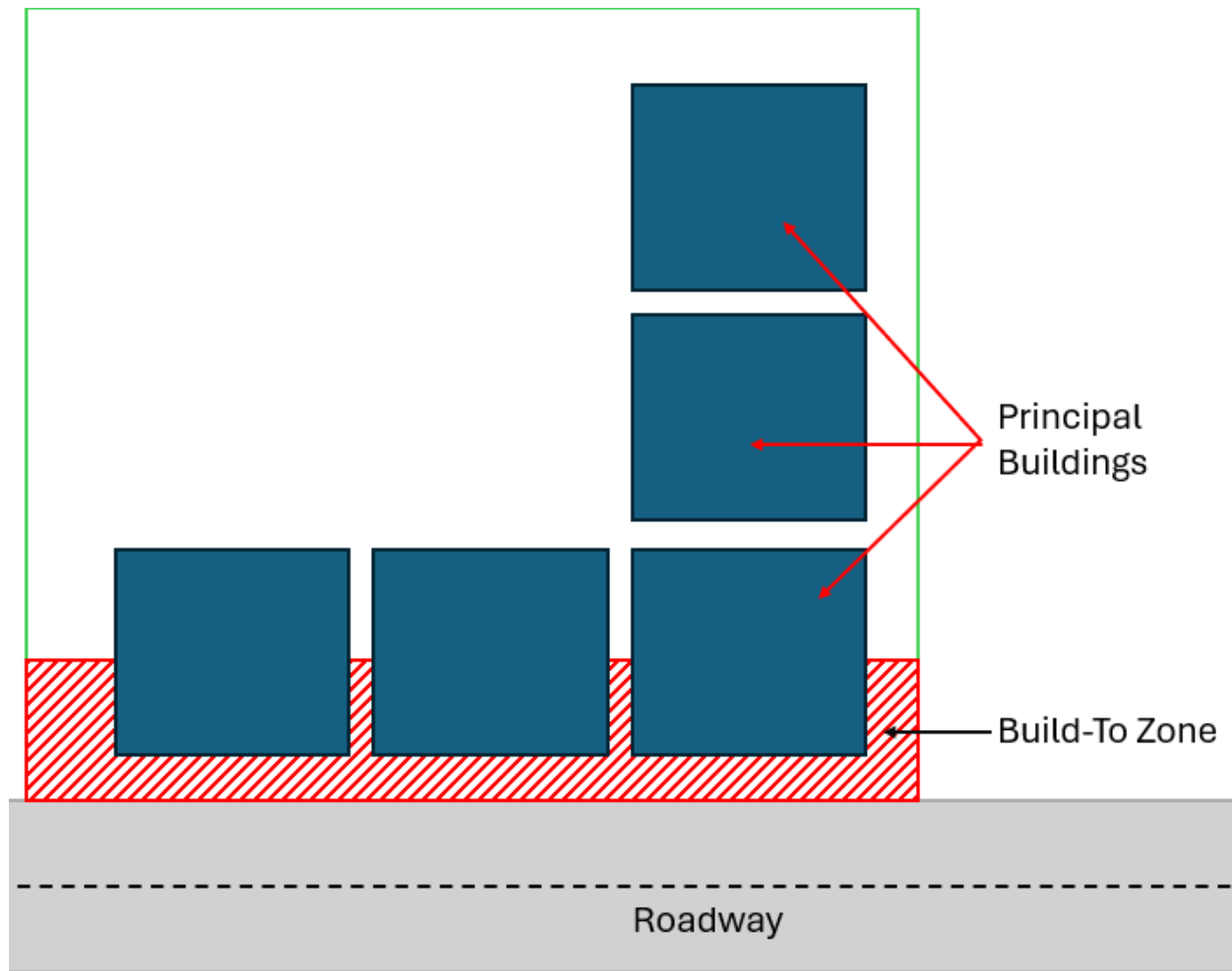


Figure 7. Illustration depicting the desired result of additional buildings placed behind the first principal building in the Build-To Zone

Lastly, the ordinance proposes to align the prohibition of accessory uses and buildings from being located in the front setback to include the front Build-To dimension. This change further clarifies the intent of figure 7 where the streetscape activation relies on principal uses and buildings being located along the public right-of-way and accessory activity should be relegated to the rear of the lot.

Potential Impacts of the Proposed Change

The potential impact of this proposal is that the status quo in regards to building setbacks is maintained. The clarification allows neighborhoods to continue to grow and develop in an anticipated way that provides continuity of neighborhood character. The ordinance also provides flexibility for site design in the downtown area that increases development potential while also encouraging pedestrian scale development and greater interaction between private property and the streetscape.

Consistency with the Master Plan

The areas that would be impacted by this proposed ordinance include most of the downtown zoning districts (Downtown Core, Downtown Growth, Downtown Limited, and Downtown Edge), as well as the commercial zoning districts along Marlboro Street (Business Growth and Reuse, Neighborhood Business). Each of these districts utilize at least one build-to dimensional requirement.

The downtown districts are predominantly located in an area identified in the Future Land Use section of the 2010 Comprehensive Master Plan as “Mixed Use/Commercial” (Figure 8), which the Master Plan states should have regulations that focus on “...design, mixed use, street orientation, access management and mitigating traffic impacts.” The proposed changes to the build-to dimensional requirements would ensure that the streetscape and design elements envisioned in the Master Plan and the Land Development Code are preserved while allowing for more flexibility in developing the interior area of downtown lots. It also clarifies that accessory structures must be outside the build-to zone, which provides property owners with more flexibility to locate accessory structures on their lot without having to place them along the street frontage.

The 2010 Comprehensive Master Plan identifies much of the area along Marlboro Street that would be impacted by this request as a primary growth area, specifically a “Traditional Neighborhood / Mixed-Use” area (Figure 8). The description of this area is included below.

***“Traditional Neighborhood, Mixed-Use Areas and TDR Receiving Zone** – These areas of the community are the most developed and the best able to accommodate carefully planned growth and density. These areas can be the target of the vast majority of new smart-growth residential and mixed-use development, but only with design standards to ensure that it maintains the quality of existing neighborhoods, blends seamlessly and transitions into the existing downtown, mitigates traffic and parking issues, and provides for a healthy diversity of the built form that respects Keene’s aesthetic appeal.*

More focus on design details, compatibility with historic areas, provision of green space and quality of life within these areas are key elements for encouraging a population density consistent with the principles of smart growth. Opportunities exist to transfer development rights from Residential Conservation Development regions into these areas.”

The Future Land Use section of the Master Plan indicates that this area is well-suited for increased growth and density, as long as attention is given to compatibility with existing neighborhoods. Maintaining conventional design decisions in traditional neighborhoods allows for predictable growth while maintaining City services and utilities. For mixed-use downtown areas, allowing greater flexibility will promote dense, pedestrian scale development that exhibits smart growth principals.

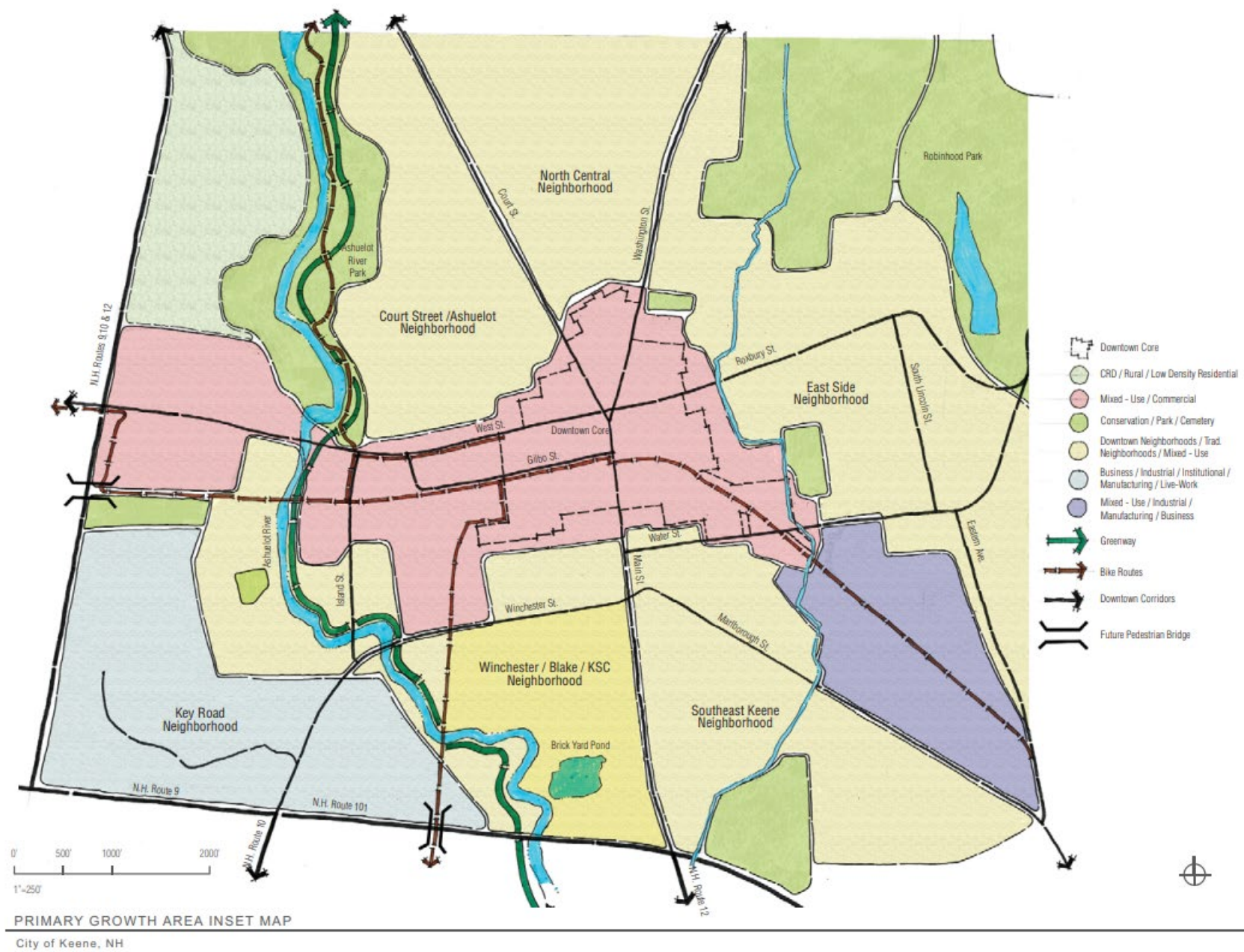


Figure 8. Primary Growth Area Inset Map for the City of Keene Future Land Use Map.



APPLICATION TO AMEND THE ZONING ORDINANCE

Petitioner: Community Development Department Date: May 13, 2025

Address: 3 Washington St., Keene NH

Telephone: (603) 352-5440 Email: communitydevelopment@keenenh.gov

Existing Section Reference in Chapter 100, Land Development Code: 1.3.3, 8.4.1C

Does the amendment affect "Minimum Lot Size"? ☐ Yes ☒ No

Does the amendment affect "Permitted Uses"? ☐ Yes ☒ No

Number of parcels in Zoning District*: N/A

Validation of Number of parcels by the
Community Development Department

Petitioner's Signature

SUBMITTAL REQUIREMENTS WHICH MUST BE COMPLETE AT TIME OF SUBMISSION TO THE CITY CLERK:

- A properly drafted Ordinance containing the amendment in a form meeting the requirements of the City Clerk.
- A typed or neatly printed narrative explaining the purpose of, effect of, and justification for the proposed change(s).
- \$100.00 application fee.
- As provided for in RSA 675:7, if the proposed amendment would change the minimum lot sizes or the permitted uses in a zoning district, ***and such change includes 100 or fewer properties**, the Petitioner shall submit a notarized list of property owners affected by the zoning amendment. The list shall include the tax map number and address of each abutter or owner, and must be current with the Assessing Department's records within ten days of submittal. Two sets of mailing labels shall be provided.

Date Received by City Clerk: _____ Ordinance Number: _____

On City Council agenda: _____ Workshop to be held: _____

Public Hearing to be held _____

CITY OF KEENE
NEW HAMPSHIRE

O-2025-20 Relating to Setbacks and Build-to Dimensions

This Ordinance proposes to amend Section 1.3.3 “Setbacks & Build-To Dimensions” of Article 1 of the Land Development Code (LDC) to clarify that building setbacks apply to any building or structure to be located on a lot, unless a specific exemption exists in the LDC. The proposal also clarifies that the Build-To Line (BTL) and Build-To Zone (BTZ) apply to any principal building or structure and provides allowances for buildings or structures to be located outside the BTZ when the proposed building or structure is blocked by another principal building or structure. Lastly, this Ordinance proposes to amend Section 8.4.1.C of Article 8 to clarify that accessory uses and structures are not allowed in the BTZ.

The attached materials include the full text of Ordinance O-2025-20 and excerpted sections of the City of Keene Land Development Code that are proposed to be amended with Ordinance O-2025-20. Text that is highlighted in yellow and bolded is proposed to be added, and text that is stricken through is proposed to be deleted.



CITY OF KEENE

In the Year of Our Lord Two Thousand and _____ Twenty Five

AN ORDINANCE Relating to Setbacks and Build-to Dimensions

Be it ordained by the City Council of the City of Keene, as follows:

That Chapter 100 of the Code of Ordinances of the City of Keene, New Hampshire, as amended, is hereby further amended by deleting the stricken text and adding the bolded and underlined text, as follows:

- I. That Section 1.3.3 “Setbacks & Build-To Dimensions” of Article 1 be amended to modify the definitions of Building Setback, Build-to Line, and Build-to Zone, as follows:
 - A. Building Setback. The required minimum or maximum distance any building or structure must be located from a lot line, which is unoccupied and unobstructed by any portion of a building or structure, **unless expressly permitted by this LDC.**
 1. Front Setback. The required minimum or maximum distance that any building or structure must be located from the front lot line, **unless expressly permitted by this LDC.**
 2. Rear Setback. The required minimum or maximum distance that any building or structure must be located from the rear lot line, **unless expressly permitted by this LDC.**
 3. Side Setback. The required minimum or maximum distance that any building or structure must be located from the side lot line, **unless expressly permitted by this LDC.** A side setback may be measured perpendicular to the interior side setback or to the corner side lot line.
 - C. Build-To Line (BTL). A build-to line (BTL) is a set line on a lot, measured perpendicularly from the applicable lot line, where any principal building or structure must be located. The building façade line of any structure must be located on the build-to line. Façade articulation (e.g. window or wall recesses and projections) are not counted as the building façade line, which begins at the applicable façade wall.
 - E. Build-To Zone (BTZ). A build-to zone (BTZ) is the area on a lot, measured perpendicularly from the lot line, within which all principal buildings or structures must locate, **whenever possible. Principal buildings or structures may locate outside the BTZ only if they cannot be located within the BTZ due to the presence of other principal buildings or structures.** A BTZ sets a minimum and maximum dimension within which the building façade line must be located (e.g. 0-5-ft). Façade articulation (e.g. window or wall recesses and projections) are not counted as the building façade line, which begins at the applicable façade wall.

II. That Section 8.4.1.C of Article 8 be amended as follows:

- C. Accessory uses and structures shall comply with the dimensional requirements (e.g. setbacks, lot coverage, height) of the zoning district in which they are located, unless an exception is expressly granted below or elsewhere in this LDC.
 - 1. No accessory use or structure may occupy any part of a front setback **or build-to zone** unless the front setback extends beyond the front of a legally nonconforming building; in such case, the portion beyond the front of the building may be used.

Jay V. Kahn, Mayor

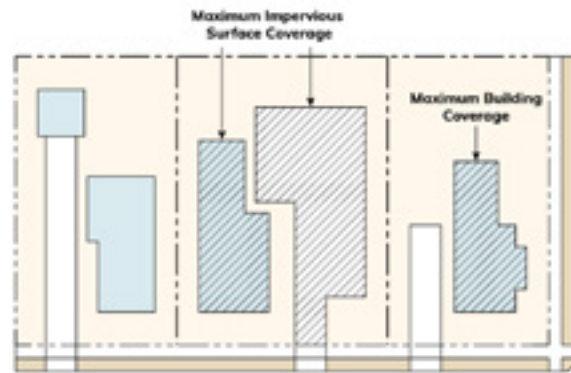
1.3 RULES OF MEASUREMENT & EXCEPTIONS

1.3.1 Lot Dimensions

- A. Lot Area.** The total area within the boundary lines of a lot, excluding any public right-of-way open to public use.
- B. Lot Line, Front.** The boundary line separating a lot from a street right-of-way or, for a corner lot, the line separating the narrower street frontage of the lot from the street right-of-way.
- C. Lot Line, Rear.** The boundary line most distant and opposite from the front lot line or, where the lot is irregular, a line parallel to the front lot line and at least 10-ft long within the lot.
- D. Lot Line, Side.** The boundary lines connecting the front and rear lot lines.
- E. Lot Width at Building Line.** The horizontal distance between side lot lines measured at the building line.
- F. Road Frontage.** The continuous portion of a lot fronting on a public right-of-way. The minimum frontage shall mean the smallest width, measured along the lot line that abuts a public right-of-way to which access may be permitted.

1.3.2 Lot Coverage

- A. Impervious Coverage.** Maximum area of a lot that is permitted to be covered by surfaces that do not allow the absorption of water into the ground (e.g. roofed buildings or structures, pavement, etc.), which is measured by dividing the total impervious surface area of the lot by the total lot area.
- B. Building Coverage.** Maximum area of a lot that is permitted to be covered by buildings or structures, which is measured by dividing the total area of building footprints (as measured from the outside ground wall and floor wall lines) of all principal and accessory structures by the total lot area.



1.3.3 Setbacks & Build-To Dimensions

- A. Building Setback.** The required minimum or maximum distance **any** building or structure must be located from a lot line, which is unoccupied and unobstructed by any portion of a building or structure, unless expressly permitted by this LDC.
 - 1. Front Setback.** The required minimum or maximum distance that **any** building or structure must be located from the front lot line, **unless expressly permitted by this LDC.**
 - 2. Rear Setback.** The required minimum or maximum distance that **any** building or structure must be located from the rear lot line, **unless expressly permitted by this LDC.**
 - 3. Side Setback.** The required minimum or maximum distance that **any** building or structure must be located from the side lot line, **unless expressly permitted by this LDC.** A side setback may be measured perpendicular to the interior side setback or to the corner side lot line.
 - a.** In residential zoning districts, the corner side lot line shall be measured from the property line adjacent to the street, and shall be 10-ft greater than the minimum side setback required in the zoning district.

communications service (PCS), and common carrier wireless exchange access services or other similar services. It does not include any structure erected solely for a residential, noncommercial individual use (e.g. television antennas, satellite dishes, amateur radio antennas).

2. **Use Standard.** Telecommunication facilities are subject to the standards set forth in the Telecommunications Overlay District in Article 13, which includes limitations on where such facilities are allowed to be located in the City and whether a telecommunications conditional use permit is required from the Planning Board.

8.3.8 Transportation Uses

A. Parking Lot

1. **Defined.** The principal use of a lot, which excludes any public or private street, for the temporary parking or storage of operable motor vehicles, whether for compensation or at no charge.
2. **Use Standard.** All parking lots shall comply with the Parking Lot Design Standards in Section 9.4 of this LDC.

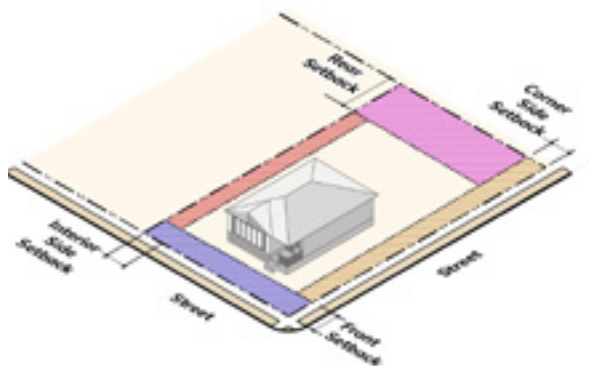
B. Parking - Structured Facility

1. **Defined.** The principal use of a lot for the temporary parking or storage of operable motor vehicles, whether for compensation or at no charge, in a multi-level parking structure.
2. **Use Standards.** All structured parking lot facilities shall comply with the Parking Structure Design Standards in Section 9.5 of this LDC.

8.4 ACCESSORY USES & STRUCTURES

8.4.1 General

- A. All accessory uses shall comply with the standards in Section 8.4.1.
- B. Accessory uses and structures may be permitted in conjunction with permitted principal uses. Permitted accessory uses and structures include those listed in Section 8.4.2 and additional accessory uses and structures that, as interpreted by the Zoning Administrator, meet the following criteria.
 1. Are clearly incidental and customarily found in connection with an allowed principal building or use.
 2. Are subordinate in area, extent, and purpose to the principal building or use served.
 3. Are located on the same site as the principal building or use served.
 4. Were not established on a lot prior to the establishment of a permitted principal use.
 5. Do not create a public or private nuisance.
- C. Accessory uses and structures shall comply with the dimensional requirements (e.g. setbacks, lot coverage, height) of the zoning district in which they are located, unless an exception is expressly granted below or elsewhere in this LDC.
 1. No accessory use or structure may occupy any part of a front setback **or build-to-zone** unless the front setback extends beyond the front of a legally nonconforming building; in such case, the portion beyond the front of the building may be used.



4. Structure Setback Exceptions.

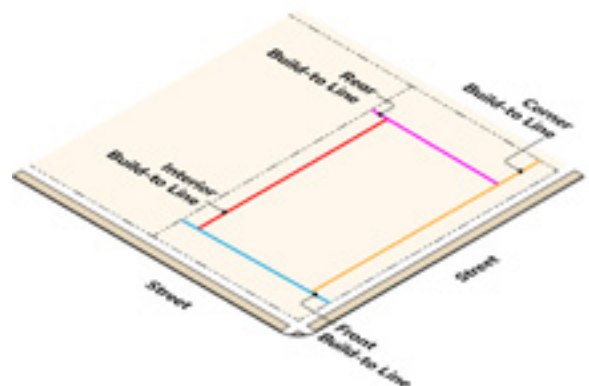
- a. The following may be excluded from required setbacks.
 - i. Steps and stairs necessary to provide access to a building or structure
 - ii. Access landings up to 25-sf
 - iii. Structures necessary to afford access for persons with physical disabilities
 - iv. Canopies and awnings
 - v. One detached utility accessory building of less than 125-sf (e.g. garden shed)
 - vi. Fences
 - vii. Signs as regulated by Article 10
- b. Paved and unpaved parking lots and associated travel surfaces associated with all uses other than single- and two-family dwellings shall comply with the setback requirements in Section 9.4 of this LDC.
- c. Driveways and parking spaces associated with single- and two-family dwellings shall comply with the setback requirements in Section 9.3 of this LDC.
- d. If a front building setback extends beyond the front of a legally nonconforming building, an accessory use or structure may occupy the portion

of the front setback beyond the front of the building.

- e. The following structures may encroach up to 10-ft from the rear lot line of lots in residential zoning districts.
 - i. Pools, either above- or in-ground
 - ii. Decks, either detached or attached
 - iii. Garages, either detached or attached
 - iv. Accessory Dwelling Units, either detached or attached

B. Building Façade Line. The vertical plane along a lot where the building's façade is located. Upper story building façade lines relate to that part of the façade that requires a setback.

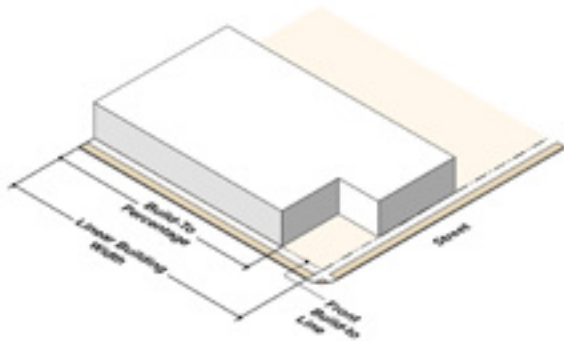
C. Build-To Line (BTL). A build-to line (BTL) is a set line on a lot, measured perpendicularly from the applicable lot line, where **any principal building or** structure must be located. The building façade line of a structure must be located on the build-to line. Façade articulation (e.g. window or wall recesses and projections) are not counted as the building façade line, which begins at the



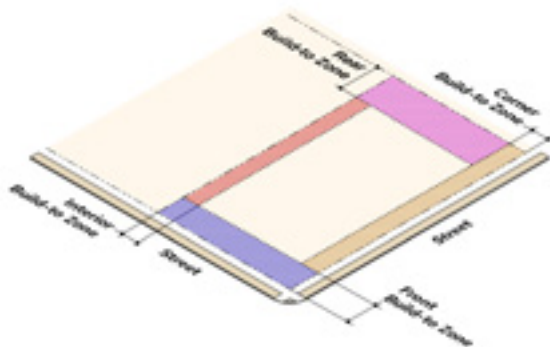
applicable façade wall.

D. Build-To Percentage. A build-to percentage specifies the percentage of the building façade that must be located within the build-to zone or at the build-to line. Façade articulation (e.g. window or wall recesses and projections) do not count against the required build-to percentage. Plazas, outdoor dining, and other public open

space features that are also bounded by a building façade parallel to the frontage are counted as meeting the build-to percentage. Build-to percentage is calculated by building façade, not lot width.



- E. Build-To Zone (BTZ).** A build-to zone (BTZ) is the area on a lot, measured perpendicularly from the lot line, within which **all principal buildings or structures must locate, whenever possible. Principal buildings or structures may locate outside the BTZ only if they cannot be located within the BTZ due to the presence of other principal buildings or structures.** A BTZ sets a minimum and maximum dimension within which the building façade line must be located (e.g. 0-5-ft). Façade articulation (e.g. window or wall recesses and projections) are not counted as the building façade line, which begins at the applicable façade wall.

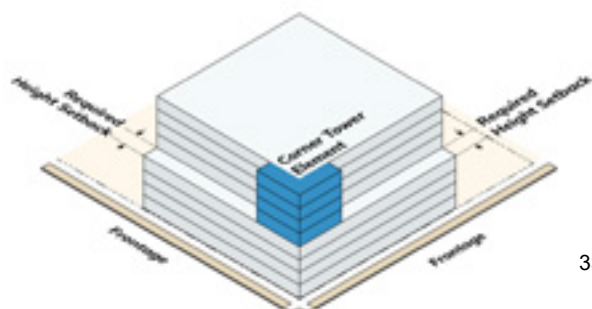


1.3.4 Building Height

- A. Building Height, Feet.** The vertical distance measured from the grade plane of the lot grade to the highest point of the roof or structure.
- B. Building Height, Stories.** The vertical distance measured from the finished ground floor level to

the surface of the second floor, or, in the case of a one-story building, from the finished ground floor level to the surface of the roof. Each upper story of a structure is measured from the surface of the floor to the surface of the floor above it, or, if there is no floor above, from the surface of the floor to the surface of the roof above it.

1. When building height allows for half-stories, the half-story is calculated as the space under a sloping roof where the line of intersection of roof decking and exterior wall face is no more than 5-ft above the top floor level.
 2. Attics, habitable attics, and basements are not counted as stories.
- C. Height, Ground Floor.** Ground floor height is the measurement of height for the first story of a structure, calculated as the height from the grade plane to the floor of the second story.
- D. Story, Above Grade.** Any story having its finished floor surface entirely above grade, except that a basement shall be considered as a story above grade when the finished surface of the floor above the basement is:
1. More than 6-ft above grade plane;
 2. More than 6-ft above the finished ground level for more than 50% of the total building perimeter; or
 3. More than 12-ft above the finished ground level at any point.
- E. Optional Corner Tower Element.** A corner tower element is an accentuated vertical element located on a building corner at a street intersection that can be located within a required stepback. In no case may the corner tower element exceed the building's overall height.



STAFF REPORT – ORDINANCE O-2025-15

Ordinance Overview

This Ordinance proposes several amendments to Chapter 100 of City Code, the Keene Land Development Code (LDC). The petitioner, Jared Goodell, notes that these proposed changes are intended to promote housing development. The proposed amendments include the following:

1. **Setback and Build-to Dimension Definitions:** Amend several definitions within Section 1.3.3 of Article 1 of the LDC to state that the “Front Setback” only applies to the first building on a lot, the Rear Setback applies to any building on a lot unless otherwise permitted, the Side Setback applies to a building unless otherwise permitted, and the Build-to Zone only applies to the first building on a lot.
2. **Neighborhood Business District – Intent & Lot Size:** Reduce the minimum lot size from 8,000 square feet (sf) to 5,000 sf and amend the intent statement to reference residential uses.
3. **Medium Density District - Density:** Double the number of dwelling units allowed per lot from 3 to 6 if the dwelling units are 600 sf gross floor area (gfa) or less.
4. **Downtown Growth District – Residential Dwellings on Ground Floor:** Allow residential uses on the ground floor within the Downtown Growth District for lots that do not have frontage on a “Type A” street.
5. **Split-Zoned Parcels:** Establish rules for applying zoning requirements to lots that are in more than one zoning district. In instances where the lot is large enough to be subdivided, each portion of the lot would be treated separately, and if the lot is not large enough to be subdivided, the rules of the zoning district that comprises the larger portion of the lot would apply.

This staff report provides a separate analysis for each of these proposed amendments. The analysis for each proposed amendment includes background information, a discussion of potential impacts, and an overview of whether and how the proposed amendment(s) is consistent with the 2010 Comprehensive Master Plan.

1. SETBACK AND BUILD-TO DIMENSION DEFINITIONS

Background

Setbacks and Build-to Dimensions, which are defined in Section 1.3 of the LDC, “Rules of Measurement & Exceptions,” are dimensional requirements that regulate the placement of buildings and structures on a lot.

In Keene, there are three types of building setbacks:

The **Front Setback** establishes the minimum distance between the front property line and any buildings or structures on the lot. It helps create consistent street frontages, ensure adequate space for site features such as utilities and landscaping, and provides some separation between the building and street.

The **Side Setback** is the minimum distance between the side property line and any buildings or structures on the lot. In residential districts in Keene, the corner side setback is 10-ft larger than the minimum side setback required in the zoning district. Side setbacks create spacing between buildings and impact privacy between neighbors, access for maintenance / emergency vehicles, and adequate fire separation. In addition, side setbacks can help promote natural ventilation between buildings and ensure access to daylight in more densely developed areas.

The **Rear Setback** is the minimum distance between the rear property line and any buildings or structures on the lot. Like side setbacks, rear setbacks help create spacing between properties to protect privacy and, in more densely developed areas, access to daylight.

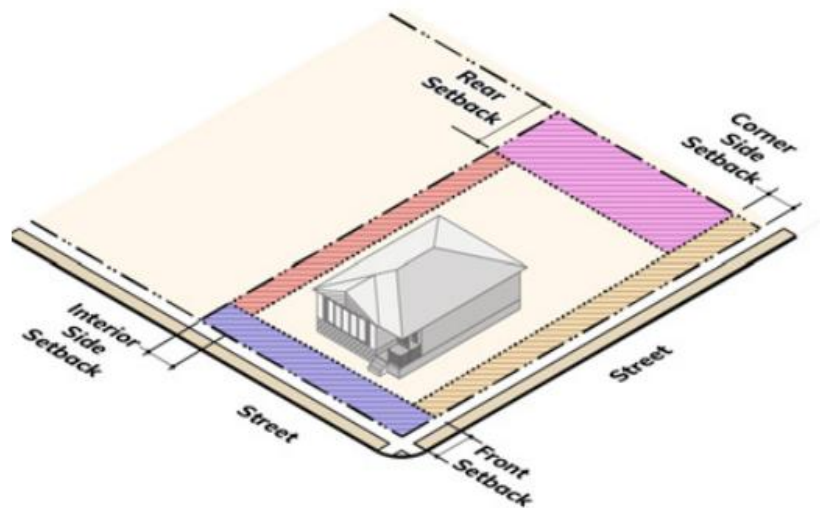


Figure 1. Illustration depicting the Front Setback, Interior Side Setback, Corner Side Setback, and Rear Setback on a lot.

Build-to dimensions are also used to regulate the placement of buildings and structures a lot; however, whereas setbacks are designed to ensure spacing between buildings and the street, build-to dimensions encourage building placement closer to the street. This helps to create a pedestrian-scale, walkable streetscape that fosters social interaction. These dimensional requirements are typically used in downtown areas of the city. There are three types of “Build-to” dimensions in Keene:

A **build-to line (BTL)** is a set line on a lot, measured perpendicularly from the applicable lot line, where a structure must be located. The building façade line of a structure must be located on the build-to line.

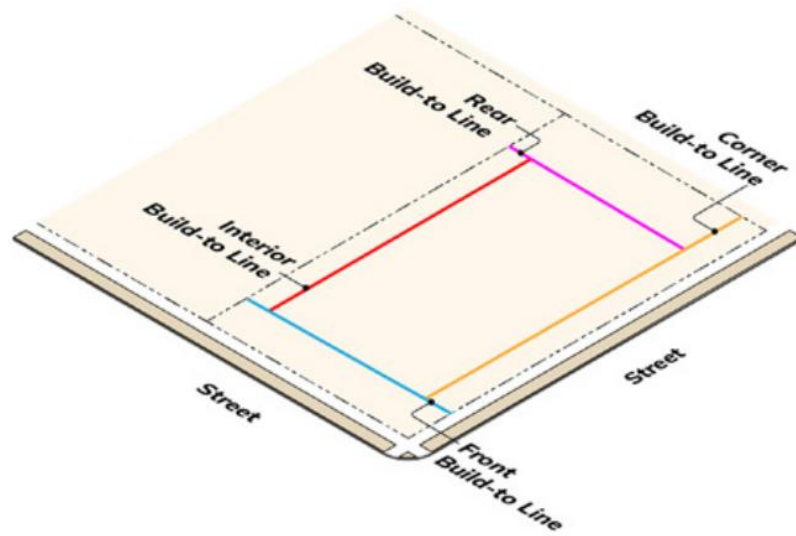


Figure 2. Graphic depicting the Front Build-To Line (BTL), Interior BTL, Corner Side BTL, and Rear Build-To Line on a lot.

A **build-to percentage** specifies the percentage of the building façade that must be located within the build-to zone or at the build-to line.

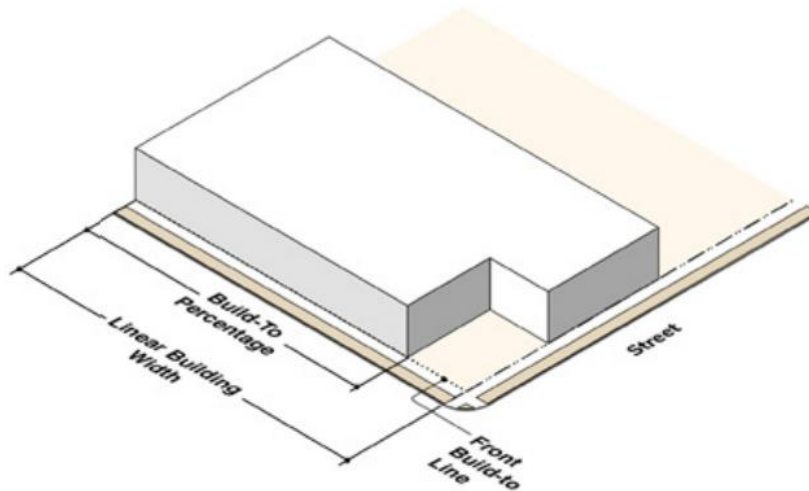


Figure 3. Illustration depicting the Build-To percentage and Front Build-To Line on a lot.

A **build-to zone (BTZ)** is the area on a lot, measured perpendicularly from the lot line, within which a structure must locate. A BTZ sets a minimum and maximum dimension within which the building façade line must be located (e.g. 0-5-ft).

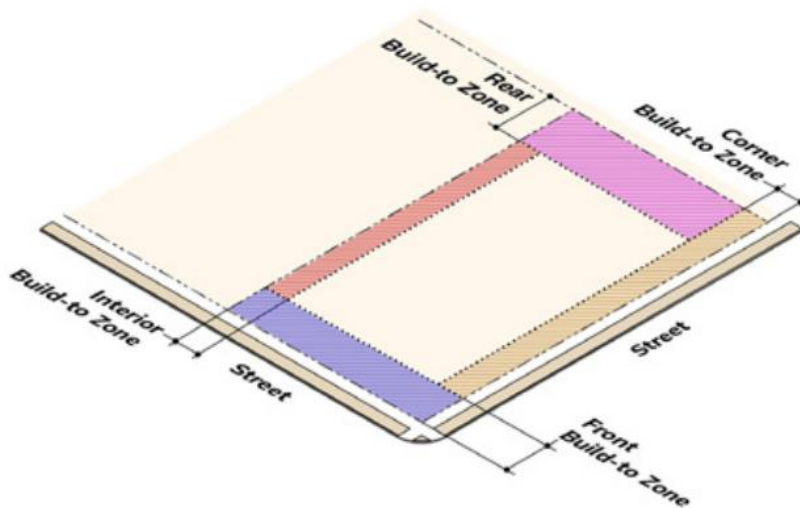


Figure 4. Graphic depicting the Front Build-To Zone (BTZ), Interior BTZ, Corner Side BTZ, and Rear BTZ on a lot.

Discussion of Potential Impacts

This ordinance proposes to amend the definition of “Front Setback” to state that it only applies to the first building on a lot, the definition of “Rear Setback” to state that it applies to any building on a lot unless otherwise permitted, the definition of “Side Setback” to state that it applies to a building unless otherwise permitted, and the definition of “Build-to Zone” to state that it only applies to the first building on a lot.

The effect of the proposed change to the definition of Front Setback would be to effectively eliminate all front setbacks citywide. In residential districts, where only one principal structure is allowed per lot, an accessory structure could be placed to comply with the front setback, then the principal structure (e.g., single family home, multifamily apartment building, duplex, etc.) could be placed on the front property line (or vice versa). Outside of the residential districts, where multiple principal structures are allowed per lot, multiple principal structures could be placed right up against the street. While this development pattern is desired in the historic downtown areas of the city, it could result in a large change to the look and feel of established neighborhood and commercial areas where front setbacks have been in place for decades. In addition, there could be long-term implications for future road improvements. For example, the recent Winchester Street projects (upper and lower) both required taking private land to accommodate road widening, bridge construction, and utilities. Because buildings along the street were set back from the existing road, this was accomplished without major disruption to private property owners because no buildings had to be torn down. However, this proposed change would open more land area for development and could make it possible for more density in some areas of the City. In addition, in new neighborhood areas or over a long period of time in established neighborhood areas, it could result in a more urban development pattern with a building line along the street.

The proposed change to the definition of Rear Setback would maintain the status quo by requiring that every building or structure on a lot would need to comply with the setback unless there is a specific exemption listed in the LDC; however, it is unclear whether the proposed change to the definition of Side Setback would maintain the status quo or whether it would mean that only one building on a lot would need to comply with the side setback. Based on a recent interpretation from the ZBA, staff would interpret this to mean that only one building on a lot would need to

comply with the side setback, which would have the effect of eliminating the side setback as well. The biggest impact of that change would most likely be impacts to abutting properties. For example, principal structures, which tend to be taller in height and have windows on exterior walls, could shade out the yards of neighbors and impact their sense of privacy. On corner lots, the side setback is also important for ensuring adequate sight lines at intersections, especially if the right-of-way is narrow. In those situations, a principal structure built right on the right of way line could impact the visibility and safety of intersections. This proposed change would also open up more land for development and could increase density in some areas of the City.

The proposed change to the Build-to Zone (BTZ) definition would result in only one building per lot being required to be placed in the build-to zone. This would provide property owners with more flexibility and choice in placing buildings on their lot; however, it could create gaps or “dead zones” (areas with inactive facades, blank walls) in the streetscape and impact the walkability of an area over time. This could occur if an accessory building, such as a shed or Conex box, is located in the Build-to Zone with the principal structure located behind (Figure 5, Lot 1). Another example could be a lot with wider frontage, where one building is placed in the BTZ and the rest are set back (Figure 5, Lot 2).

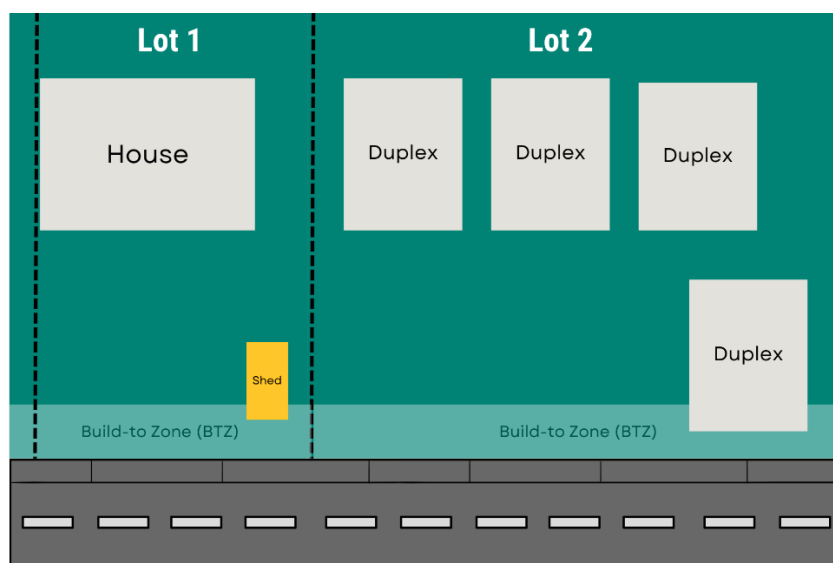


Figure 5. A Graphic depicting two lots with buildings placed both inside and outside the Build-to Zone (BTZ). Lot 1 shows a shed in the BTZ with a principal structure behind it, and Lot 2 shows a lot with four principal structures with one in the BTZ and three outside it.

Overall, the proposed changes would impact every parcel / area of the City and could open up a significant amount of land area for development by loosening restrictions on where buildings can be built. In the near term, this could create some undesired or unintended consequences, especially in well-established neighborhoods and commercial districts where new development could potentially disrupt the established development pattern. However, over time, these changes could make it easier to develop smaller lots and encourage a more granular development pattern that has a more urban look and feel.

Consistency with the 2010 Comprehensive Master Plan

The 2010 Comprehensive Master Plan envisions different development patterns and land use characteristics for different areas in Keene. For example, the Future Land Use Map shows a

primary growth area with mixed-use districts and opportunities for thoughtful infill development and redevelopment, walkable areas with accommodations for multiple travel modes, and increased density of development. Secondary growth areas are identified as ideal locations for measured, incremental residential growth, balanced with infrastructure capacity and expansion. Other areas identified include areas for commercial and industrial economic development, and areas where preservation of natural landscapes, agricultural lands and rural-residential uses are prioritized.

The proposed changes in this ordinance are most suited to the primary growth areas; however, staff recommend proactively engaging with the residents and businesses in these areas to identify their desired development pattern before making these changes to the zoning code. It may be appropriate to re-evaluate setbacks on a zone-by-zone basis and even explore performance-based zoning (form-based codes) for some of the areas outside the immediate downtown that have historic development patterns and architectural styles.

2. NEIGHBORHOOD BUSINESS DISTRICT – INTENT AND LOT SIZE

Background

The Neighborhood Business District is a relatively new commercial zoning district established in 2017 by Ordinance O-2016-01C, along with the Business Growth and Reuse District and the Residential Preservation District (Figure 7). This ordinance states *“The intent of this district is to create an additional downtown district that allows mixed-use development of small businesses to support the adjacent neighborhoods and workplaces. The district is intended to enhance the visual character of the existing commercial corridors as well as to encourage site designs that promote pedestrian circulation, small urban parks and transportation alternatives along Marlboro Street. Some uses which are not retail or service in nature are also allowed so that a variety of uses may locate in existing buildings.”*

Uses allowed in the district are shown in Figure 6, and include four residential uses, 11 commercial uses, one institutional use, two congregate living and social service uses, two open space uses, and an infrastructure use. Several of the uses, such as Office, Restaurant, and Light Retail Establishment, have use standards restricting the size of these business types. For example, offices are limited to 5,000 sf of gross floor area and restaurants are limited to 3,500 sf of gross floor area.

RESIDENTIAL USES		SECTION
Dwelling, Above Ground Floor	P	8.3.1.A
Dwelling, Multifamily	P	8.3.1.C
Dwelling, Single-Family	P	8.3.1.D
Dwelling, Two-Family / Duplex	P	8.3.1.E
COMMERCIAL USES		SECTION
Art Gallery	P	8.3.2.C
Art or Fitness Studio	P	8.3.2.D
Banking or Lending Institution	P	8.3.2.E
Bed and Breakfast	SE	8.3.2.G
Funeral Home	P	8.3.2.L
Neighborhood Grocery Store	P	8.3.2.V
Office	P1	8.3.2.W
Personal Service Establishment	P	8.3.2.X
Restaurant	P1	8.3.2.AC
Retail Establishment, Light	P1	8.3.2.AE
Specialty Food Service	P	8.3.2.AI
INSTITUTIONAL USES		SECTION
Day Care Center	SE	8.3.3.C
CONGREGATE LIVING / SOCIAL SERVICES USES		SECTION
Group Home, Small	CUP	8.3.4.F
Residential Care Facility	CUP	8.3.4.J
OPEN SPACE USES		SECTION
Community Garden	P	8.3.6.B
Conservation Area	P	8.3.6.C
INFRASTRUCTURE		SECTION
Telecommunications Facilities	P1	8.3.7.E

Figure 6. The Permitted Use table for the Neighborhood Business District.

The dimensions and siting requirements for this district are shown in Figure 8 and generally encourage small-scale development that promotes interest and activity along the streetscape.

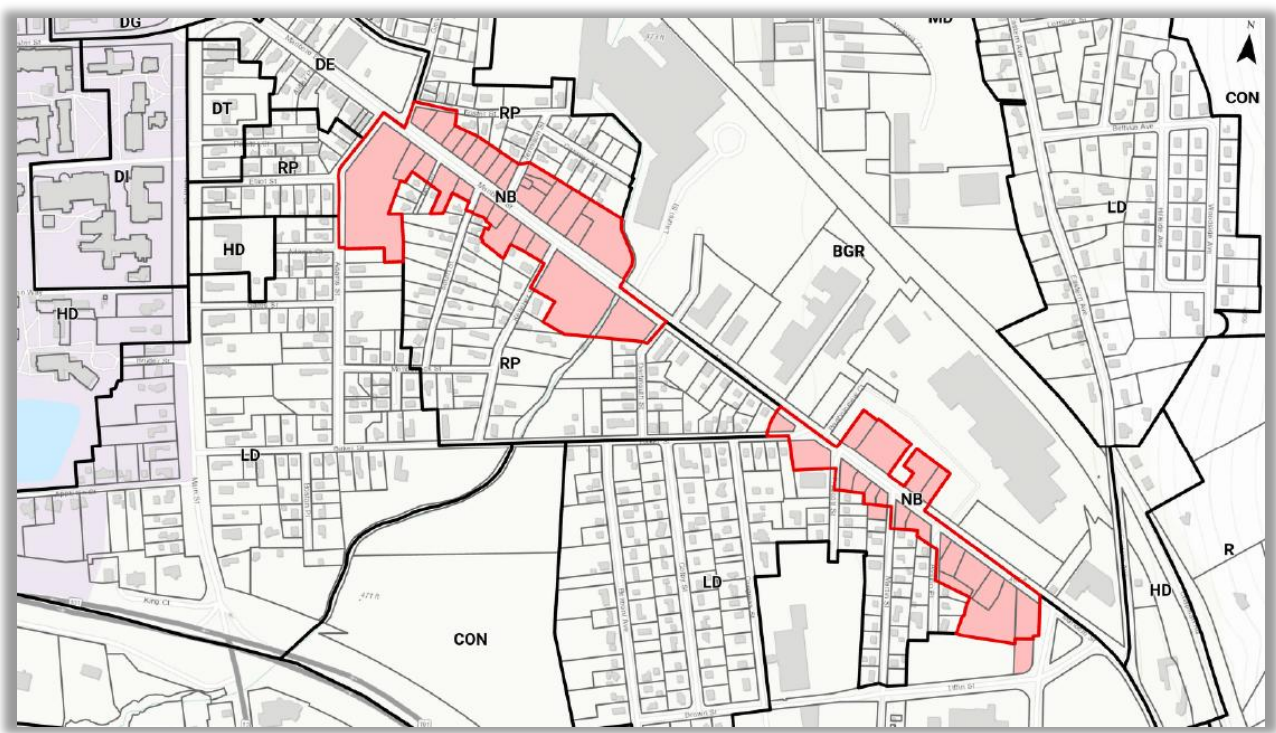


Figure 7. Map that shows the Neighborhood Business District (NB), highlighted in red.

5.3.2 Dimensions & Siting

Min Lot Area	8,000 sf
Min Road Frontage	50 ft
Front Setback	5-10 ft Build-to Zone
Min Rear Setback	20 ft
Corner Side Setback	5-10 ft Build-to Zone
Min Interior Side Setback	10 ft

5.3.3 Buildout

Max Building Coverage	55%
Max Impervious Coverage	65%
Min Green / Open Space	35%

5.3.4 Height

Max Stories Above Grade	2
Max Building Height	35 ft

Figure 8. Zoning dimensional requirements for the Neighborhood Business District.

There are a total of 48 properties in this district, with an average lot size of approximately 14,725 sf (0.338 acres), a median lot size of approximately 7,921 sf (0.182 acres), a minimum lot size of approximately 1,742 sf (0.04 acres), and a maximum lot size of approximately 108,900 sf (2.5 acres). The largest parcels in the district are the Wheelock Elementary School parcel (2.5 acres) and the U-Haul parcel (1.7 acres). The smallest parcel is a single family home on Jennison St. There are only two parcels in the district that do not have buildings on them.

Discussion of Potential Impacts

The petitioner proposes to amend the intent statement for this district to include a reference to residential uses, as follows:

The Neighborhood Business (NB) District is intended **to provide for a heterogeneous mix of smaller sized businesses, professional uses, and residential uses comprising of varied development forms,** ~~to serve as an additional downtown zoning district that promotes smaller sized business and professional uses which support adjacent neighborhoods and workplaces,~~ with an orientation toward pedestrian and bicycle access. Some uses are restricted in size to limit adverse impacts on nearby residences and to maintain a pedestrian scale of development. All uses in this district shall have city water and sewer service.

This proposed change would add a reference to residential uses in the intent statement, remove reference to this district as an additional downtown district, and remove the statement about uses supporting adjacent neighborhoods and workplaces. Given the fact that four residential uses are allowed in this district, including a reference to residential uses within the intent statement would not have a major impact. However, removing reference to this district being a downtown district may have implications for its suitability for the 79-E downtown revitalization tax incentive program, which is only for downtown areas or village centers. In addition, by removing the language about uses supporting adjacent neighborhoods and workplaces, the intent statement loses some of the original intent of the district when it was formed to complement the surrounding BGR and residential districts.

The second proposed change is to reduce the minimum lot size from 8,000 sf to 5,000 sf. A 5,000 sf lot would have a maximum building coverage of 2,750 sf (55%) and a maximum impervious coverage of 3,250 sf (65%), which would allow for small commercial or retail uses, small office buildings, and various residential uses. Currently, 50% of parcels in this district (24) are less than 8,000 sf in size. If the lot size is changed to 5,000 sf, 11 of these parcels will become conforming with respect to lot size, and 13 (27%) will remain as non-conforming (less than 5,000 sf in size). This would open up more opportunity in this district for redevelopment of these parcels, most of which are already developed

Consistency with the 2010 Comprehensive Master Plan

The 2010 Comprehensive Master Plan identifies much of the area along Marlboro Street that would be impacted by this request as a primary growth area, specifically a “Traditional Neighborhood / Mixed-Use” area.

The Future Land Use section of the Master Plan indicates that this area is well-suited for increased growth and density if attention is given to compatibility with existing neighborhoods. A smaller minimum lot size would encourage more granular development patterns that are typical of more urban areas and could also promote more pedestrian activity along the streetscape, if the area is developed with appropriate building placement and activation. However, in terms of compatibility with adjacent districts, this change would result in the NB District having a smaller lot size than the adjacent residential districts (Residential Preservation – 8,000 sf and Low Density – 10,000 sf minimum lot size).

3. MEDIUM DENSITY DISTRICT – DENSITY

Background

The Medium Density District is a residential zoning district that is intended to “provide for medium intensity residential development and associated uses.” All uses in this district are required to have city water and sewer service. Most of the Medium Density parcels are in areas relatively close to downtown Keene (Figure 9); however, there are also small pockets of Medium Density parcels in areas further away from downtown, including along Park Ave (undeveloped), Maple Ave, Washington St, and Route 101/Marlborough St near the boundary with the Town of Marlborough.

Uses allowed by right in this district include single family homes, duplexes, and triplexes (multifamily with a limit of 3 dwelling units per building), dwellings above ground floor, domestic violence shelter (with limitations) community garden, conservation area, and telecommunications facilities (with limitations). All other uses allowed in this district require a conditional use permit and, apart from small group homes, are only allowed in conjunction with a Cottage Court Development. Under the Cottage Court Overlay (CCO) District, up to six residential units are allowed per building if they are developed as horizontally attached townhomes. The commercial uses allowed under the CCO are only permitted on a corner lot, are restricted in size to 1,000 sf, and must have residential uses above them.

Because this is a residential zoning district, only one principal use is allowed per lot (unless the CCO option is utilized). A **principal use** is the main or primary use conducted on a lot or located within a building or structure, and is differentiated from an accessory use, which is any use subordinate in both purpose and size to, and is incidental to and customarily associated with, any principal use located on the same lot. Therefore, only one of the uses listed in the use table in Figure 8 are allowed on an individual lot in this district.

The dimensional requirements for this district, shown in Figure 10, encourage a development pattern that is moderate to low intensity with only 45% maximum building coverage and 60% maximum impervious coverage, a maximum height of 2 stories or 35 feet, and setbacks of 15 feet (front, rear) and 10 feet (side). For a lot that is 8,000 sf in size, this would result in a buildable area that is 3,600 sf and a maximum impervious coverage of 4,800 sf.

RESIDENTIAL USES		SECTION
Dwelling, Above Ground Floor	P	8.3.1.A
Dwelling, Multifamily	P ¹	8.3.1.C
Dwelling, Single-Family	P	8.3.1.D
Dwelling, Two-Family / Duplex	P	8.3.1.E
COMMERCIAL USES		SECTION
Neighborhood Grocery Store	CUP	8.3.2.V
Office	CUP	8.3.2.W
Restaurant	CUP	8.3.2.AC
Retail Establishment, Light	CUP	8.3.2.AE
INSTITUTIONAL USES		SECTION
Day Care Center	CUP	8.3.3.C
CONGREGATE LIVING / SOCIAL SERVICES USES		SECTION
Domestic Violence Shelter	P ¹	8.3.4.A
Group Home, Small	CUP	8.3.4.F
OPEN SPACE USES		SECTION
Community Garden	P	8.3.6.B
Conservation Area	P	8.3.6.C
INFRASTRUCTURE USES		SECTION
Telecommunications Facilities	P ¹	8.3.7.E

Figure 8. Permitted use table for the Medium Density District.

Discussion of Potential Impacts

This ordinance proposes to increase the density allowed per lot in this district from three units to six units if each unit is no more than 600 sf gross floor area in size. This type of development would already be allowed under current regulations with a Cottage Court conditional use permit, so the main effect that this change would have would be to allow for this use to occur by right rather than through a public CUP process before the Planning Board. This could result in an increase in impacts on the surrounding neighborhood area such as increased demand for on-street parking, increased traffic, and issues with screening parking and trash areas. However, because all the units would need to be in one building, planning review of some level (administrative, Minor Site Plan, or Major Site Plan), would be required for anything greater than a duplex and could help mitigate these impacts. In situations where only Administrative Planning Review would be required, there would not be an opportunity for public input on the site design; however, that could incentivize more housing development by removing uncertainty and an extra step in the process for developers.

It may make sense to proactively reach out to residents and property owners in the Medium Density District to better understand what concerns, if any, neighbors may have regarding this increase in allowed density so that those concerns can be addressed through the planning review or zoning process (if necessary).

Consistency with the 2010 Comprehensive Master Plan

The Medium Density District is in several different areas of the City and within several different areas of the Future Land Use Map, including within Downtown / Traditional Neighborhoods in the primary growth area, Low-Medium Density Residential / Secondary Growth area (Park Ave and Maple Ave pockets), and Rural / Low Density / Conservation areas (Washington St. and Route 101 pockets). The Future Land Use Plan states that the Traditional Neighborhood, Mixed-Use Areas and TDR Receiving Zone “are the most developed and the best able to accommodate carefully planned growth and density. These areas can be the target of the vast majority of new smart-growth residential and mixed-use development, but only with design standards to ensure that it maintains the quality of existing neighborhoods, blends seamlessly and transitions into the existing downtown, mitigates traffic and parking issues, and provides for a healthy diversity of the built form that respects Keene’s aesthetic appeal.” This proposal would allow for increased density to occur without having to go through the CUP process, which could make it easier to develop housing in these areas of the City.

The Low-Medium Residential / Secondary Growth areas and the Rural / Low-Density / Conservation areas of the Future Land Use Map are less appropriate for this level of density without more consideration given to site design details and potential impacts on surrounding Low-Density and Rural neighborhoods; however, the Medium Density parcels in these areas are either undeveloped or already developed with commercial, duplex, or multifamily uses. They are typically close to areas zoned for High Density residential or commercial uses. Because these pockets are not located in established neighborhoods, they are less likely to have adverse impacts on surrounding areas.

4. DOWNTOWN GROWTH DISTRICT – RESIDENTIAL UNITS ON THE GROUND FLOOR

Background

The intent statement for the Downtown Growth (DT-G) states “The DT-G District accommodates the reuse of existing structures within downtown Keene as well as new construction of significant size. It is intended to provide the flexibility needed to create a mixed use environment suitable for commercial, residential, civic, cultural, and open space uses in areas of downtown where growth is desired, with standards for new construction and infill that complement the walkable, urban form of Keene’s downtown.” A map of the downtown districts is shown in Figure 12.

The Downtown Growth District includes the areas of the downtown that have the most available land for new development and redevelopment to occur. This district is located along the old railroad land and allows for high intensity uses and lots with higher massing and scale than any other district in the city except the Downtown Core. For example, the maximum height is 7 stories/85 feet, and allowed commercial uses include (but are not limited to) bars, event venues, funeral homes, restaurants, Recreation / Entertainment Facilities – Indoor and Outdoor, and light retail establishments. While this district generally does not require on-site parking, many of the properties in this district are larger in size and have sufficient room to accommodate on-site parking if needed. However, public parking (on street and surface lots) is available throughout most of this district, and the intent is for this district, as it develops, to continue the pedestrian-oriented look and feel of the Downtown Core with buildings lining the street and parking located behind buildings.

The zoning requirements for this district vary slightly based on the adjacent street type, which can be either “Type A” or “Type B” (Figure 13). **Type A Streets** are defined as those streets and/or pedestrian rights-of-way designated as areas of greater focus on the design and placement of structures to ensure a consistent, walkable pedestrian orientation. **Type B Streets** are all streets and/or pedestrian rights-of-way within the DT-C and DT-G Districts that are not classified as Type A Streets. Type B Streets allow for more flexibility in design and the placement of structures, as well as consideration of both walkability and the interface between building design and automobile transportation.

Residential uses allowed in this district include “Dwelling, Above Ground Floor” and “Dwelling, Multifamily” with a use standard which states that all units must be located above the ground floor. Parking at a ratio of 1 space per unit is required for these uses. Dimensional standards require building facades to be located close to the street with significant ground floor activation (Figure 11). Of particular note is the requirement for a minimum ground floor transparency of between 40-50%, depending on the adjacent street type, and a minimum ground floor height of 14 feet. These dimensional standards are appropriate for commercial uses but would be challenging for residential dwellings to meet.

Building Activation	
L Min Ground Floor Height	14 ft
M Max Blank Wall Area	30 ft
N Max Building Entry Spacing	Type A Street: 75 ft Type B Street: None
O Max Height of Building Entry Threshold Above Sidewalk	3 ft
Min Ground Floor Transparency	Type A Street: 50% Type B Street: 40%
Min Upper Floor Transparency	15%

Figure 11. Building Activation requirements for the DT-G District.



Downtown Keene Zoning Map

(updated 4/29/22)

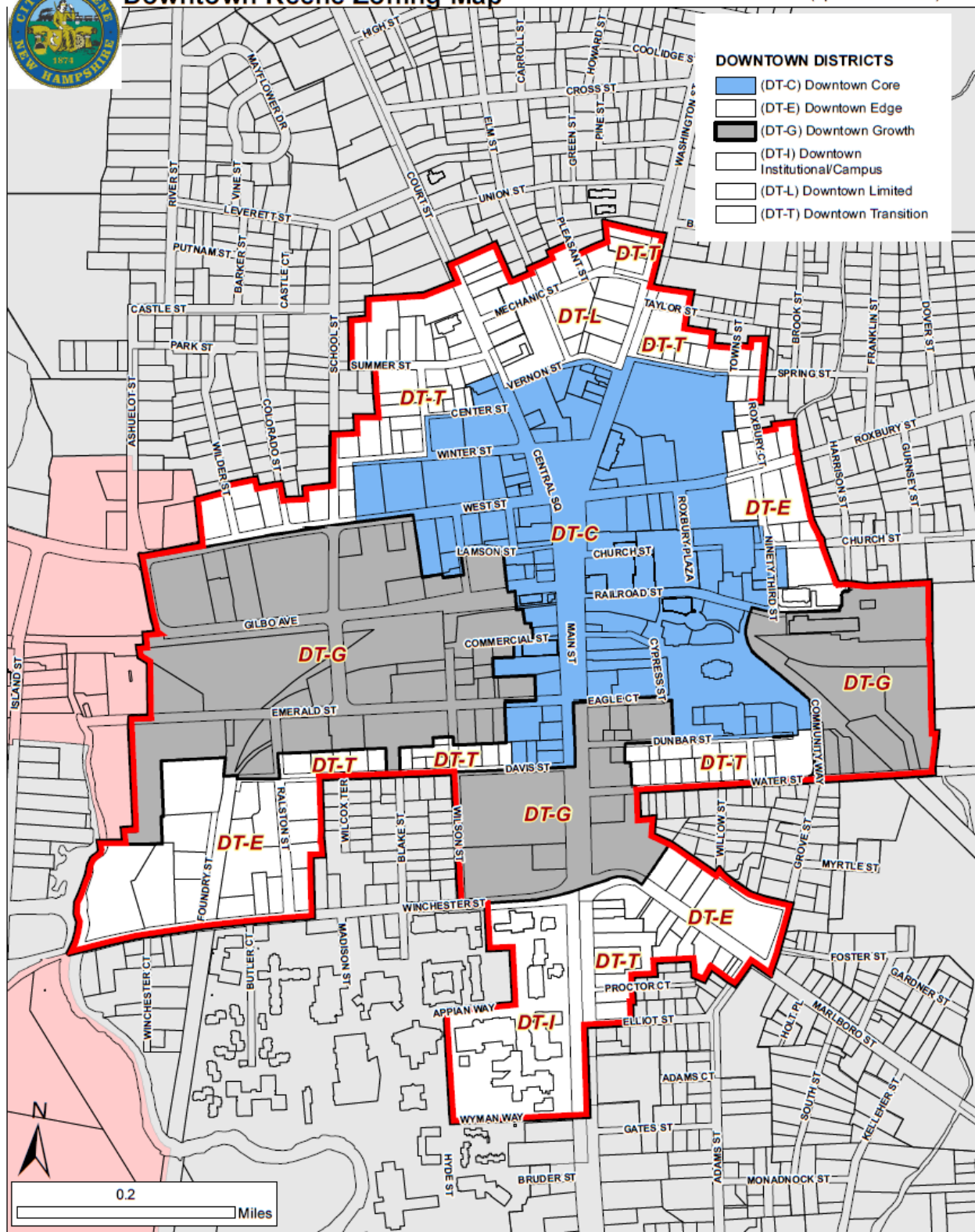


Figure 12. Map of the downtown zoning districts outlined in red, with Downtown Growth parcels shown in gray and Downtown Core parcels shown in blue.

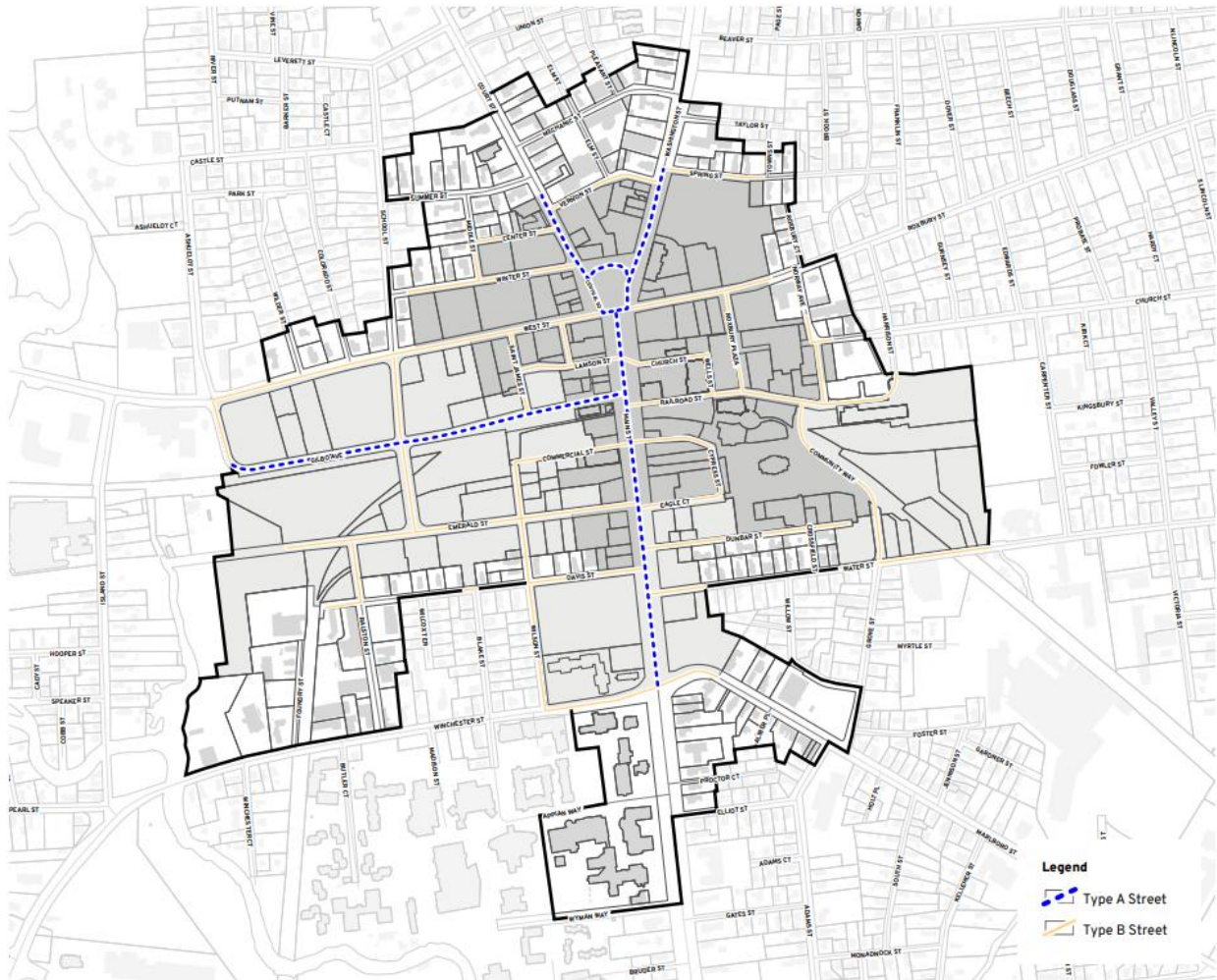


Figure 13. Downtown Street Types Map.

Discussion of Potential Impacts

This ordinance proposes to allow multifamily dwellings on the ground floor for properties in the DT-G District with frontage on a Type B Street. Specifically, this proposal would impact properties in DT-G on West St, Water St, Marlboro St., Winchester St, Emerald St, School St, Ralston St, and some of the smaller side streets in the downtown. Because these are areas where the community has voiced a desire to see a downtown development pattern with an active streetscape, residential uses on the ground floor along the street may be undesirable due to privacy concerns for the residents, noise issues associated with pedestrian traffic, and lack of interaction with the public realm. However, it could be appropriate for residential uses to be located on the ground floor on the interior of the lot or building as long as more active uses such as retail, restaurants, and other commercial uses are located along the street frontage.

Consistency with the 2010 Comprehensive Master Plan

The Downtown Chapter of the Master Plan notes that infill development in the DT-G areas is desired, stating “Community members recognized opportunity to foster new downtown development – specifically, redevelopment and expansion of the existing downtown building pattern for the Gilbo Avenue area between Main Street and School Street. Many community

members are concerned that potential development in this area might not reflect the downtown's existing built pattern." Other areas identified that could accommodate infill development include Emerald St, Railroad Square area, and areas around Winchester, Marlboro, and West streets. In addition, this chapter states that new buildings in the downtown should be positioned to support a human scale and notes that "Moving building frontage up to the sidewalk in redevelopment areas of the downtown creates a "street wall" that encloses and focuses street and sidewalk activity."

Under "Downtown Vibrancy," the Master Plan states, "Retail and services businesses should continue to be placed on the first floor, **with office and residential on the upper floors**, in order to maintain walkability and support downtown as a destination." (emphasis added) However, the Master Plan is very clear that residential development downtown is highly desirable because it will provide Keene with a "more consistent street life and sustainable economy" and will help attract new talent to the area by allowing for a diversity of housing types that appeals to different demographics. Therefore, while residential uses immediately adjacent to the streetscape are not supported by the Master Plan, residential uses in general are supported and encouraged in the downtown. As long as the residential uses are not along the street frontage, it is the opinion of staff that the intent of the Master Plan for this area of the city will be met.

5. SPLIT-ZONED PARCELS

Background

In general, when zoning district boundaries are created, they follow existing parcel boundaries wherever possible to avoid creating a parcel of land that is in more than one zoning district. Over time, however, voluntary mergers and lot line adjustments can result in parcels where a lot is "split zoned." When this occurs, the City treats each portion of the lot separately based on the zoning requirements of the district in which that portion of the lot is located. Some examples of split zoned parcels in Keene include the Mint Carwash site on Winchester Street (Industrial, Commerce, and High Density) and the property located at 782 Roxbury Road (Agriculture and Rural). Images of these properties are shown in Figure 14.

Other NH communities treat split zoned parcels in a variety of ways. Some communities use the same approach as Keene; however, others offer more flexibility for property owners. For example, in Rochester, property owners have the option to "extend" the uses and other standards of a district up to 100 feet into a different zoning district on the same lot (Concord allows for an extension of 40 feet). In Nashua, the property owner may choose to apply the regulations of the larger part of the lot to the entirety of the smaller part. In Milton, properties that are large enough to be subdivided are treated separately based on the underlying zoning district; however, for lots that are too small to be subdivided, the provisions of the district which comprises the largest share of the lot applies to the entire lot.

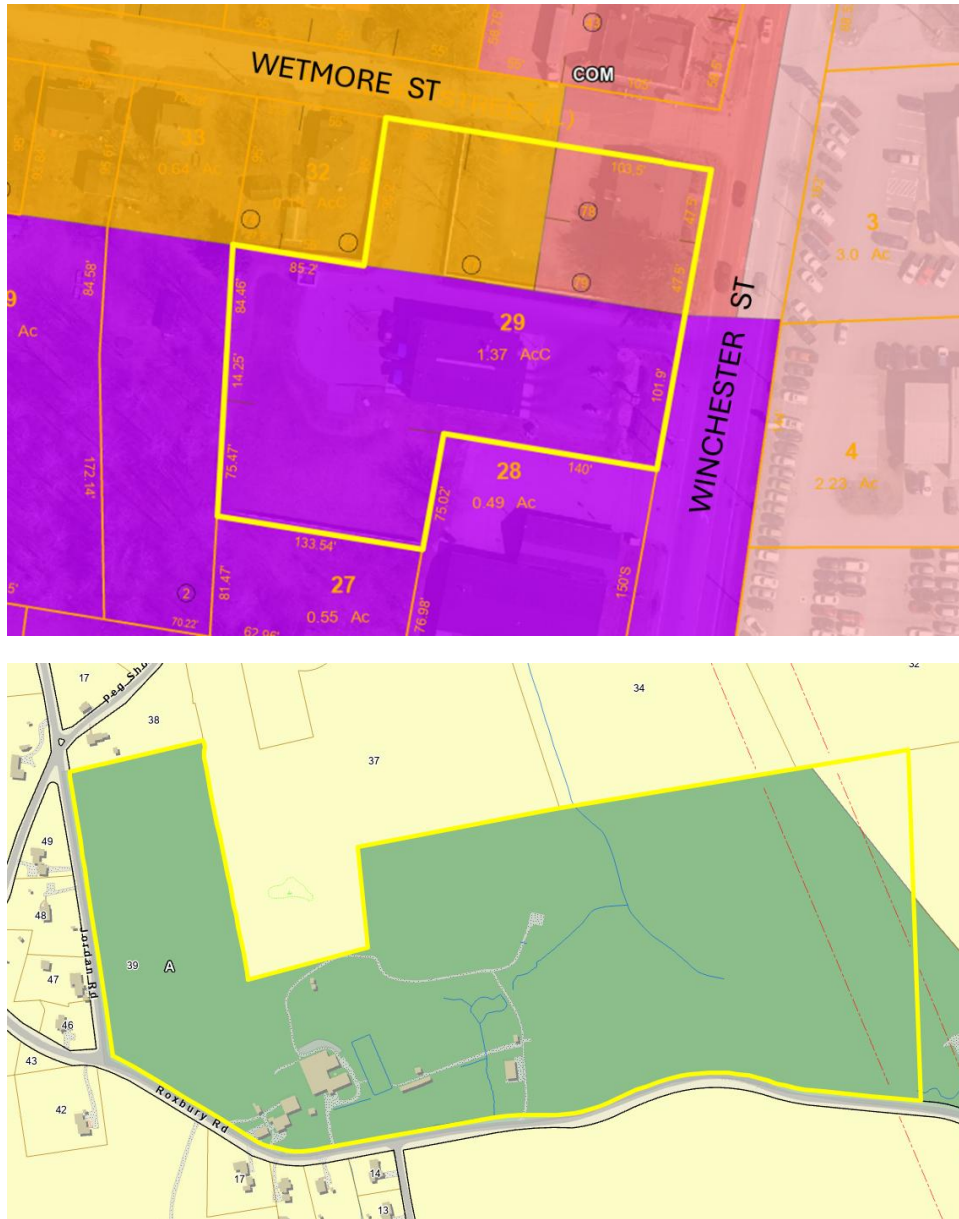


Figure 14. Image of the Mint Carwash property (top) and the 782 Roxbury Road property (bottom). The purple areas are zoned Industrial, Orange areas are High Density, Pink are Commerce, Green are Agriculture, and Yellow are Rural.

Discussion of Potential Impacts

This ordinance proposes the following rules for split zoned parcels:

- Lots large enough to be subdivided: the provisions of each district shall be applied separately to each portion of the lot;
- Lots not large enough to be subdivided, or which fail to meet any dimensional standards required: the provisions of the district which comprises the largest share of the lot shall apply to the entire lot.

This proposed change could make it easier for some property owners to develop or redevelop their split-zoned parcel without having to seek zoning relief or a zoning map amendment. For

example, the portion of the Mint Carwash site that is in the Commerce District is just under 10,000 sf in size and is too small to be subdivided because the minimum lot size in the Commerce District is 15,000 sf. Therefore, with this proposed ordinance, the owner could apply the rules of the Industrial District to the portion of the lot that is zoned Commerce. However, the portion of the lot that is located in the High Density District is just over 10,000 sf in size and is large enough to be subdivided because the minimum lot size of the High Density District is 6,000 sf. Therefore, the portion of the lot located in High Density would need to comply with the uses and standards of that district.

Consistency with the 2010 Comprehensive Master Plan

The top strategy for implementation under the 2010 Comprehensive Master Plan is “Rewrite the City’s Land Use and Zoning Regulations to Proactively Achieve the Community’s Vision for the Future.” Under this goal, it states “A rewrite should ensure that they are written as simply and plainly as possible, providing clear processes and expectations” (emphasis added).

While this goal has largely been accomplished with the adoption of the Land Development Code, any change to the regulations that improves clarity within the process and consistency for property owners, developers, staff, and board members will help to clarify expectations and is in line with this goal. Currently, the LDC is silent with respect to how split zoned parcels are treated, so while staff have an internal written policy that we follow, this information is not readily available to the public and should be included in the regulations to promote predictability and clarity. In addition, City Council should weigh in on how they would like split zoned parcels to be treated so that staff’s process is in line with the Council’s expectations.

Jared Goodell
PO Box 305
Keene, NH 03431

April 18, 2025

Honorable Mayor Jay V. Kahn
Keene City Council
Washington Street
Keene, NH 03431

Re: An Ordinance Relating to Amendments to the Land Development Code to Encourage Housing Development in Keene

Mayor Kahn:

As you are aware, across the State of New Hampshire and here in Keene, we are experiencing a significant housing shortage. According to a 2023 report from N.H. Housing, roughly 1,400 more housing units need to be built in the next decade to keep up with demand in the Elm City.

With that end in mind, I am proposing several amendment to the City of Keene's Land Development Code to further encourage the development of housing in Keene. Those proposals, in summary, are as follows:

1. Amend Section 1.3.3 to clarify that the Build-to Zone (BTZ) requirements only apply to the first building or structure on a lot and that additional buildings or structures may be built behind a building or structure that conforms to the BTZ. This issue has recently been identified as a road block to several projects in Keene, including two on Marlboro Street.
2. Amend the stated purpose of the Neighborhood Business (NB) District to include residential uses of varied development forms. Currently, the NB district's purpose contains no reference to residential uses, despite those uses being allowed by right in the district.
3. Amend Section 5.3.2, the Dimensions and Siting requirements in the Neighborhood Business District, to lower the minimum lot area. Currently, the minimum lot area is set at 8,000 sf, despite less than half of the lots in the NB district conforming. There are 47 lots in the NB district and only 23 lots are 8,000 sf or more. Lowering the minimum lot sizes to 5,000 sf will cause 42 units to conform. This will have the effect of allowing development, re-development, or infill development by right in the NB district.
4. Amend Section 8.3.1(C) to allow 6 dwelling units in the Medium Density District when the gross square footage of the dwellings units is not more than 600 sf. This will allow for more smaller studio/1 bedroom units to be developed in the Medium Density District, where currently only 3 of any size are allowed.
5. Amend Section 8.3.1(C) to remove the Downtown Growth (DG) District from requirement that dwelling units be located above the ground floor. The DG district contains several large buildings with underutilized first floor space. Allowing that space

to become dwelling units will have an immediate effect on allowing residential re-development by right in the DG district.

6. Add a sub-section to Section 19.2, concerning non-conforming uses, addressing lots split by zoning district boundaries. This would allow lots which are in more than one zoning district and which may not be subdivided to adopt the zoning of the largest portion of the lot in a single zoning district. This would have the effect of removing unnecessary and burdensome limits on lots in multiple zoning districts, thereby allowing faster development.

I appreciate the commitment of you and the entire Keene City Council in leading the State in reducing barriers to housing development and helping to increase housing stock to lower housing prices for residents.

Regards,

A handwritten signature in black ink, appearing to be 'Jared Goodell', written over the printed name.

Jared Goodell



APPLICATION TO AMEND THE ZONING ORDINANCE

Petitioner: JARED GOODELL Date: April 18, 2025

Address: PO BOX 305 KEENE, NH 03431

Telephone: (603) 762-0202 Email: j.goodell@me.com

Existing Section Reference in Chapter 100, Land Development Code: 1.3.3, 5.3.2, 8.3.1, 19.2

Does the amendment affect "Minimum Lot Size"? ☒ Yes ☐ No

Does the amendment affect "Permitted Uses"? ☐ Yes ☒ No

Does the amendment affect a zoning district that includes 100 or fewer properties? ☒ Yes ☐ No

(For assistance in determining answer,
Please contact Community Development)

I, Jared Goodell hereby certify that I have contacted Community Development to confirm whether the amendment affects a zoning district that includes 100 or fewer properties, and I certify that the information I have provided on this application is true and correct.

Attest:

[Signature]
Petitioner's Signature

SUBMITTAL REQUIREMENTS WHICH MUST BE COMPLETE AT TIME OF SUBMISSION TO THE CITY CLERK:

- A properly drafted Ordinance containing the amendment in a form meeting the requirements of the City Clerk.
- A typed or neatly printed narrative explaining the purpose of, effect of, and justification for the proposed change(s).
- \$100.00 application fee.
- As provided for in RSA 675:7, if the proposed amendment would change the minimum lot sizes or the permitted uses in a zoning district, ***and such change affects a zoning district that includes 100 or fewer properties**, the Petitioner shall submit a notarized list of property owners affected by the zoning amendment. The list shall include the tax map number and address of each abutter or owner, and must be current with the Assessing Department's records within ten days of submittal. Two sets of mailing labels shall be provided.



APPLICATION TO AMEND THE ZONING ORDINANCE

Date Received by City Clerk: 4/28/2025 Ordinance Number: _____

On City Council agenda: _____ Workshop to be held: _____

Public Hearing to be held _____

APPLICABLE FEES:

Application Fee @ \$100.00 \$ _____

Publication of Notice in The Keene Sentinel @ \$90.00 \$ _____

Postage Fees for property owners/agents and abutters at
current USPS 1st Class Mailing rate
(Only needed if amendment impacts 100 or fewer properties) \$ _____

Total Fees submitted to City Clerk \$ _____

The petitioner is also responsible for the publication costs for the public workshop before the joint Planning Board and Planning, Licenses and Development Committee. Additional fees will be collected by the Community Development Department for the mailing costs associated with the public workshop (If a mailing is required pursuant to RSA 675:7), as well as the publication of the public workshop notice.



CITY OF KEENE

In the Year of Our Lord Two Thousand Twenty Five

AN Relating to Amendments to the Land Development Code to Encourage Housing
ORDINANCE Development in Keene

Be it ordained by the City Council of the City of Keene, as follows:

That Chapter 100 of the Code of Ordinances of the City of Keene, New Hampshire, as amended, is hereby further amended by deleting the stricken text and adding the bolded and underlined text, as follows.

1. Amend Section 1.3.3, titled Setbacks & Build-To Dimensions, as follows:

A. **Building Setback.** The required minimum or maximum distance a building or structure must be located from a lot line, which is unoccupied and unobstructed by any portion of a building or structure, unless expressly permitted by this LDC.

1. **Front Setback.** The required minimum or maximum distance that a building or structure must be located from the front lot line. **Only the first building or structure on a lot shall be required to comply with the Front Setback requirement, unless otherwise prohibited by this LDC.**

2. **Rear Setback.** The required minimum or maximum distance that a **any** structure building or structure must be located from the rear lot line, **unless otherwise permitted by this LDC.**

3. **Side Setback.** The required minimum or maximum distance that a building or structure must be located from the side lot line, **unless otherwise permitted by this LDC.** A side setback may be measured perpendicular to the interior side setback or to the corner side lot line.

a. In residential zoning districts, the corner side lot line shall be measured from the property line adjacent to the street, and shall be 10-ft greater than the minimum side setback required in the zoning district.

4. **Structure Setback Exceptions.**

a. The following may be excluded from required setbacks.

- i. Steps and stairs necessary to provide access to a building or structure
- ii. Access landings up to 25-sf
- iii. Structures necessary to afford access for persons with physical disabilities
- iv. Canopies and awnings
- v. One detached utility accessory building of less than 125-sf (e.g. garden shed)
- vi. Fences
- vii. Signs as regulated by Article 10

b. Paved and unpaved parking lots and associated travel surfaces associated with all uses other than single- and two-family dwellings shall comply with the setback requirements in Section 9.4 of this LDC.

c. Driveways and parking spaces associated with single- and two-family dwellings shall comply with the setback requirements in Section 9.3 of this LDC.

d. If a front building setback extends beyond the front of a legally nonconforming building, an accessory use or structure may occupy the portion of the front setback beyond the front of the building.

e. The following structures may encroach up to 10-ft from the rear lot line of lots in residential zoning districts.

- i. Pools, either above- or in-ground
- ii. Decks, either detached or attached
- iii. Garages, either detached or attached
- iv. Accessory Dwelling Units, either detached or attached

B. Building Façade Line. The vertical plane along a lot where the building's façade is located. Upper story building façade lines relate to that part of the façade that requires a stepback.

C. Build-To Line (BTL). A build-to line (BTL) is a set line on a lot, measured perpendicularly from the applicable lot line, where a structure must be located. The building façade line of a structure must be located on the build-to line. Façade articulation (e.g. window or wall recesses and projections) are not counted as the building façade line, which begins at the applicable façade wall.

D. Build-To Percentage. A build-to percentage specifies the percentage of the building façade that must be located within the build-to zone or at the build-to line. Façade articulation (e.g. window or wall recesses and projections) do not count against the required build-to percentage. Plazas, outdoor dining, and other public open space features that are also bounded by a building façade parallel to the frontage are counted as meeting the build-to percentage. Build-to percentage is calculated by building façade, not lot width.

E. **Build-To Zone (BTZ).** A build-to zone (BTZ) is the area on a lot, measured perpendicularly from the lot line, within which a structure must locate. A BTZ sets a minimum and maximum dimension within which the building façade line must be located (e.g. 0-5-ft). Façade articulation (e.g. window or wall recesses and projections) are not counted as the building façade line, which begins at the applicable façade wall. Additional buildings or structures shall be permitted to be located outside the required build-to zone if at least one structure on the lot is located within the build-to zone.

2. Amend Section 5.3.1, titled Purpose, as follows:

The Neighborhood Business (NB) District is intended to provide for a heterogeneous mix of smaller sized businesses, professional uses, and residential uses comprising of varied development forms, ~~to serve as an additional downtown zoning district that promotes smaller sized business and professional uses which support adjacent neighborhoods and workplaces,~~ with an orientation toward pedestrian and bicycle access. Some uses are restricted in size to limit adverse impacts on nearby residences and to maintain a pedestrian scale of development. All uses in this district shall have city water and sewer service.

3. Amend Section 5.3.2, titled Dimensions & Siting, as follows:

Min Lot Area	8,000 sf 5,000 sf
Min Road Frontage	50 ft
Front Setback	5-10 ft Build-to Zone
Min Rear Setback	20 ft
Corner Side Setback	5-10 ft Build-to Zone
Min Interior Side Setback	10 ft

4. Amend Section 8.3.1(C), titled Dwelling, Multi-family, as follows:

1. **Defined.** A structure containing 3 or more dwelling units located on a single lot, with dwelling units either stacked or attached horizontally, which is designed, occupied, or intended for occupancy by 3 or more separate families.

2. **Use Standards.**

a. In the Medium Density District, no more than 3 dwelling units are allowed per lot. Notwithstanding the foregoing, if every dwelling unit is not more than 600 sf gfa, then 6 dwelling unit are allowed per lot.

b. In the Downtown Core District, ~~Downtown Growth District,~~ and Commerce District, dwelling units shall be located above the ground floor.

c. In the Downtown Growth District, dwelling units shall be located above the ground floor on lots with frontage on a Type A street.

5. Amend Section 19.2, titled Non-Conforming Uses, to add the following sub-section as follows:

19.2.8 LOTS SPLIT BY ZONING DISTRICT BOUNDARIES. Where an existing lot of record falls into more than one zoning district, the following shall apply:

- a. **For lots which are large enough to be subdivided, the provisions of each district shall be applied separately to each portion of the lot;**
- b. **For lots which are not large enough to be subdivided, or otherwise fail to meet any dimensional standards required, the provisions of the district which comprises the largest share of the lot shall apply to the entire lot.**

For the purposes of this subsection 19.2.8 only, when determining if a lot meets dimensional standards to be subdivided, each portion of the lot(s) in each distinct zoning district shall be considered separately.

Jay V. Kahn, Mayor

Parcel Number: 590-034-000-000-000
175 MARLBORO ST LLC
40 AMOS FORTUNE RD
JAFFREY, NH 03452

Parcel Number: 595-015-000-000-000
BOUDREAU J. C.
BOUDREAU LYNN A.
321 BAKER ST.
KEENE, NH 03431

Parcel Number: 590-036-000-000-000
FERRELL JENNIFER L.
GEORGE LISLE E.
161 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 589-016-000-000-000
216 MARLBORO STREET LLC
216 MARLBORO ST
KEENE, NH 03431

Parcel Number: 596-001-000-000-000
BUTLER MASON LLC
PO BOX 385
GILSUM, NH 03448

Parcel Number: 590-052-000-000-000
FORTE DONNA J
134 DAVIS ST
KEENE, NH 03431

Parcel Number: 589-020-000-000-000
233 MARLBORO ST. LLC
C/O KERRY LEIGH CARLISLE
111 RIDGEWOOD AVE
KEENE, NH 03431-2805

Parcel Number: 590-051-000-000-000
CHESHIRE COUNTY FEDERAL C
229 PARKER ST
GARDNER, MA 01440

Parcel Number: 590-025-000-000-000
FORTE DONNA J
134 DAVIS ST
KEENE, NH 03431

Parcel Number: 595-076-000-000-000
305 MARLBORO RE LLC
28 EAST RD
PLAISTOW, NH 03865

Parcel Number: 596-004-000-000-000
CITY OF KEENE
C/O CITY MANAGER
3 WASHINGTON ST
KEENE, NH 03431

Parcel Number: 595-005-000-000-000
GENNETT REBECCA
133 CLINTON RD
ANTRIM, NH 03440-3520

Parcel Number: 596-003-000-000-000
372 MARLBORO ST LLC
PO BOX 256
KEENE, NH 03431

Parcel Number: 596-022-000-000-000
DANIELS RANDALL E.
6 AVALON PL.
KEENE, NH 03431

Parcel Number: 590-037-000-000-000
GEORGAKOPOULOS COSTAS
GEORGAKOPOULOS JOYCE A.
4 ANGELO LN.
LONDONDERRY, NH 03053-3148

Parcel Number: 596-003-000-000-000
372 MARLBORO ST LLC
PO BOX 666
KEENE, NH 03431

Parcel Number: 590-018-000-000-000
DU MOULIN KAY LOUISE
DU MOULIN PETER DAVID
150 MARLBORO ST
KEENE, NH 03431

Parcel Number: 590-057-000-000-000
HUNT ALEXANDRE D
HUNT SOPHIE L
123 MARLBORO ST
KEENE, NH 03431

Parcel Number: 589-021-000-000-000
AREC 8 LLC
C/O U-HAUL PROPERTY TAX DEPT
PO BOX 29046
PHOENIX, AZ 85038-9046

Parcel Number: 590-012-000-000-000
DUVERGER ROBERT L
GRIFFIN MAUREEN ELLEN
114 MARLBORO ST
KEENE, NH 03431

Parcel Number: 596-037-000-000-000
KADILLIU REDION
22 HIGH ST
KEENE, NH 03431

Parcel Number: 589-015-000-000-000
BANGE NOAH CRAWFORD
BANGE MICHAEL CRAWFORD
194 MARLBORO ST
KEENE, NH 03431

Parcel Number: 596-028-000-000-000
EMMOND, ADRIAN P.
HENDERSON REBECCA J.
371 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 596-019-000-000-000
KEENE MARLBORO GROUP LLC
112 S LINCOLN ST
KEENE, NH 03431

Parcel Number: 590-026-000-000-000
BEAN DAVID B.
BEAN DANA M.
1129 JOHNSTON DR.
WATCHUNG, NJ 07060

Parcel Number: 590-035-000-000-000
F&S RENTALS LLC
2 HALL WAY
GREENFIELD, NH 03047

Parcel Number: 596-017-000-000-000
KEENE MARLBORO GROUP LLC
112 S LINCOLN ST
KEENE, NH 03431

Parcel Number: 590-033-000-000-000
BEAVER BROOK LODGE #36 OD
C/O GRAND LODGE OF NH
PO BOX 4147
CONCORD, NH 03302

Parcel Number: 596-021-000-000-000
FERLAND, MILENA
2 AVALON PL.
KEENE, NH 03431

Parcel Number: 596-020-000-000-000
LAKE ALLEN D.
399 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 590-019-000-000-000
LAKE GARY KIMBALL REV TRU
GARY K LAKE TTEE
156 MARLBORO ST
KEENE, NH 03431

Parcel Number: 596-027-000-000-000
SINGH-LAMY SYLVIE NOELLE
43 DARLING RD.
KEENE, NH 03431

Parcel Number: 595-006-000-000-000
LAVIGNE, CHRISTOPHER
345 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 590-028-000-000-000
SWAMISEVA REAL ESTATES IN
7 CHERRYWOOD DR.
NASHUA, NH 03062

Parcel Number: 590-015-000-000-000
LITTLE ANDREW
LITTLE KRISTIN
132 MARLBORO ST
KEENE, NH 03431

Parcel Number: 590-013-000-000-000
TIMOTHY ROUSSEAU'S PROPER
40 GREENWOOD RD
DUBLIN, NH 03444

Parcel Number: 590-027-000-000-000
MARTEL, BARBARA J.
7 JENNISON ST.
KEENE, NH 03431

Parcel Number: 590-059-000-000-000
UNION SCHOOL DISTRICT
C/O SAU 29
193 MAPLE AVE
KEENE, NH 03431-1602

Parcel Number: 590-017-000-000-000
MCKEOWN, BRIAN P.
MCKEOWN JOANNE O.
22 CONNECTICUT AVE.
ENFIELD, CT 06082

Parcel Number: 590-016-000-000-000
WILCOX KEVIN H.
136 MARLBORO ST. 2
KEENE, NH 03431

Parcel Number: 590-058-000-000-000
O'BRIEN JANET F. REV. TRU
117 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 596-038-000-000-000
WISELL, CHRISTOPHER SILAS
WISELL JESSICA
357 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 589-013-000-000-000
PERKINS STEVEN W.
72 CARPENTER ST.
KEENE, NH 03431

Parcel Number: 589-014-000-000-000
WOJENSKI EDMUND F.
WOJENSKI JENNIFER
36 MCKINLEY ST.
KEENE, NH 03431

Parcel Number: 597-020-000-000-000
PSNH
PO BOX 270
HARTFORD, CT 06141-0270

Parcel Number: 590-014-000-000-000
XANTHOPOULOS SEMELA LIVIN
297 MARLBORO ST.
KEENE, NH 03431

Parcel Number: 596-018-000-000-000
R&V HOMES LLC
PO BOX 231
KEENE, NH 03431

Parcel Number: 595-004-000-000-000
ROENTSCH JEFFREY C.
340 MARLBORO ST.
KEENE, NH 03431