A regular meeting of the Keene City Council was held on Thursday, November 5, 2026. The Honorable Mayor Jay V. Kahn called the meeting to order at 7:00 PM. Roll called: Randy L. Filiault, Michele A. Chalice, Catherine I. Workman, Bryan J. Lake, Jacob R. Favolise, Laura E. Tobin, Robert C. Williams, Philip M. Jones, Bettina A. Chadbourne, Edward J. Haas, Laura E. Ruttle-Miller, Molly V. Ellis, Thomas F. Powers, and Mitchell H. Greenwald were present. Councilor Kris E. Roberts was absent. Councilor Lake led the Pledge of Allegiance.

MINUTES OF THE PRECEDING MEETING

A motion by Councilor Greenwald to adopt the October 15, 2026, meeting minutes as presented was duly seconded by Councilor Powers. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

ANNOUNCEMENTS

Mayor Kahn reported that the State General Election on November 3, 2026 saw record voter turnout for a mid-term election, with 70% turnout Citywide. The Mayor thanked the City Clerk, election officials, and volunteers who registered over 1,000 voters and the 9,921 voters who participated. Our City Clerk wanted to thank the volunteers, which numbered over 100 people in our community, who assisted on Election Day. The Mayor extended a heartfelt thank you to the City Clerk, Deputy City Clerks, and their team for all their hard work.

The Mayor announced upcoming dates of interest in November 2026:

- Friday, November 6, 2026: Momentum yearly celebration honoring Keene State College's supporters and showcasing some of the students who have benefited from their generosity - 4:00 PM - Technology, Design, and Safety Building at KSC. The program is from 5:00 to 5:30 PM.
- Mondays, November 9, 2026 and November 16, 2026: Hundred Nights warming shelter volunteer training at United Church of Christ Church - 5:30 PM. All members of the community are eligible to volunteer and help this be a successful event for the next four months. The Mayor will be training.
- Tuesday, November 10, 2026: US Marine Corps 251st Anniversary
- Wednesday, November 11, 2026: Veterans Day Ceremony at Recreation Center Fuller Field - 11:00 AM; City Hall would be closed in observance of Veterans Day.
- Thursday, November 26, 2026: Thanksgiving Day; City Hall would be closed, and on November 27, 2026, as well
- Friday, November 27, 2026
    - Native American Heritage Day
    - Tree Lighting Ceremony: 5:00 PM – 8:00 PM on Central Square

The Mayor also announced that the City of Keene would be closed in observance of Veterans Day and the Planning, Licenses and Development Committee meeting that would have been held that evening was moved to Thursday, November 12, 2026 at 5:30 PM, followed by the Finance, Organization and Personnel Committee meeting at 6:00 PM (or when the PLD meeting has concluded). He noted the City would also be closed on November 26 and 27, 2026 for the Thanksgiving holiday, with the Municipal Services, Facilities and Infrastructure Committee

meeting moved to Tuesday, November 24, 2026 at 5:30 PM, followed by the Finance, Organization and Personnel Committee meeting at 7:00 PM.

PROCLAMATION - HONORING AND THANKING VETERANS FOR THEIR SERVICE

Mayor Kahn welcomed Rob Campbell of the Keene VFW, accompanied by Todd Rogers in the audience. The Mayor read into the record and presented Mr. Campbell with a Proclamation as suggested by the City of Keene's City Council, recognizing the veterans of our community and nation and called upon residents of Keene to extend our deepest respect, praise, and sincere thanks to all veterans for their service and steadfast commitment to our country.

The Mayor said he would read the Proclamation again at the Veteran's Day Ceremony on November 11, 2026.

Councilor Jones noted that he started the subject of honoring the Veterans and Veteran's Day. He took a moment to honor the Veteran's on the Council: Councilors Filiault, Roberts, and Powers, as well as Deputy City Clerk, Kathleen Richards.

COMMUNITY RECOGNITION: KEENE STATE COLLEGE MEN'S AND WOMEN'S ICE HOCKEY

Mayor Kahn welcomed Bobby Rodrigue for a tribute. The Mayor had known Mr. Rodrigue for a long time, since their time together in Keene State College Management Class.

Tonight, the Mayor said he was pleased to recognize Bobby Rodrigue of the Keene State College Men's Ice Hockey Team for an outstanding achievement on the international stage and for the contributions he continues to make to collegiate athletics and our greater Keene community. This past summer, Mr. Rodrigue was selected to serve as team leader for the United States Youth 17 National Team at a Foreign Nation Tournament which took place in Khamzat, Chechnya. He was a delegate representing the United States alongside a coaching and support staff comprised mostly of Division I hockey professionals. Mr. Rodrigue brought his leadership to an international competition featuring some of the country's most promising young hockey players under the team's leadership. The United States went undefeated, finishing five wins and no losses, and captured the gold medal in a dramatic shootout victory over the host country, Chechnya. Thus, the roster included several players already committed to future Division I hockey programs, highlighting the incredible level of talent and potential represented at this tournament. The Mayor said Mr. Rodrigue's involvement with US hockey extends well beyond the summer's achievement. He served on the USA Hockey National Camp staff for six consecutive summers and serves as the Director of Boys Player Development Camps for the New England District. He also hosts the New England Select Camp for 19-year-old players here in Keene each summer, providing opportunities for young athletes to develop their skills and advance their hockey careers. This program has helped develop players who have gone on to compete at the highest levels, including the National Hockey League (NHL). Mr. Rodrigue is now entering his third season leading the Keene State Ice Hockey Team, which continues to build its identity and establish himself in the NCAA Division III competition. Beyond the Team's development on the ice, the program has developed an impressive commitment to academic

achievement and community involvement. Last semester, the hockey team recorded an average grade point of 3.72, the highest among team state men's athletic programs, and 12 players earned All American Scholar recognition. The team has contributed more than 100 hours of community service already this year, demonstrating its impact far beyond the rink. The program is making its mark on collegiate hockey. For example, they have an NHL backup goalie who graduated in 2025 and is now making his way into the NHL with the Colorado Avalanche this season. Mr. Rodrigue's accomplishments reflect not only his knowledge and passion for hockey, but also his commitment to developing young athletes, building strong teams, creating opportunities for the next generation, and his success on the international stage brings tremendous recognition to Keene State College and reinforces the important role our College plays and its athletic programs play in our community. So, on behalf of the City of Keene, Mayor Kahn congratulated Mr. Rodrigue on the well-deserved gold medal and thanked him for the leadership and dedication he brings to Keene State College and our community.

Mr. Rodrigue thanked everyone so much. He said it was an incredible honor to represent the country. Everyone says you know that it is special and there is nothing like it. But, until you actually do it, it really does not hit you. He said they had an unbelievable group of athletes and staff and had a terrific experience. They were most struck by how well received they were everywhere they went. Sometimes he said there may be some concerns or some fears about how well we may be received abroad. He said they were welcomed everywhere and the team performed really, really well. So, it was just really a great experience for our athletes overall and certainly a great time for him. He was able to bring a lot of that experience back here to work with our team and our program and our College, which is really important to us. He noted that we enjoy a great partnership between the College, Keene Ice, and the City; he thinks that partnership is probably an example of something that maybe none of the three entities could have accomplished on their own, and all three entities greatly benefit from the partnership. He said that when we bring that player development camp here to Keene from USA Hockey each summer, they have had players and coaches here who are in the NHL today. They come here and they enjoy and love their time in Keene in the summer. Mr. Rodrigue thinks it speaks to the partnership we have and the program we are growing. He said the next home game would be the next Friday against Middlebury.

Mayor Kahn welcomed Ellie Patrick to represent the Keene State College Women's Ice Hockey Team. The Mayor was pleased to recognize Ms. Patrick as a member of the Women's Ice Hockey Team for an outstanding accomplishment that has brought international recognition to Keene State College and to the Keene community. Ms. Patrick was recently selected to represent her home country of Great Britain as a member of its Women's National Ice Hockey Team. She had the opportunity to compete in a four-nation international tournament in Sosnowiec, Poland, alongside teams from Poland, Slovenia, and Spain. Among the highlights of the tournament: Ms. Patrick scored a goal against Slovenia and helped Great Britain secure an impressive victory. The tournament was an important part of Great Britain's preparation for the 2027 international Hockey Women's World Championship Division I competition, where the team will work towards earning promotion to the top division of international women's hockey. Mayor Kahn said competing at this level is an incredible accomplishment and represents an important step toward Great Britain's long-term international and Olympic aspirations. He noted that all these accomplishments extend well beyond the international stage. Here at Keene State, Ms. Patrick

has established herself as an important contributor to the Women's Hockey Team both on and off the ice. She was recently named an Assistant Captain for the 2026–2027 season, a reflection on her leadership, character, and the commitment she brings to her team as one of the founding members of the Keene State Women's Ice Hockey Team. Ms. Patrick has shaped the program that began its Division III competition in 2024. The Owls finished their inaugural season with a winning record and advanced to Little E Conference playoffs in their second season. Ms. Patrick played a significant role in the growth and establishing herself as one of the team's leading offensive players, while also setting records for blocked shots, including an impressive 79 blocks during the season. What makes Ms. Patrick's accomplishments particularly meaningful is that she represents the very best of what collegiate athletics can offer: her dedication, teamwork, accountability, and willingness to put to her team first have helped her succeed at the collegiate level while opening doors to opportunities on the international stage. Mayor Kahn said Ms. Patrick's accomplishments are a tremendous source of pride for Keene State College and for the Keene community. On behalf of the City, the Mayor congratulated Ms. Patrick on her well-deserved recognitions, and wished her the best of luck this season, both with the Owls and as she represents her home country of Great Britain.

Ms. Patrick said thank you for the recognition. She said the next game would be on the road against Norwich and then the team would be back in action at home in Keene the next Friday for their game against University of Massachusetts.

CONFIRMATIONS - ENERGY AND CLIMATE COMMITTEE

Mayor Kahn nominated Catherine Koning and Matthew Bolton to move from Alternate to Regular members of the Energy and Climate Committee, with terms to expire December 31, 2028. A motion by Councilor Greenwald to confirm the nomination was duly seconded by Councilor Powers. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

COMMUNICATION - RESIGNATION - CONNIE JOYCE - HERITAGE COMMISSION

A communication was received from Connie Joyce, resigning from the Heritage Commission, effective October 14, 2026. A motion by Councilor Greenwald to accept the resignation with gratitude for her service was duly seconded by Councilor Powers. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

Mayor Kahn explained that some Committee resignations come from a person who has signed a letter received by the City Clerk's office and sometimes they are received by Committee Chairs, so they are handled at different places on the Council agenda.

COMMUNICATIONS - KEN KOST - IN SUPPORT OF SINGLE LANE CONFIGURATION ON THE NORTH SIDE OF CENTRAL SQUARE; AUTUMN DELACROIX - IN SUPPORT OF SINGLE LANE CONFIGURATION ON THE NORTH SIDE OF CENTRAL SQUARE; *AND* SAM JACKSON - IN SUPPORT OF SINGLE LANE CONFIGURATION ON NORTH SIDE OF CENTRAL SQUARE

The first communication was received from Ken Kost, requesting the City Council uphold its previous decision approving a single 22-foot travel lane along the north side of Central Square. A second communication was received from Autumn DelaCroix, in support of the City Council maintaining its previous decision approving a single 22-foot travel lane along the north side of Central Square. A third communication was received from Sam Jackson, in support of the City Council maintaining its previous decision approving a single 22-foot travel lane along the north side of Central Square.

The City Clerk, Terri Hood, explained that their background referenced a 22-foot travel lane but she understood it to really be an 18-foot travel lane with a four-foot sort of area, which was a little confusing, and she thought the public was a little confused about that. So, she wanted to make that note. Mayor Kahn said the Public Works Director pointed out that it is only paint and so there is 22 feet there, only 18 of which have been designated for the single lane.

Mayor Kahn filed the communications into the record as informational.

Mayor Kahn noted that he would not be filing into the record two communications that were received unsigned as anonymous from people who supported two lanes on Central Square.

MSFI REPORT - COURT STREET DRAIN REPLACEMENT ACCEPTANCE OF PERMANENT EASEMENTS

A Municipal Services, Facilities and Infrastructure Committee report was read, unanimously recommending the City Manager be authorized to do all things necessary to negotiate and execute permanent easements and temporary access agreements with the affected property owners for the access, installation, and future maintenance of the Court Street Culvert Replacement Project. A motion by Councilor Greenwald to carry out the intent of the Committee report was duly seconded by Councilor Workman. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

MSFI REPORT - GUITARD HOMES COURT STREET COTTAGE COURT ACCEPTANCE OF A UTILITY EASEMENT

A Municipal Services, Facilities and Infrastructure Committee report was read, unanimously recommending the City Manager be authorized to do all things necessary to negotiate and execute a permanent easement with the property owner for the access and future maintenance of the public water and sewer utilities for the Guitard Homes Cottage Court Project. A motion by Councilor Greenwald to carry out the intent of the Committee report was duly seconded by Councilor Workman. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

MSFI REPORT - VERBAL UPDATE: TRAFFIC AND SAFETY ASSESSMENT OF SCHOOL STREET

A Municipal Services, Facilities and Infrastructure Committee report was read, unanimously recommending City staff continue to monitor traffic, implement improvements to address

identified safety concerns, including creating an ordinance to reduce the speed to 25 miles per hour, and report back in six months. A motion by Councilor Greenwald to carry out the intent of the Committee report was duly seconded by Councilor Workman. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

MSFI REPORT - COUNCILOR FILIAULT - REQUEST TO REVIEW PLANNED TRAFFIC LANE CONFIGURATION AROUND CENTRAL SQUARE

A Municipal Services, Facilities and Infrastructure Committee report was read, on a vote of 4 to 1, recommending the City Council not reconsider the current plan of one traffic lane around the north section of Central Square and maintain the one lane plan. A motion by Councilor Greenwald to carry out the intent of the Committee report was duly seconded by Councilor Workman.

Councilor Greenwald explained that the Committee vote was 4 to 1, so he gave the opposing view. He said the Committee discussed the lane configuration in front of the church and for safety reasons and design reasons, committee members felt that the single lane configuration in front of the church would be a better idea than the plan as proposed by Council Filiault to be a two lane.

A motion by Councilor Greenwald to amend the Committee report to go with the two-lane configuration in opposition to the single lane was duly seconded by Councilor Jones.

Councilor Greenwald said he had heard quite a bit from the public on the streets because he is downtown all the time; he hears it in the supermarket. He hears all the things. He thinks it is very important that the Council listens to what the public is saying. He was hearing that the dual lane weave and merge would be very confusing. In essence, he said it would be changing a traffic pattern that works. Right now, it is almost three lanes; to try to squash it all into one, he was hearing it would be very confusing and dangerous. In essence, he called it an attempt to fix something that was already working, so it was not really all that imperative in his mind. As the Mayor stated, it is only paint and that is reassuring. Councilor Greenwald said that during the planning process they made a lot of decisions and it became very time-consuming and weary as the Council worked through all these decisions. He said preserving the width for two lanes was imperative. Councilor Filiault was Vice Chair at the time and Councilor Greenwald said he frankly liked the two lanes back then but just to get the project moving along, he said fine, they would fight about it later. Well, now he said it was the time to fight about it. He said this concept was designed by a non-local individual, which he thought was an important distinction. He said the Council needed to listen to residents. He said that when doing sidewalk planning for his properties, he looks at where the people walk and how they walk: that is how you design a sidewalk. He said you do not move the behavior, you try to modify it a little. He said the Square works with no lines. He referred to the roundabout at Marlboro Street and said there are no lines and said it works: there is enough activity that the traffic moves slowly. So, he thought the hope for traffic calming was overstated. He urged the Council to do what the public wants on this one.

Councilor Filiault, being the author of the letter, wanted to follow up on a couple of things that Councilor Greenwald said. As Councilor Filiault mentioned at the Municipal Services, Facilities

and Infrastructure (MSFI) Committee meeting, when the letter was brought forward, he said he had spoken—like Councilor Greenwald had—to dozens of people in the community overwhelmingly in favor of two lanes. He had been a part of the downtown project and working on this for five or six years and there had been a lot of changes. He heard a couple of comments that this was decided on, but said this was not what the Council decided on: it had been a moving target since this project started. He recalled the original project as it was proposed, stating that many of the Councilors were not here, noting that if they had not made that change, with Washington Street and Court Street being paved over, Central Square would not be the same as we know it. That was the original plan by an eight-to-seven vote. The Council changed that. So, he said there had been a lot of changes over times on this particular project, including coming north: there was not going to be a slip lane—that was going to be eliminated, and the Council brought that back in. He said going down Main Street was going to be one lane. There is a designated lane going down Court Street and only one designated lane going down Main Street: they changed that. They had made the changes over the four or five years to make the project work better. He said it had been a moving target. Like he said, the original concept was going to close off Central Square from Washington Street to Court Street and build a mini roundabout in front of the Common, which he called a disastrous plan the community did not like at all. Still, he said it was an eight-to-seven vote: one vote and Central Square as we know it now would have been eliminated. Yet, he said the public overwhelmingly did not like that at all. Still, for some reason he said the Council was not falling in line with what the constituents were asking. Now, he said here the Council was on this particular issue and as he mentioned at MSFI, he was pleading with the Council to keep Central Square to two lanes. Councilor Filiault said those affected most are asking us to keep it as two lanes. For those talking about safety issues, he had heard a couple of comments. He said if you look right now there are about 44 feet around the Common with no bike lanes. He said 44 feet would become 22 feet, so drivers now who are used to going through 44 feet would be squeezed down to 22 feet. For those talking about safety, he said traffic would slow down significantly, going down to the 22 feet because it would be half the size of what drivers are used to. He said if we squeeze it even more into one lane and have heavy traffic at times coming at Main Street and into Washington Street, and those backing out of the Square: he said those spaces backing out of the Square in front of the Stage and the Church would pinch now. He said at times like right now, one lane would work, but that was not what they were talking about; he said if you saw construction this particular week with one lane, you would know how badly one lane does not work. He reiterated that people were calling it more of a safety issue because the travel lane is going to be reduced by 50%. He thought the single lane would not only tighten things up during heavy traffic hours but would create a more dangerous situation with cars trying to weave in and out. Whichever way the Council goes, he said it would be 22 feet from curb to curb instead of 44 feet. He said if safety were truly an issue that some of the Councilors said they cared about (e.g., pedestrians getting from the sidewalk to the Common)—Councilor Filiault said he was repeating himself, but the pedestrians need more safety. He suggested eliminating bike lanes in front of the church because pedestrians have to cross an active bike lane before getting to the crosswalk. So, if talking about safety, he said to take that into consideration.

Mayor Kahn welcomed the Public Works Director, Don Lussier. Mayor Kahn stated first that he favors two lanes, and the Council would tell him whether they agree just like they would tell Councilor Greenwald about his amendment. However, the Mayor heard it cited as 42 feet from

curb-to-curb, but he thought that parking would take up a certain amount of that, so he did not think the current travel lanes were really 42 feet. Mr. Lussier said it would of course depend on where you are measuring in the Common (e.g., whether you include parking stalls). Mayor Kahn thought the point that Councilor Filiault was trying to make was still the same: there are currently 22 feet there that allow two or three lanes and the proposal is for one lane that still has the potential to be approximately 18 feet, which is beyond what the other lanes are down Main Street (i.e., 11 feet wide each). Mr. Lussier agreed.

Councilor Ellis did not think it was appropriate to try to change the original intent of the Council just because there are several new Councilors. She thought that this decision was made and the Council should act on the original intent of the Council when it was discussed, whenever that was discussed. She was also hearing (from Councilor Greenwald) that the Square works and it is fine, whereas Councilor Ellis heard several people at MSFI saying that it is a mess. Councilor Ellis thinks it is terrible and the Council should try to change something to see if a tweak helps. Also, she heard a lot of people at MSFI saying they were not traffic engineers, but she thought the Council should follow the expertise of the traffic engineers who created this design because they are traffic engineers and the Councilors are not. She also recalled the Public Works Director's report to MSFI, stating that the new design for the Square is expected to create marginal improvements in traffic, not more congestion. So, Councilor Ellis thought it was worth finding out if that was truly the case. She said it may not be, but as Mr. Lussier said, if it is not the case then we can switch to two lanes, which Councilor Ellis was not opposed to, she just thought it was worth trying something new and following the plan the City paid for. She cited the example of walking downtown with her family the previous evening and crossing the street at Washington Street and the head of the Square with her child and dog: the person coming southbound stopped for them but the person coming northbound flew by and did not see them in the middle of the crosswalk. So, she thinks anything that can create any incremental change for pedestrians in Central Square is going to be a benefit. To that point, she had heard a lot of people talking about it not being safer for pedestrians, but she said there are not that many pedestrians down there. She said that maybe more people like her family would walk down there if they did not almost get blown away in the crosswalks. Councilor Ellis said she did not hear people arguing other than Councilor Filiault that this would not be safer for pedestrians. She said the increased safety for pedestrians did not seem to be a priority for most people and she thought it should be a priority.

Councilor Powers did not mean to be contradictory but said that if they tried to make any judgments on how Central Square was tonight, last night, or a few weeks ago, they should stop because it was being dug up and the lights were not on. He said Councilor Filiault explained in depth how the Council got here over the past almost six years: they had gotten to this point and made concessions to do things differently. Councilor Powers said they did have a lot of information from engineers but that does not always mean it works: you really have to know what it going on out there—you have to see it. He recalled digging up downtown in 1988 and said they did not change the entirety of Central Square, they just put it back, but the two lanes and parking made it much better, and sidewalks and curbs enhanced appearance. He said we are back there now doing what the City should have done underground, stating that there is really no need to change the traffic pattern based on what is happening underground. He said the traffic pattern works for the conditions that exist there. He cited the two major streets coming into

Central Square at different angles, stating that it works perfectly well and keeps traffic flowing during peak periods right now. He asked how that would work for the amount of traffic. He said this was probably the opportunity to bring it back to where it was that the council knows works and worked for a lot of years before it really gets into serious construction. He said it is a little more than just paint. Councilor Powers suggested putting it back where they started when the Council first tried to design downtown.

Councilor Lake said there had been several comments about how the Council got here tonight, all the decisions that they made, and all the changes they made. So, he reviewed a couple of those: not just the one at the top of the Square, but a little further south on Main Street. He said that when talking about traffic you need to talk about the entirety of the traffic downtown; you cannot just focus on the little strip at the top of the Square. Councilor Lake thought back to two years prior, when the MSFI Committee was debating the different options. He called it a healthy debate about things such as the U-turn near the flagpole, along with that was to eliminate the ability for that lane to go into the Square, reducing northbound Main Street from three lanes to two. He said there were not three lanes in the future plan going northbound, there were two: one to go to Roxbury Street and one to go to Washington Street. The other singular lane that is going at the top of the Square would not have two lanes in the current plan. He said they made a lot of changes to the plans throughout the rest of the Square to accommodate the fact that they were reducing the lanes going northbound. He said they would have to make a plethora of other changes to get back to having two lanes going into the top of the Square: widening the road, taking away greenspace from the middle, taking sidewalk space from the eastside. So, Councilor Lake asked, if we go to two lanes at the top of the Square, what does that mean: where does that second lane come from if this passes tonight? He said it would come from Washington Street and go straight into the top of the Square as mentioned at MSFI; he said they talked about this almost two years ago. He said if Washington Street is able to drive into that second lane and those people are not going to be able to go on Court Street they are either going down Main Street or West Street. He said they would have to cross at a crosswalk in the about 100 feet available there across the northbound traffic that wants to go up Court Street. He said the Council would just be causing a point of conflict in the traffic by creating two lanes. Councilor Lake said the plan/idea to go to two lanes just because they should would be ignoring the rest of the traffic pattern downtown. He said they needed to take into consideration the fact that if they scrapped the whole plan and restarted that maybe there would be a way to fit two lanes up there, but given how it was at this time and given the rest of the plan, he said it simply would not work.

Councilor Workman thanked Councilors Lake and Ellis for covering a lot of her talking points. Councilor Workman thought it was doing a disservice to even be having this discussion right now, stating that the Council deliberated this extensively two years prior. She said the Council heard all the same arguments two weeks prior at the MSFI meeting. She noted that no new information had been provided to the Council. So, she asked the Council to consider, what specific traffic data demonstrates that the two lanes would improve traffic flow right now compared to the single lane that is already approved? She said we do not have it and it says otherwise as Councilor Ellis pointed out. Councilor Workman asked what additional safety or operational benefits do we gain by dividing the same 22 feet into two lanes? Had the Fire or Police Departments identified any new deficiencies with emergency vehicle access, because two years ago, they said that the one lane would be sufficient, that we have mounting, we have room

for bypassing? Again, Councilor Workman urged her fellow Councilors to lean on facts, not feelings, not opinions, not opportunistic Councilors who are taking advantage of the community's opinions on this matter. Because she said that is what this is. Councilor Workman said the Council should follow and should not nullify a decision that a Council made two years ago that has not been implemented yet and with no information to contradict why we should even be having this conversation right now. She really urged everyone to vote "no" on this amendment and to continue with the approved configuration.

Mayor Kahn said that when it went to one lane because of the construction, it had been obvious that the backup was going to Water Street; that is when it is coming in the northbound direction. So, he thought that was the start of seeing one lane constrictions, particularly with the traffic lights as they were set at the time.

Councilor Tobin agreed with Councilor Powers that it is difficult to measure anything by current conditions just because they were under construction. She had listed out questions for herself because one of her immediate reactions was frustration in receiving that letter just because she knows how much time the Council spent deciding this the first time. She knows how many people they heard from and knows how carefully she made that decision, how much time she spent going and thinking about things and asking questions. So now, being asked the question again, she did try to take a step back from that frustration and asked herself: did I receive any new information? So far, she had not. Did something change? No. Was there a problem with the way we made the decision the first time? Did we not consider it carefully enough? Were we hasty? She thought for all of those questions she really had to say she thought they made a good decision the last time: they were thorough. Hearing the reasons again, the safety concern, hearing the presentation from our Public Works Director at the last meeting, Councilor Tobin honestly felt more confident that the Council had made the right decision. Then, she looked at the goals of the project and went back and looked at the sort of initial discovery process (i.e., asking questions and where should we be going with this?). She said there is so much attention about multimodal transportation; there were multiple points that brought that up. There were lots to be said about pedestrian safety and wanting to prioritize crosswalks and making those safer. She quoted one of the project goals sections: "Balancing car facilities while recognizing the continued need for car facilities. There is a strong push to reduce car-centric design. Streamlining could involve optimizing traffic flows, reducing roadways to create more space for pedestrians and cyclists, and encouraging carpooling and electric vehicle use." One of the things she had heard people say is that we have been doing it this way for 38 years and it has worked. While she said that may be true for vehicles, she said it was not working for pedestrians. It is not easy to access the green space, it is not easy to cross the street (you have to look behind you and in front of you at the same time, and cars do not stop). So, if the goal were to maximize car efficiency and getting people there faster, then she said we should have just made the green space smaller and added more lines, but that was not the goal that the Council set out to accomplish. The goal was multimodal transportation that would work for different types of users. She noted we would be seeing a lot more of those users as people who are getting older do not drive in terms of businesses downtown; as it becomes easier to walk downtown, there are going to be people spending more time downtown, not just trying to get to the one place and leave. Councilor Tobin said she came across a picture of the last time [a time] construction was done and it was a really cool thing to see, but it was in the late 1800s. So, when she thinks about this space needing to

provide not just for the next 30 to 50 years, she said this is what we are planning for the next 150 years. She asked how we can create a space that is going to adapt to all of those different types of people and users. She thinks it is a really important thing to consider.

Councilor Chalice noted that she was not here during this design process. She admitted that when the first drawings came out and she saw such spectacular possibilities for prioritizing pedestrians, public space, and green space, and then she watched that get whittled down, it broke her heart. She actually pulled back from all kinds of our dealings for seven years. She said she was having a very different experience than what she was hearing here. Her constituents had communicated that the current well-considered configuration for one lane at the top of the square accomplishes our community's goals: one very important one to our downtown businesses is the prioritization of pedestrians. She understood that some felt that it worked right now. She said it works really well for cars. Councilor Chalice raised a child in Keene too, and it did not work for her and her child. So, this configuration that has been so thought through, she felt, would give a priority to our downtown businesses over automobiles: priority for the quickest path of travel from point A to point B. Councilor Chalice said she would be voting against the amendment.

Councilor Haas said he heard about this long process they went through of design and trying to figure out the best way to do it. He said the consulting engineers, the traffic engineers, they provide us with information; he said if they are sure about anything is 55%–60% sure or 60%–40% or 55%–45%. Still, he said they provide the City with all that information and help guide us and the choices that were made along the way, which he said were pretty good choices for the most part. He said of course, when you are making a whole bunch of choices, when it finally comes down to one vote, it is tough to say: “all right, what about all these little things in here?” He compared it to the federal budget; they stick things in there that you did not know were there and then things get by that we did not think about further. So, Councilor Haas respected Councilor Filiault for bringing this forward, and said they should disagree with Councilor Workman. He said they should look at what they are doing as they go and always think hard about and say whether what they are doing is right. On the other hand, he said traffic will go, cars will fill whatever space is available; lanes in this especially small space mean nothing merged there. He said the merge is going to happen: it is going to happen to the east side of the crosswalk where Washington Street comes down, and Court Street/Main Street comes up. But he said he is not a traffic engineer; he just sees where the traffic is going to come from and where it is going to go. So, Councilor Haas said we should respect the process that we had but criticize it as we go along. We should understand that the merge is going to happen just east of that crosswalk, and we also should know that as Councilor Lake pointed out, the traffic will be metered into this area by what happens with the traffic signals north and south of the Square. Councilor Haas noted those are those are critical aspects as to how the traffic will flow into this and that can be changed as we as we learn about it and he said we can always put down more paint.

Councilor Williams said he thinks we should try one lane. He said it really is the safest option for pedestrians. If it turns out it was a bad idea, the City will find out and can make the change then. However, he said this agreement was pretty hard-bargained, and he would hate to have to start opening up every little decision the Council had made over time. So, Councilor Williams thought

the Council should stick with the decision they made and if it turns out it was a bad idea, they would find that out soon enough and could change it.

Councilor Jones said that when you think about the north side of Central Square, what is coming in is people from two different destinations: one is Washington Street coming south and the other is Main Street coming north, both entering there. What are the destinations when you are leaving? One is going right going up Court Street or straight to Winter Street, or going left and down south. So, he said there are two going in and two going out: he said you would create a bottleneck if you put one in the middle. He said he would not keep harping on the situation, but asked what happens when the UPS truck stops and there is only one lane to make a delivery? He said he saw that while the construction was going on out there: people had to squeeze by on the left side. He heard having faith in the consultant but said the Council did not have faith in its consultant; they rejected that consultant for another project because they did not have faith in them. Councilor Jones thought it was up to the City Council to make these kinds of decisions. He supported the amendment.

Councilor Chadbourne thought good points were being made on both sides. She was kind of annoyed that the Council was put in this position because in the 1980s, the Council went against the recommendations of the engineers and did not do the underground work. So, she said they listened to engineers when they wanted to, when it fits what they want, and they reject it when they do not agree. She supposed that was politics. She understood that Councilors do change their minds. She was all set on the one lane and with all of this construction going on and the bottlenecking that happens (because she comes down either Washington or Court Streets and it is backed up for miles and it is not because the light was still working). Another example she thought of was the connectivity of all of our trails and bike paths; initially the Council wanted a bike lane on both Washington and Court Streets, and Washington passed only. So, she said things are getting constantly switched up and changed. Councilor Chadbourne said information changes, and years and years go by, and the Council is still discussing things, and they cannot always agree and they make compromises. She thought that either way they went tonight, like if they do one lane and paint, they can always go back to the two lanes; or if they do two lanes because they were already feeling the effects of one lane. She thought either way it would still work. She was unsure she was very helpful because she was not coming out with any specifics.

On a roll call vote with four Councilors voting in favor and 10 Councilors voting in opposition, the motion to amend the Committee report failed. Councilors Filiault, Jones, Powers, and Greenwald voted in the minority. Councilor Roberts was absent.

Councilor Ellis said she had received as many comments for one lane as against, so she did not think this was disregarding the will of the people at all. She had taken her constituents comments to heart.

Councilor Workman said the conversation a second ago got a little pedestrian versus motorist. She wanted to highlight that when the Council made this decision two years ago, they really considered motorist safety as well as pedestrian and cyclist safety. So, it was a well-thought-out, well-deliberated decision made then, and she hoped people would vote in favor of it.

On a roll call vote with 11 Councilors voting in favor and three voting in opposition, the motion to carry out the intent of the MSFI Committee report carried. Councilors Filiault, Jones, and Greenwald voted in the minority. Councilor Roberts was absent.

MSFI REPORT - DIRECT REFERRAL: COMMUNICATION/DORRIE MASTEN - CONCERNS RELATED TO DOWNTOWN INFRASTRUCTURE PROJECT

A Municipal Services, Facilities and Infrastructure Committee report was read, unanimously recommending that the communication regarding concerns related to the Downtown Infrastructure Project be accepted as informational. Mayor Kahn accepted the report as informational.

MSFI REPORT - DOWNTOWN INFRASTRUCTURE PROJECT UPDATE

A Municipal Services, Facilities and Infrastructure Committee report was read, unanimously recommending accepting the update on the Downtown Infrastructure Project as informational. Mayor Kahn filed the report as informational.

Mayor Kahn noted that anyone interested in receiving updates related to the Downtown Project can sign up at keenenh.gov/downtown-project to receive email updates and text alerts. They can also request emails because they are coming out on a weekly basis from the Public Works Department and from other City leaders. If you are interested in receiving those updates and text messages, please sign up.

FOP REPORT - RESIDENTIAL PROPERTY REVITALIZATION ZONE (RPRZ) APPLICATION 128–130 SCHOOL STREET

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the structure proposed for redevelopment located at 128-130 School Street is a qualifying structure as defined by RSA 79-E:4-b; that the structure is not within a currently defined Tax Increment Financing District; that the structure is not a residential property subject to an election for tax assessment relief under the low income housing tax credit program of RSA 75:1-a; that the proposed rehabilitation cost estimates exceed the threshold amount of $50,000 and constitutes substantial rehabilitation; that the property is served by City water and sewer; that this proposed rehabilitation is consistent with the City’s Master Plan; and that the proposed rehabilitation provides the following public benefits as required by Resolution R-2025-35:

1. It adds at least one unit of new housing;
2. It maintains owner occupancy of a residential building;
3. It promotes efficient design, safety, and a greater sense of community in a manner consistent with the Keene Comprehensive Master Plan.

Therefore, the Committee recommends that the Application for real property tax relief on any assessed tax increment resulting from the substantial rehabilitation of the qualifying structure be granted for a period of four years beginning with the completion of the substantial rehabilitation as determined by the City's Community Development Department, and conditioned upon the

property owner granting to the City at the time of substantial completion a covenant ensuring that the structure shall be maintained and used in a manner that furthers the public benefits for the period of the tax relief, to be recorded at the Cheshire County Registry of Deeds at the cost and expense of the property owner. Further, the Committee recommends that the City Council waive the inclusion of a lien against proceeds from casualty and flood insurance claims in the covenant.

A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne.

Councilor Favolise said since this is a fairly new program for the state and for the City, and we are still in the process of determining what is the precedent here (i.e., what are the cases where we are going to give three years versus four years?). He said he was fine with four years in this case. There was some discussion at the Committee level as the Chair mentioned about whether or not this shifts burden to other taxpayers, and Councilor Favolise said not necessarily in this case. But he said, there is an opportunity cost to the City for lost revenue from improvements. So, he thought four years in this case would be appropriate. He would encourage the Council and the Committee to continue thinking and continue having conversations as they build out the precedent set moving forward and is asking that they think about which kinds of cases qualify for which kinds of relief. He thinks it is important work, and thinks that utilizing this program is an important way to continue to send a message that the City of Keene is open for business when it comes to housing. Councilor Favolise said we got the Housing Champion designation for a reason and a part of our responsibility as a community for inviting all this housing in and encouraging people to build and convert is to give them some incentives for doing so. This was all to say that Councilor Favolise was happy with where the Committee ended up, but thought that the thread that was started to be pulled out at the Committee level was an important one to continue pulling out. Mayor Kahn thought the Community Development Department staff had heard that a couple of times and it was taken to heart, but said this was the second time they had come to this kind of recommendation.

Councilor Tobin echoed Councilor Favolise. Councilor Tobin really appreciated that Councilor Lake brought that up at the at the Committee just to start the discussion about how to show some consistency in different projects.

The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT - EXECUTION OF A FEDERAL FUNDING PROJECT AGREEMENT FOR THE THT PHASE 2 PROJECT NHDOT#45251

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the City Manager be authorized to do all things necessary to negotiate and execute a project agreement with the New Hampshire Department of Transportation for the Transportation Heritage Trail Phase 2 Project (NHDOT Project No. 45251) and to accept and expend funds from a Federal Highway Administration "Transportation Alternatives Program" grant for said project.

A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne.

Mayor Kahn thought they could agree that the State of New Hampshire would be providing 80% toward this and the City's share would be 20%. Councilor Powers said yes. The Mayor thanked Public Works Director Don Lussier for coordinating the ribbon cutting the prior week for the first leg of the Transportation Heritage Trail that connects the downtown portion to Rt-101. Mayor Kahn called it a really beautiful path to see the oak leaves in the fall. He said it was a great job executed by the City.

Councilor Haas said it truly is a beautiful path, and it is great to see that this really happened. This has been a long time coming. He looked forward to and said it would be great when those bridges come in. He also looked forward to the City sharing this with Cheshire County. He said this is a benefit to our entire region, not just Keene, and he was looking forward to the other communities that would be highly benefited by this, particularly Troy, because the trail now goes to wonderful downtown Troy, which he said would blossom thanks to this trail. Councilor Haas called it something to look forward to in the future.

Councilor Jones said that Phase Two would probably be the most important link. It is the part that is going to link Massachusetts to Vermont. He said Pathways for Keene has their donation for their percentage of it and looked forward to this project moving along.

The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT - ACCEPTANCE OF DONATIONS FROM PATHWAYS FOR KEENE

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the City Manager be authorized to do all things necessary to accept and expend a donation in the amount of $35,746 from Pathways for Keene for the Engineering Services for Transportation Heritage Trail Phase 2 project. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT - 3 MILLION GALLON TANK REPAIR - RECOMMENDATION FOR ADDITIONAL SCOPE OF WORK

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the City Manager be authorized to do all things necessary to add and execute additional scope of work as part of the 3 Million Gallon Water Tank Repair Project 34JI004A. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT - RE-ALLOCATION OF FUNDS FROM THE SULLIVAN ROAD BRIDGE PROJECT TO THE GEORGE STREET BRIDGE PROJECT

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the City Manager be authorized to do all things necessary to re-allocate $125,000 in project budget from the Sullivan Road Bridge Replacement Project (75M020B) to the George Street Bridge Replacement Project (75M020A). A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT - EXECUTION OF AN AGREEMENT FOR ENGINEERING SERVICES WITH KENWAVE SOLUTIONS, INC FOR THE SCOPE OF THE TRANSMISSION WATER MAIN INSPECTION PROJECT

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the City Manager be authorized to do all things necessary to negotiate and execute an agreement with KenWave Solutions, Inc for the Transmission Water Main Inspection Project (34JW016A) in an amount not to exceed $134,280.74. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

FOP REPORT - RELATING TO THE EXECUTION OF A CHANGE ORDER WITH STRUCTURAL PRESERVATION SERVICES - CITY HALL PARKING GARAGE REHAB PROJECT

A Finance, Organization and Personnel Committee report was read, unanimously recommending that the City Manager be authorized to do all things necessary to negotiate and execute a contract change order with Structural Preservation Services, Inc. in an amount not to exceed $67,000 for the City Hall Parking Garage Rehab Project (22M006AA). A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Chadbourne. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

CITY MANAGER COMMENTS

City Manager Elizabeth Ferland began by announcing that the Tree Lighting Ceremony would happen in its usual place. She noted that the tree had arrived early.

Next, the City Manager provided an update on the Airport Solar Project construction, which was underway at this time. One of the key milestones that the City was waiting for was the Federal Aviation Administration (FAA) approval and had received that. The Airport Layout Plan also needed to be updated and that was done. So, she said the following items still need to be completed over the winter: (1) We are currently working on a market rate lease agreement between the City and the Airport; the City needs a separate market rate lease for the Airport Solar Project because FAA requirements mandate that the Airport receive fair market value for non-

aeronautical uses of the property. So, the City Attorney was working on that with the Airport Director right now and hopefully it would be complete soon. (2) Net metering agreements, which the Council had talked about. These agreements have been reviewed by the City Attorney and the Attorney for Cheshire County. The last step is finalizing the kilowatt hours that will be shared between the City, the County, and potentially Swanzey; she would know tomorrow if Swanzey in fact is going to move forward and the City should be ready to complete those agreements. (3) The other agreements are one called a Renewable Energy Credit Agreement and then an Operation and Maintenance (O&M) Agreement. The Renewable Energy Credit (REC) agreement establishes how the environmental credits generated by the project will be managed and sold, providing an additional revenue stream for the project. This has always been a part of the financial analysis that the Council has reviewed. This agreement was currently under review by the City Attorney and the City Manager anticipated executing both the REC agreement and the O&M agreement once the review is complete. With construction happening throughout the winter, she expected to go live in either the spring or the summer of 2027 at the latest. Although, she had asked that Revision Energy provide an update for the next Council meeting; if there were any changes to the schedule, she would definitely let the Council know.

City Manager Ferland said Councilors probably already saw this on social media, but Keene was awarded one census tract under the new Opportunity Zone 2.0 Program. The tract is the southernmost tract in the City and it was included in the original Opportunity Zone Program: south side of Marlboro St. to Optical Ave., west side of Optical Ave., the Keene State area, and everything south of Routes 9 and 101. It is a good portion of the City. This federal program is designed to encourage private investment and economic development by offering tax credits to investors who make qualifying investments in these areas. She said the great thing about this is that it is not tax credits coming from the City; there are very few programs that are not coming from the City when it comes to economic development in the State of New Hampshire. So, the City Manager said it is nice to have this opportunity and the City would be working with the Business Affairs Office at the state and Monadnock Economic Development Corporation to promote this opportunity and hopefully attract some new development.

The City Manager also provided an update from the Keene Fire Department. She said there had been some fire engine mechanical failures that required the temporary use of a fire apparatus loan by Richmond Fire Department. She said it was around town for a little while on loan; it did respond to the fire at 125 Davis St. That vehicle has since been returned to the town. The City Manager said the City of Keene was very grateful for their assistance, and our Fire Department was working closely with Fleet Services, Purchasing, and equipment manufacturers to address immediate issues while evaluating longer term replacement needs. She noted that this is something the Council would be talking about more as they look to revise the upcoming Capital Plan. She also noted that it takes the City two years to get an ambulance or a fire truck in service. So, she mentioned needing to plan ahead for these replacements even further than in the past.

City Manager Ferland also reported that Public Works was in the process of upgrading the Scale House software used by the Solid Waste Facility. She recalled about a year prior, when the Council talked about laying fiber to the Transfer Station. That is because, the City is getting ready to accept electronic payments at the Transfer Station. They anticipate the software will be upgraded in early January 2027. At that time, they will begin the process of phasing out paper

punch cards. If someone does not want to use their debit or credit card, they can have the option of a virtual punch card that they can purchase at the Revenue Office. Staff were planning to do a presentation on this at an upcoming MSFI meeting.

The City Manager also wanted to update the Council on a new notification system. She said that a few times tonight there had been talk about signing up for the downtown announcements. She said the City has lots of opportunities to share information with the public. Beginning November 13, 2026, the City would transition from Constant Contact to a new citizen notification system for both e-mail and text messages. It is called GoGov. The City was in the process of migrating all e-mail subscriptions to GoGov, so that people do not have to sign up again; the City will be able to bring them over automatically. She said this was one of the goals in the City's Communication Strategic Plan for this fiscal year. There are about 4,000 e-mail subscribers and almost 400,000 e-mail messages have been sent and delivered over the past 12 months. The City also uses this platform to send out text messaging and that has become important when we change the winter parking ban downtown; there are about 500 people signed up to receive text messages. The GoGov system has advantages for us over Constant Contact because it is not designed specifically as a promotional or marketing tool. It will allow the City to send important text messages around the clock, if needed, and the messages are less likely to be trapped by spam. Another advantage of the GoGov platform is the availability of the app. She signed permission for them to put the GoGov app for the City of Keene on the Apple App Store and Google Play Store. The City Manager said the City plans to focus our public education efforts on the e-mail and text message changes as we soft-launch the app, with a plan for more app-focused communication in the winter. The app will eventually provide another option for people to have quick and easy access to the City information they need on a daily basis. It will not replace things like SeeClickFix, the City website, or the state emergency notification system, but it will have all the included links on the app dashboard. She said Deputy City Manager, Rebecca Landry, had been working on this transition. The City Manager said it would be a great improvement for communication, so she was excited to see it roll out on November 13, 2026 for the soft launch before getting more functionality from the system during the winter.

The City Manager also wanted to recognize Deputy City Manager, Andy Bohannon, who was recently selected to join Leadership New Hampshire as a part of the class of 2027. Leadership New Hampshire recently published a biography highlighting Mr. Bohannon's career and his many contributions to the City of Keene. The City Manager provided Councilors with a copy.

Next, the City Manager turned it over to City Attorney Amanda Palmeira for an update regarding the School Funding Amicus Brief. City Attorney Palmeira provided a little bit of background. She said the Council may have been aware of the several education funding cases that were going on in the state since 2019 (they have been going on since of course the '90s). More recently, she said there was the Conval case and the Steven Rand case. She said that ConVal talked about what is adequate education, what is being provided by the state, and whether it is sufficient. The Rand case was more about the equality and uniformity of taxes and how funding school education has been pretty disparate between communities despite the swept being a uniform rate. She said the Council would all be familiar with how the City of Keene collects taxes from our taxpayers to then send the funds to the Keene School District to provide funding for their operations. For the Rand case, which was in the Supreme Court at this time, City

Attorney Palmeira worked with three other cities and their attorneys in Dover, Somersworth, and Berlin to file what is called an Amicus Brief with the Supreme Court. *Amicus curiae* is a Latin way of saying "friend of the court"; it basically means you are not a party, but you have information that is relevant to the court in making its decision. In this regard, they took this opportunity to enlighten the Court about how this would affect municipalities. Right now, she said the people in front of them, the parties, are taxpayers in the State of New Hampshire. This case took an unprecedented position, where it asked the Supreme Court. To overturn Claremont, which is the long-standing precedent from the 1990s that said that the state has a constitutional obligation to provide an education. The effect of that request to the court is if they did overturn Claremont, the state would no longer have an obligation to provide an adequate education and of course, in the financial realm, that means that they would not pay potentially anything unless they felt so generous. Of course, the City Attorney noted the perspective from the municipalities would be while they currently have been collecting taxpayer funding to pick up the rest of what the state has not been funding, what that would effectively mean is we would be taking up the entire bill to provide education. So, in the Brief, which was filed on November 3, 2026, the municipalities talked about what the impact to the City of Keene would be, about how we collect for the school budget, but also have to collect for the governmental services that our citizens rely on, provided by the City of Keene. She said there have been several other Amicus Briefs filed by other organizations, such as the NEA and other groups interested in the decision. She noted that it was not yet scheduled for oral argument, but she would be keeping an eye on it, as would the whole Keene administration. Mayor Kahn thanked the City Attorney for the work she put into this, and for the collaboration with other cities in the state. The City Attorney also thanked the City Manager and Finance Department for walking her through the numbers.

REPORT - CITY OFFICERS AND DEPARTMENTS - RESIGNATION - JOHN THERRIAULT - CONSERVATION COMMISSION

A memorandum was received from Senior Planner Mari Brunner, recommending that the City Council accept the resignation of John Therriault from the Conservation Commission with gratitude for his service. A motion by Councilor Greenwald to accept the resignation with gratitude for time served was duly seconded by Councilor Powers.

Councilor Williams noted that John Therriault is the reason that Keene is a Bee City today.

The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

REPORT - CITY OFFICERS AND DEPARTMENTS - RESIGNATION - JILL BOUCHILLON - HERITAGE COMMISSION

A memorandum was received from Planner Megan Fortson, recommending that the City Council accept the resignation of Jill Bouchillon from the Heritage Commission with gratitude for her service. A motion by Councilor Greenwald to accept the resignation with gratitude for time served was duly seconded by Councilor Powers. The motion carried unanimously with 14 Councilors present and voting in favor. Councilor Roberts was absent.

ORDINANCE FOR FIRST READING - ESTABLISHING A MORATORIUM ON LARGE-SCALE DATA CENTER USES ORDINANCE O-2026-17

A memorandum was received from City Attorney Amanda Palmeira, recommending that Ordinance O-2026-17 be referred to the Joint Planning Board and Planning Licenses and Development Committee. Mayor Kahn referred Ordinance O-2026-17 to the Joint Planning Board and Planning Licenses and Development Committee for consideration at their December meeting. This Ordinance can be accessed on the website and in the City Clerk's office.

The Mayor noted that interested members of the public could also check in with the City Attorney about this Ordinance. He said he had been getting emails about what to do about data centers and what kind of conditions are set forth in the moratorium, and what expectations there will be on public bodies who set the moratoriums to follow certain guidance. He said there may be some people in the community with good knowledge of this and City staff would be scouring the nation as other states consider these guidelines.

Councilor Jones noted that when he introduced this item, he included data centers and cryptocurrency mining operations, and he asked whether the latter fell under the category of major data centers. Mayor Kahn said that within the packet and draft Ordinance, cryptocurrency mining operations were covered. The City Attorney agreed: the way the moratorium is structured right now is that cryptocurrency mining is like a use within data mining centers. So, she said it is kind of inclusive. She clarified that cryptocurrency mining is in the Ordinance but said it could be added to the title of the Ordinance as well.

Councilor Jones said, for the public, that December 17, 2026 is the day this Ordinance would be before the Council and that is when people could speak out. Mayor Kahn wondered what the step at the Joint Planning Board-Planning, Licenses and Development (PB-PLD) Committee would be for public input. Councilor Jones did not think the public would be allowed to speak at that meeting. He said the Planning Board would determine whether the Ordinance is consistent with the Master Plan and the Planning, Licenses and Development Committee would recommend the Public Hearing. Mayor Kahn thought the PB-PLD Committee had already recommended a Public Hearing. The City Attorney said the process they had gone through so far was the statutory step at the Planning Board, where they do their findings and they send it to City Council as the zoning ordinance technically going through the process. The PB-PLD Committee on December 14, 2026, as Councilor Jones mentioned, that would be before the public hearing. Then the public hearing would be three days later at City Council on December 17, 2026. Mayor Kahn said that then the Ordinance would be forwarded to the PLD Committee for their final recommendations. The City Attorney agreed, noting that would occur in January 2027.

ORDINANCE FOR SECOND READING - RELATING TO WELLS GARAGE LOWER LEVEL PUBLIC PARKING - ORDINANCE O-2026-16

A Finance, Organization and Personnel Committee report was read, unanimously recommending the adoption of Ordinance O-2026-16. Mayor Kahn filed the Committee report. Ordinance O-2026-16, Relating to Wells Garage Lower Level Public Parking, was read into the record for a

second time. A motion by Councilor Powers to adopt Ordinance O-2026-16 was duly seconded by Councilor Chadbourne.

Mayor Kahn thanked Parking Operations Manager Chelsea North for bringing this forward. He also thanked Councilor Lake for pointing out what the Mayor thought everyone's feelings were, including the Parking Manager's. The Mayor said there were a few experiments going on: one on Main Street now and one in the Garage. He said the City would see how those work out. There would be more decisions in the next six months, he was sure, as the City would address how permanent these changes should be.

Councilor Tobin thought there was some discussion at the Committee about the amounts and the balance, and how those relate: maybe this is the right amount and maybe not. She did think that discussion was worth exploring. She also noticed that in the Parking Garage survey and feasibility study, there was some data about how people are choosing parking. She was hoping to factor that in forward in these decisions.

The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

RESOLUTION - RELATING TO THE ALLOCATION OF FUNDS FOR CONSTRUCTION OF THE MONADNOCK VIEW CEMETERY EXPANSION PROJECT - RESOLUTION R-2026-42

A Finance, Organization and Personnel Committee report was read, unanimously recommending the adoption of Resolution R-2026-42. Mayor Kahn filed the Committee report. A motion by Councilor Powers to adopt Resolution R-2026-42 was duly seconded by Councilor Chadbourne. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

RESOLUTION - RELATING TO AN APPROPRIATION OF FUNDS FOR WATER SUPPLY TECHNICAL SERVICES - RESOLUTION R-2026-56

A memorandum was received from Assistant Public Works Director / Operations Manager, Aaron Costa, recommending that Resolution R-2026-56 be referred to the Finance, Organization and Personnel Committee for consideration and a recommendation to the City Council. Mayor Kahn referred Resolution R-2026-56 to the Finance, Organization and Personnel Committee.

NON-PUBLIC SESSION

At 9:01 PM, a motion by Councilor Greenwald to go into non-public session to discuss land matters pursuant to RSA 91-A:3,II(d), and personnel matters pursuant to RSA 91-A:3,II(a) was duly seconded by Councilor Powers. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent. Deputy City Manager Rebecca Landry and Public Works Director Don Lussier were invited to remain present for the first discussion item. The Mayor called a brief recess. The session commenced at 9:09 PM.

The session concluded at 9:58 PM. A motion by Councilor Greenwald to seal the minutes of the non-public session held this evening as divulgence of the information would render the proposed actions ineffective was duly seconded by Councilor Filiault. The motion carried unanimously on a roll call vote with 14 Councilors present and voting in favor. Councilor Roberts was absent.

ADJOURNMENT

There being no further business, Mayor Kahn adjourned the meeting at 9:59 PM.

A true record, attest: Terri Wood
City Clerk