

**CAPITAL IMPROVEMENTS PLAN
2005 - 2011**

FINAL

Prepared by the Pelham Capital Improvements Plan Committee:

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With Assistance from the Nashua Regional Planning Commission

Adopted by the Pelham Planning Board on 08/02/04

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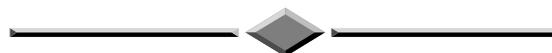


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PELHAM CAPITAL IMPROVEMENTS PLAN 2005-2011

A. INTRODUCTION

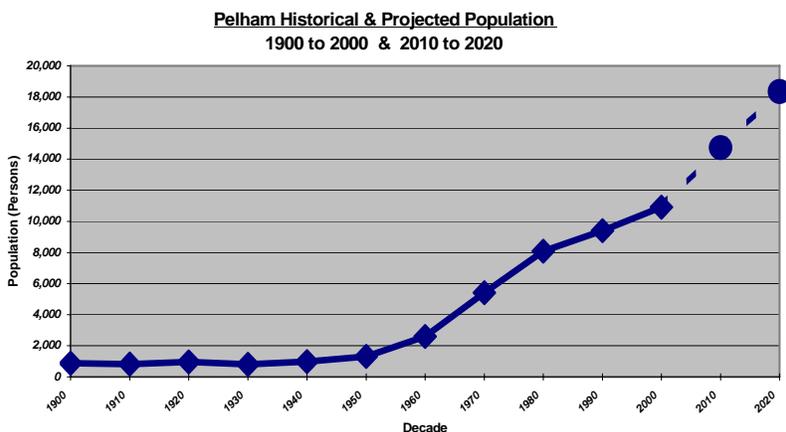
The preparation and adoption of a Capital Improvements Plan (CIP) is an important part of Pelham's planning process. A CIP aims to identify and resolve deficiencies in existing public facilities and to anticipate and meet future demand for capital facilities. A CIP is a multi-year schedule that programs a series of municipal projects and their associated costs. Over the seven-year time frame considered by the CIP, the plan shows how the Town should maintain, expand or renovate facilities and services as needed to meet the demands of existing and new residents and businesses.

A CIP is an advisory document that can serve a number of purposes, among them:

- To provide the Town of Pelham with a guide to be used by the Budget Committee, Board of Selectman, and School Board for their annual budgeting process (RSA 674:5-8);
- To provide a forward looking planning tool for the purpose of contributing to the creation of a stable real property tax rate;
- To aid the Town's elected officials, appointed committees, and department heads in the prioritization, coordination, and sequencing of various municipal and school improvements;
- To inform residents, business owners and developers of needed and planned improvements; and
- To provide a necessary legal basis for the development and proper administration of the Town's impact fee system (RSA 674:21.V.(b)).

US Census figures show that Pelham's population experienced rapid growth between 1960 (pop. 2,605) and 1980 (pop. 8,090) and the most recent 2000 Census lists Pelham's population at 10,914. (Table 1, Figure 1). From 1980 to 2000, the rate of growth has abated slightly. The new 2003 NH Office of State Planning (NHOSP) "Municipal Population Projections 2005 to 2025" forecasts similar growth rates to its previous 1997 projections. Current NHOSP projections show that Pelham continues to grow at a regular and consistent rate, from 13,030 in 2005 to 20,060 in 2025, at an average of 1,752 persons per year over the 20 year period. From 2000 to 2010, the change in population is estimated at 35.1%. No change in this trend is indicated, barring zoning changes.

Figure 1



Sources: U.S. Census and New Hampshire Office of State Planning

Table 1: Pelham Population, 1900-2025

Historical U.S. Census Population			NHOSP Projections		
Year	Population	% Change	Year	Population	% Change
1900	875	-	2005	13,030	19.4%
1910	826	-5.6%	2010	14,750	13.2%
1920	974	17.9%	2015	16,530	12.1%
1930	814	-16.4%	2020	18,350	11.0%
1940	979	20.3%	2025	20,060	9.3%
1950	1,317	34.5%			
1960	2,605	97.8%			
1970	5,408	107.6%			
1980	8,090	49.6%			
1990	9,408	16.3%			
2000	10,914	16.0%			

Sources: U.S. Census for 1900 to 2000.

New Hampshire Office of State Planning (NHOSP) population projections March 2003.

A comparison of the Town's annual operating costs over the last ten years with capital outlay and debt suggests that while the overall budget of the Town has been increasing regularly, the municipal portion devoted to capital outlay and debt service has been somewhat irregular (Table 2). The Pelham School Districts routine capital expenditures had come to represent a smaller portion of the overall budget allocation, although the elementary school expenditure authorized in the year 2000, offset this trend, as seen in the increase from 2000 to 2001 school figures in the table below. It is a principal goal of the CIP to increase the predictability and regularity of the Town's budget for Capital improvement items by planning for routine and anticipated major purchases of durable capital equipment and determining appropriate methods for meeting the Town's capital facility needs.

Table 2: Municipal & School Capital Outlay And Debt Service, 1988-2003

Year	Municipal Expenditures					School District Expenditures*					Total Expenditures				
	CAPITAL OUTLAY & DEBT (\$)	% CHANGE	OPERATING COSTS (\$)	% CHANGE	CAPITAL % OF TOTAL	CAPITAL OUTLAY (\$)	% CHANGE	OPERATING COSTS (\$)	% CHANGE	CAPITAL % OF TOTAL	CAPITAL OUTLAY (\$)	% CHANGE	OPERATING COSTS (\$)	% CHANGE	CAPITAL % OF TOTAL
1988	94,471	-56.3%	2,503,980	1.6%	3.6%	184,305	-15.2%	6,442,260	21.8%	2.8%	278,776	-35.7%	8,946,240	15.4%	3.0%
1989	107,437	13.7%	2,800,920	11.9%	3.7%	157,348	-14.6%	6,765,744	5.0%	2.3%	264,785	-5.0%	9,566,664	6.9%	2.7%
1990	124,091	15.5%	2,871,669	2.5%	4.1%	151,243	-3.9%	7,384,674	9.1%	2.0%	275,334	4.0%	10,256,343	7.2%	2.6%
1991	86,189	-30.5%	2,739,636	-4.6%	3.1%	145,138	-4.0%	8,050,693	9.0%	1.8%	231,327	-16.0%	10,790,329	5.2%	2.1%
1992	55,744	-35.3%	3,414,790	24.6%	1.6%	139,033	-4.2%	7,611,446	-5.5%	1.8%	194,777	-15.8%	11,026,236	2.2%	1.7%
1993	232,858	317.7%	3,302,686	-3.3%	6.6%	127,928	-8.0%	8,461,182	11.2%	1.5%	360,786	85.2%	11,763,868	6.7%	3.0%
1994	1,063,849	356.9%	3,311,148	0.3%	24.3%	0	-100.0%	8,825,333	4.3%	0.0%	1,063,849	194.9%	12,136,481	3.2%	8.1%
1995	710,518	-33.2%	3,436,054	3.8%	17.1%	71,619	N/A.	9,217,060	4.4%	0.8%	782,137	-26.5%	12,653,114	4.3%	5.8%
1996	598,352	-15.8%	3,548,220	3.2%	14.4%	71,619	0.0%	9,768,371	6.0%	0.7%	669,971	-14.3%	13,316,591	5.2%	4.8%
1997	618,401	37.2%	3,224,184	-9.1%	16.1%	93,900	31.1%	10,002,740	7.6%	0.9%	712,301	6.3%	13,736,800	3.2%	4.9%
1998	506,149	-18.2%	3,416,705	6.0%	12.9%	81,021	-13.7%	9,964,651	-0.4%	0.8%	587,170	-17.6%	13,381,356	-2.6%	4.4%
1999	470,010	-7.1%	3,355,745	-1.8%	12.3%	61,048	-24.7%	11,986,818	19.3%	0.5%	531,058	-10.6%	15,342,563	14.7%	3.3%
2000	569,909	21.3%	3,719,699	10.8%	13.3%	79,894	30.9%	12,355,949	3.1%	0.6%	649,803	22.4%	16,075,648	4.8%	3.9%
2001**	519,149	-8.9%	4,050,482	8.9%	11.4%	394,335	393.6%	13,468,687	9.0%	2.8%	913,484	40.6%	17,519,169	9.0%	5.0%
2002	619,434	19.3%	4,772,009	17.8%	11.5%	1,610,919	308.5%	14,170,562	5.2%	10.2%	2,230,353	144.2%	19,562,005	11.7%	10.2%
2003	554,588	-10.5%	5,130,836	7.5%	9.8%	1,558,482	-3.3%	16,242,095	14.6%	8.8%	2,143,070	-3.9%	21,372,931	9.3%	9.1%

Sources: Town of Pelham, NH Annual Town Reports; Auditor's Report, (Exhibit A) and School Budget, (Expended)

*School district figures are for the school year (e.g. 2003 = 02/03).

**Bond for New Elementary School accounts for large rise in School District Capital Outlay and Percentages from 2000 to 2001.

The Pelham Capital Improvements Plan Committee (the Committee) has prepared this report under the authority of the Planning Board and RSA 674:5-8 (Appendix A). It is the Committee's intention that this report reflects the capital needs of the Town of Pelham for the years 2005 to 2011 and to offer recommendations to the Board of Selectmen, Budget Committee, School Board, Department Heads and Residents of the Town for consideration as part of the annual budget.

Information was submitted to the Committee from the various Town Departments, Boards and Committees, who helped form the basis of this document. Although this CIP includes a seven year period, the CIP should be updated every year to reflect changing demands, new needs, and routine assessment of priorities. This document contains those elements required by law to be included in a Capital Improvements Plan.

As indicated, the adoption of a CIP by the Planning Board is a statutory prerequisite to the application of impact fees. The adoption of an impact fee ordinance occurred in 1999, when in October an impact fee schedule was approved to fund a portion of the cost to construct a new elementary school.

Impact fees, however, have significant limitations. They can only be used to offset the proportion of capital expenses attributed to new development. They may not be used to meet existing capital deficiencies. Also, impact fees collected must be properly used within six years, or the Town must refund unused funds plus accrued interest to the developer(s) who paid them. Despite these constraints, which are more clearly delineated in the statute in Appendix A, it has been a strong recommendation of the CIP Committee that the Town of Pelham use impact fees as a method to manage and reduce the future cost of capital improvements. Furthermore, many capital improvements recommended in this CIP are consistent with the long term goals of the Pelham Master Plan as summarized in Appendix B.

After a detailed analysis of the Fire Departments needs for new facilities and the associated cost, the CIP Committee recommended and the Planning Board and Board of Selectman adopted a Fire department impact fee schedule in 2002. The CIP Committee has requested NRPC to update and the Planning Board to adopt an updated impact fee schedule for the fire department based on new information on the cost to build 2 sub fire stations and a new central station as provided by the fire chief. The impact fees collected will aid in funding new facilities needed to accommodate growth and improve response times to outlying neighborhoods as the pressures of rapid growth continue in Pelham.

The CIP Committee has been working on an impact fee for either a Pelham only or Pelham-Windham Cooperative High School. Once the curriculum committees finish their work and provide that information to the Architectural/Engineering Firm, updated cost numbers to build the facilities will be made available so that a proper impact fee schedule can be finalized for adoption. As stated above, the impact fee may only be assessed for capital expenses attributed to new development and not existing deficiencies.

For the purposes of this document, a capital improvement is defined by its cost and its useful life. Items included have a cost of at least \$20,000 and generally have a useful life of at least three years. Eligible items include new buildings or additions, land purchases, some studies, substantial road improvements and purchases of major vehicles and equipment. Operating expenditures for personnel and other general costs are not included. Expenditures for maintenance or repair are generally not included unless the cost or scope of a project is substantial enough to increase the capacity of a facility, or an improvement is a major long-term repair that maintains the useful life a capital facility.

A brief description of each project prioritized by the CIP Committee and included in the 2005 to 2011 CIP schedule is provided below. Starting dates are not provided for deferred projects or those categorized as needing research. Typically deferred projects are not placed on the seven year schedule because: 1) there is insufficient information to determine the relative need for a capital improvement and additional research may be required before the Committee would consider allocating the project within

the CIP schedule; or 2) based on information available, the Committee has determined there is not a demonstrated need for a project in the next seven years.

The terrorist attacks of September 11, 2001 prompted the funding of a new Homeland Defense Department. One of the directives of this department was to help communities with the funding of equipment in order to be better prepared for both terrorist and natural disasters. The Town of Pelham has benefited from the funding of the Homeland Security Department. Coordination of needs between the Pelham Fire and Police Departments have resulted in the town receiving almost \$200,000 to date in federal, state and county grants in order to fund equipment needs, certifications, and training. Funds used for equipment have either eliminated previously scheduled items in the CIP or have allowed other items to not need scheduling in future CIP plans due to these funds being used as required to purchase capital equipment. The town has already purchased a new 16' equipment trailer, a new portable electric generator, a cascade air compression system to fill air tanks for the fire department, 14 new communication radios for the fire department, a thermal imager, air masks, and a multi gas detection meter. All of this equipment is mobile enough to be reconnected or transferred to any addition/relocation of primary safety buildings or vehicles. The police and fire departments continue to seek out additional grant funds to reduce the need for property taxes to fund needs.

In some cases, a municipal department head articulated a request for a project, but the project was beyond the seven-year scope of the CIP schedule. In these cases, the projects were included in the CIP but left unprogrammed waiting for more info.

The CIP Plan, by Statute, is supposed to reflect the needs, costs, and scheduling of capital projects, in the best way possible, for the stakeholders in Pelham's future - the taxpayers and citizens of the community. Pelham is faced with the need to address several important facilities improvements in the next few years including new sub fire stations and a central fire station, land purchases for new schools, a new high school, additions and renovations to the memorial school, and the anticipated requirement for kindergarten and as senior center expansion within the scope of this 7-year Capital Improvement Plan. All of these items will require bond payments during uncertain economic times. Rising construction costs, increases in bond interest rates, and when voters ultimately make the final decision to appropriate the funding for these projects will greatly affect the final costs of these projects. Accurately projecting the impacts of so many important and costly items makes the actual impact of these projects a best guess scenario until final voter approval is forthcoming. The CIP Committee has tried to estimate, as close as possible, what these impacts will be if funded in the year scheduled. One thing is certain though; the longer the town waits to fund needed capital projects, the higher the cost will be for everyone.

B. FINANCING METHODS

In the project summaries below, there are a number of different local financing methods referenced. Four of these methods require appropriations; either as part of the Town's annual operating budget or as independent warrant articles at Town Meeting. The *1-Year Appropriation* is most common, and refers to those proposed projects that are to be funded by real property tax revenues within a single fiscal year. The *Capital Reserve* method requires appropriations over more than one year, with the actual project being accomplished only when the total appropriations meet the project cost. The *Lease/Purchase* method has been used by the fire department and other divisions for vehicle purchases. *Bonds* are generally limited to the most expensive capital projects, such as major renovations, additions, or new construction of buildings or infrastructure, and allow capital facilities requests to be met immediately while spreading out the cost over many years in the future. *Impact fees* are collected from new development to pay for new facility capacity and placed in a fund until they are either expended within six years as part of project financing or they are returned to the party they were collected from.

In addition, if there are instances where fiscal resources from outside the community have been committed to help finance a local capital project, then the offsetting revenues are shown in association with the proposed capital project. Typical examples are grants, such as for new education buildings or State Transportation Improvement Plan (TIP) matches.

C. IDENTIFICATION OF DEPARTMENT CAPITAL REQUESTS

The Pelham CIP Committee uses worksheet forms that are completed annually and submitted by department heads, committee chairs and residents, to identify and explain project requests. Forms are tailored by the CIP Committee and the Planning Department to prompt information that defines the relative need and urgency for projects and which enables long-term monitoring of the useful life and value to the community for these projects. The CIP worksheet includes: a project description; the departmental priority if more than one project is submitted; the facility service area; the rationale for a project; a cost estimate; and potential sources of funding. The form is included in Appendix C. After written descriptions of potential capital projects are submitted, department heads or committee chairs are asked to come before the CIP Committee to fill information gaps, explain their capital requests and priorities in detail and to explore with the CIP Committee the alternative approaches available to achieve the optimum level of capital improvements while maintaining as level a tax rate as possible while funding needed improvements.

D. PRIORITY SYSTEM

The Committee established a system to assess the relative priority of projects requested by the various departments, boards, and committees. Each proposed project is individually considered by the Committee and assessed a priority rank based on the descriptions below:

"U"--Urgent	Cannot be delayed. Needed for health or safety.
"C"--Committed	Part of an existing contractual agreement or otherwise legally required.
"N" – Necessary	Needed to maintain existing level and quality of community services.
"D"--Desirable	Needed to improve quality or level of services.
"F"--Deferrable	Can be placed on hold until after 7-year period, but supports community development goals.
"R" – Research	Pending results of ongoing research, planning, and coordination.
"I"--Inconsistent	Conflicts with an alternative project/solution recommended by the CIP. Contrary to land use planning or community development goals.

Table 3 contains the projects considered by the Committee, by Town Department. The information in Table 3 represents all requests for capital projects submitted by each municipal division to the CIP Committee. The 'CIP Committee Priority Recommendations' in the column to the far right describes the rank assigned by the CIP Committee to each of these projects within the seven categories of relative project priority.

TABLE 3: SUMMARY OF PROJECTS REQUESTED

	Department/Project	Department Cost Without Debt/Revenue	Starting Year (Dept. Request)	Financing Method (Method Recommended By Department)	CIP Committee Priority Recommendations							
					U	C	N	D	F	R	I	
	Projects in order by Starting Year (Based on Department Ranking & CIP Committee Prioritization Process)											
I.	ADMIN./GEN'L GOVERNMENT											
A.	Municipal Building & Library			Appropriation by Ballot		C						
B.	20yr-Bond/ Note 2003	\$5,597,383	2003-2004	See Appendix F for 20-yr Bond Schedule		C						
C.	Municipal Capital Reserve 05/31/04	\$22,698	Existing	Capital Reserve Warrant		C						
D.	Town Buildings Emergency Repair Capital Reserve 06/01/04	\$50,000	Existing	Capital Reserve Warrant		C						
II.	POLICE DEPARTMENT											
A.	Cruiser Replacement (2)	\$56,800	2005	1-Year Appropriation	U							
B.	Cruiser Replacement (2)	\$58,220	2006	1-Year Appropriation			N					
C.	Cruiser Replacement (2)	\$62,801	2007	1-Year Appropriation			N					
D.	Cruiser Replacement (2)	\$64,371	2008	1-Year Appropriation			N					
E.	Cruiser Replacement (2)	\$65,980	2009	1-Year Appropriation			N					
F.	Cruiser Replacement (2)	\$67,630	2010	1-Year Appropriation			N					
G.	Cruiser Replacement (2)	\$69,321	2011	1-Year Appropriation			N					
H.	Animal Control Vehicle (1)	\$30,000	2010	1-Year Appropriation			N					
I.	Wireless Communications System	\$108,198	2006	1-Year Appropriation				D				
	Federal Grant											
J.	Wireless Communications System	\$22,127	2007	1-Year Appropriation				D				
K.	Wireless Communications System	\$22,127	2008	1-Year Appropriation				D				
III.	FIRE DEPARTMENT											
A.	Ambulance Fund - 5/31/04	\$68,516	2005	Annual Appropriation (\$10,000 per year)			N					
	User Fee Balance - 6/30/04	\$120,000	Existing	Withdrawal (10,000 per year)								
B.	First Sub-Fire Station & Equipment	See below	2005	Bonding	U							
	5 Year Bond Payment -4.0%	\$1,382,000	-									
	Impact Fees	\$382,000	-									
C.	Ambulance Chassis	\$55,000	2006	1-Year Appropriation			N					
	Ambulance Fund Withdrawal	(\$55,000)	2006	Withdrawal to Offset								
D.	Central Fire Station & Equipment	See below	2007	Bonding			N	D				
	10 Year Bond Payment - 4.5%	\$4,366,250	-									
	Impact Fee Balance - 05/31/04	\$354,967	-									
E.	Replacement Fire Truck - 2007	\$350,000	2007	5-Year Lease/Purchase (\$70,000 per year)			N					
F.	1 Ton Pickup Truck	\$35,000	2007	1-year Appropriation				D				
G.	Ambulance Chassis	\$85,000	2010	1-Year Appropriation			N					
	Ambulance Fund Withdrawal	(\$85,000)	2010	Withdrawal to Offset								
H.	Second Sub Fire Station	\$1,355,000	?	Bonding							R	

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	Department/Project	Department Cost Without Debt/Revenue	Starting Year (Dept. Request)	Financing Method (Method Recommended By Department)	CIP Committee Priority Recommendations							
					U	C	N	D	F	R	I	
	Projects in order by Starting Year (Based on Department Ranking & CIP Committee Prioritization Process)											
IV.	HIGHWAY DEPARTMENT											
A.	Bridge Repair Capital Reserve	\$525,000	2004	Annual Appropriation (\$75,000 per year)			N					
	Capital Reserve Balance 05/31/04	\$133,391	2005									
B.	1.5 Ton Dump Truck /Plow	\$53,488	2005	1-Year Appropriation			N					
C.	Castle Hill Road Bridge	\$580,000	2005	1-Year Appropriation	U							
	State Aid	(\$464,000)	2005									
	Capital Reserve Withdrawal	(\$116,000)	2005									
D.	90 HP Tractor w/ Boom Mower	\$49,400	2006	1-Year Appropriation				D				
E.	Dump truck/Plow/Sander - 2006	\$95,870	2006	3-Year Appropriation (\$31,957 per year)				D				
F.	Maintenance & Storage Garage	\$624,000	2007	1-Year Appropriation			N	D				
G.	Willow Street Bridge	\$930,000	2007	1-Year Appropriation	U							
	State Aid	(\$744,000)	2007									
	Capital Reserve Withdrawal	(\$186,000)	2007									
H.	Dump truck/Plow/Sander - 2007	\$95,870	2007	3-Year Appropriation (\$31,957 per year)				D				
I.	1 Ton Pickup Truck w/ Plow	\$34,882	2008	1-Year Appropriation			N					
J.	Dump truck/Plow/Sander - 2010	\$95,870	2010	3-Year Lease/Purchase (\$31,957 per year)				D				
K.	Hinds Lane Reconstruction	\$214,800	2010	1-Year Appropriation					F			
V.	SOLID WASTE DISPOSAL											
A.	No CIP needs at this time											
VI.	PARKS & RECREATION											
A.	Skate Board Park	\$85,000	2005	1-Year Appropriation				D				
	Private Funds Raised	\$30,000										
B.	Equipment/Restroom bldg. At Muldoon Park	\$50,000	2007								R	
C.	Renovate High School for Recreation Center	\$4,000,000	?	Bond Anticipated							R	
D.	Town Pool, Tennis Court & Ice Skating Rink	\$0	?								R	
E.	Multi-Purpose Fields at Raymond Park	\$50,000	?	1-Year Appropriation				F				
VII.	LIBRARY											
A.	No CIP needs at this time											
VIII.	TAX COLLECTOR/ TOWN CLERK											
A.	No CIP needs at this time											
IX.	CEMETARIES											
A.	30'x 50' Garage	\$120,000	2005				N					
B.	Purchase 10 Acres of land	\$1,000,000	2007	2-Year Appropriation (\$500,000 per year)							R	
	Land Acquisition Fund Balance	\$0	-									
C.	Cemetery Truck	\$43,342	2010				N					
X	SENIORS											
A.	Senior Center Bus	\$65,000	2004	3-Year Appropriation								
	Senior Bus Reserve	\$15,000	2004									
B.	Senior Center Expansion/Renovation Study	\$30,000	2005	1 Year Appropriation			N					

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	Department/Project	Department Cost Without Debt/Revenue	Starting Year (Dept. Request)	Financing Method (Method Recommended By Department)	CIP Committee Priority Recommendations							
					U	C	N	D	F	R	I	
	Projects in order by Starting Year (Based on Department Ranking & CIP Committee Prioritization Process)											
C.	Senior Center Expansion/Renovation	\$1,025,000	2007	unknown							R	
XI.	SCHOOLS											
A.	Technology Program	\$700,000	2002	7-Year Appropriation (\$100,000 per year)			N					
B.	School Building Maintenance Capital Reserve	\$100,000	2003	Annual Appropriation (\$100,000 per year)			N					
	Balance 07/01/04	\$0										
C.	New Elementary School (10 yr. bond) expires 2011	\$8,293,000	2003-2004	(See Appendix E for the 10 yr. bond schedule)		C						
	State Building Aid @ 30%	(\$2,178,000)	2004	Approx. \$310,000 per year								
	Impact Fee Balance 05/10/03	(\$793,236)	2004	Approx. \$119,900 per year								
D.	Tractor/Mower	\$38,000	2004	1-Year Appropriation			N					
E.	High School Land Purchase at 4.0%	\$1,080,000	2005	Bond for 3 Years	U		N					
F.	Memorial School Roof Replacement	\$81,000	2005	1-Year Appropriation			N					
	Bldg. Cap. Reserve Withdrawal	\$0										
G.	New Maintenance Vehicle	\$35,000	2005	1-Year Appropriation			N					
H.	Repave Memorial Parking Lot	\$65,000	2006	1-Year Appropriation			N					
I.	New Pelham-Windham Cooperative High School	\$60,000,000	2006	Bond Anticipated							R	
	State Bldg. Aid at 40.0%	(\$24,000,000)	-									
	Windham Share @ 50.0% of bal.	(\$18,000,000)	-									
	Impact Fee Balance - 07/01/04	\$0	-									
J.	Ventilation at Memorial School	\$40,000	2006	1-Year Appropriation				D				
K.	Land for new High School	\$2,043,000	2006	5-Year Bond			N					
L.	New Pelham High School	\$37,425,000	2006	Bond Anticipated							R	
	State Building Aid at 30.0%	(\$11,227,500)	-									
	Impact Fee Balance- 07/01/04	\$0	-									
M.	Kindergarten	\$3,920,833	2009	Bond Anticipated				D				
	State Grant Money		-									
	Building Aid	\$471,450	-									
N.	Modular Classrooms for Memorial School	\$90,000	2010	1-Year Appropriation								I

E. LISTING AND DISCUSSION OF PROJECTS BY RECOMMENDED PRIORITY

"U"--Urgent: Cannot be delayed. Needed for health or safety.

II.A. **Cruiser Replacement - 2005.** Replacement of two police cruisers per year is recommended by the Police Chief and supported by the CIP and Budget Committee. Two cruisers are proposed for replacement in 2005. In subsequent years replacement of 2 high mileage cruisers is based on the rationale that replacements will provide enhanced safety of officers and the public, improve service, and reduce high operating costs associated with the older high mileage vehicles. It had been noted that in the year 2010, there may be a need for three (3) cruisers based on the expected growth in miles of town road to patrol. However, new technology, car and call procedures implemented by the police chief along with retention of an additional non-main stream vehicle this year will eliminate the need for a third cruiser for several more years beyond 2010. The chief maintains an active inventory and maintenance schedule for all vehicles within the department. Replacement of two high mileage and high use cruisers is critical to maintaining a safe fleet and reducing the town's total cost of vehicle ownership and maintenance.

III.B. **1st Sub Fire Station and Equipment - 2005.** The CIP Committee ranks this proposal as "Urgent". The first sub-fire substation is considered "Urgent", while the second sub-fire station is rated "Needs Research". The Fire Chief has been working with other area fire departments to provide line box coverage for first and most critical response times. Pelham, along with other area fire departments, will respond to all calls within or immediately outside their town borders and whichever department arrives first will start providing the necessary emergency service. In addition, this new first-call response method, in conjunction with the existing and additional planned sub-fire stations in other towns, will allow the Town of Pelham more flexibility in the location of a second sub-fire station and the new Central Fire station. This flexibility does not change or eliminate the immediate need for the first substation in the Spring Street area in order to work towards the goal of meeting the 4-minute response time standard of the NFPA (National Fire Protection Agency). It is important to be able to respond more quickly to this under-served East side part of Pelham. There is an existing safety issue with response times over 4 minutes.

Currently favorable interest rates (less than 4%) present a unique opportunity. The CIP Committee therefore recommends to the Fire Chief, Board of Selectmen and Budget Committee to move forward this year with plans to ask voters to approve funding to build and finance at least the first substation. A 5-year bond coupled with a reduction in the cost of existing bonds and collected impact fees and the savings of not funding temporary and unnecessary renovations of the old central station would give voters two substations and a central station for approximately \$6.3 Million less impact fees. Since originally proposed in 1995 the costs of these important projects have increased substantially with the increase in the last year being quite considerable. The current impact fee schedule does not adequately reflect the full and updated costs to build these stations and the CIP Committee will present to the Planning Board a new schedule for all new subdivision plans beginning with those submitted in the fall of 2004.

The recent discussions to improve traffic flow and on installing a roundabout and interest in a Town Center green space have created competing interests for land, including the current fire station location. The proposed 5-year bond would cost approximately \$240,000 the first year after applying \$382,000 from the Impact fee account.

"U"--Urgent: Cannot be delayed. Needed for health or safety.

- IV. C. **Castle Hill Road Bridge - 2005.** This is a wooden deck bridge currently on the NHDOT Municipal Bridge Red List. Rehabilitation of this structure is urgently needed. Rehabilitating this bridge would have allowed this route to serve as an alternate detour during the rehabilitation of the Tallant Road Bridge. Windham showed a willingness to share in the cost of rehabilitating this bridge, since its closing would have an adverse affect on their residents by appropriating ½ the cost of the engineering studies and agreeing to pay for ½ the town portion costs. Rehabilitation would be funded through a combination of anticipated state aid and a Bridge Repair Capital Reserve account and ½ the cost of the 20% in town funds coming from the Town of Windham as negotiated by the Board of Selectman. The 20 percent match or roughly \$116,000 is required to receive State bridge aid, which would be applied for in conjunction with the next 10-Year State Transportation Improvement Plan (TIP), which was completed in 2002 and will be updated again in two years. Funding must be approved before a bridge may be scheduled with NHDOT. The CIP committee had originally scheduled the Castle Hill Bridge replacement for FY 2006, but the CIP Committee moved this project into 2004 before the replacement of the Tallant Road Bridge for safety and access reasons during the reconstruction of the Tallant Road Bridge. The Budget Committee and Board of Selectman were unable to work out sanctioning of the appropriate \$15,000 in funding. It would have been more prudent to act on the Castle Hill Bridge prior to the Tallant Road Bridge. Now the failure to raise our 20% jeopardizes the use of this bridge altogether. Failure to act quickly to fix this bridge will require the closing of this bridge for safety reasons.
- IV. G. **Willow Street Bridge - 2007.** This bridge replacement is scheduled for 2007. This bridge is too narrow for today's standards. It is to be funded through combination of anticipated state aid and a Bridge Repair Capital Reserve. Funding must be approved before a bridge may be scheduled with NHDOT.
- XI. E. **High School Land Purchase - 2005.** The CIP Committee rates this request as "Urgent/Necessary" for the Pelham School District to have monies available to purchase land for a Pelham-Windham Cooperative High School and to be able to act quickly if this becomes a reality. It is also "Necessary" to purchase land for a Pelham only High School in the future, should the Cooperative school not materialize. For this reason, the Committee has submitted a dual rating and recommends spreading the cost of this land purchase over a 3-year period to stabilize the tax rate.

"C"--Committed Part of an existing contractual agreement or otherwise legally required.

- I. A. **Municipal Building / Police, Fire and Library - Appropriation by Ballot.** Voters approved a bond for conversion of the Ernest G. Sherburne School into a combined municipal facility. Town Offices and Police Headquarters are located at the former Ernest G. Sherburne School. The new Library, built on the Mills property, is overlooking a new (3) acre Town Green.

- I. B. **Bond Bank Note (Private) - 2003.** Voters approved a bond for conversion of the Ernest G. Sherburne School into a combined municipal facility. A new library was built on the Mills property. The town opted for a private institution for favorable rates. (Please see the "Pelham Municipal Facilities 20-Year Bond Schedule in Appendix F")

- I. C. **Municipal Building Capital Reserve.** The majority of this fund has been expended, with a small interest balance remaining from the renovation of the Ernest G. Sherburne School. The CIP Committee recommended that the Board of Selectman establish a new Town Buildings Capital Reserve Fund specifically for maintaining all of the Town buildings. This reserve account is listed below. This Municipal Building Capital Reserve will be eliminated and the money spent or redirected this year by vote of the townspeople.

- I. D. **Town Buildings Emergency Repair Capital Reserve.** The voters approved starting this Capital Reserve Account in 2004 in order to fund necessary repairs to all of the town buildings. This fund will be used to stabilize the tax rate when funding future repairs and additions to Town facilities.

- XI. C. **New Elementary School (10-year bond) - 2005.** In 2000, the community approved \$10,373,000 in bond principal to enable elementary school construction. Based on current finance and revenue assumptions this project is committed through 2011. (Please see the "Pelham School District 10-Year Bond Schedule - New Elementary School" located in Appendix E)

"N"--Necessary: Needed to maintain basic level and quality of community services.

- II. B. - G. **Cruiser Replacement - 2006-2011.** The Police Chief has recommended the replacement 2 cruisers annually in order to maintain the safety of officers and the public, improve service and reduce the high operating costs associated with older high mileage vehicles. This means that every year two existing police cruisers will be replaced with new vehicles. The two replacement cruisers per year are scheduled through 2011.
- II. H. **Animal Control Vehicle - 2009.** - The Police Department purchase of this vehicle will replace the existing Animal Control pick-up truck and provide the continued ability to pick up and transport animals. The current ACO vehicle is expected to last through 2009 at which time a replacement pick-up truck will be needed.
- III. A. **Ambulance Fund - 2005.** The continuation of the ambulance capital reserve account for ongoing funding of ambulance upgrades and enhancements, and new purchases is recommended by the CIP Committee in order to stabilize spending for this item and eliminate taxpayer costs for these vehicles. The Ambulance Fund is funded by user fees. The fund should also be used for additional equipment needed at the new sub fire stations.
- III. C. **Ambulance Chassis - 2006.** The Fire Department requests the replacement of the existing 1986 Ford chassis with a new one in 2005. The existing aluminum body is in good condition. The new chassis is needed to maintain the current level of service. It is anticipated that funds from the Ambulance Fund will offset the cost of this request.
- III. D. **Central Fire Station and Equipment- 2007.** The CIP Committee understands that the current station is too small to adequately serve our growing town. The committee rates this project as both "Necessary and Desirable" as several deficiencies in the existing station cannot be rectified on the existing site and it is also desirable to relocate the station for better coverage in areas where growth is occurring.
- III. E. **Fire Truck - 2007.** The Fire Department requests replacement of a 1972 Ford 3-D, 1,500-gallon (1,500-gpm) mid-ship pump truck. This truck will be over 30 years old and will need to be retired. The cost will be distributed over a five (5) year lease/purchase.
- III. G. **Ambulance Chassis - 2010.** The Fire department anticipates that it will need to replace another ambulance chassis around 2010. The funds for this chassis would come from the Ambulance Fund which is funded by user fees.
- IV. A. **Bridge Repair Capital Reserve - 2005.** The CIP Committee endorsed the establishment of a bridge repair capital reserve account. Beginning in 2003, annual funding of the account at the proposed \$75,000 or more per year is necessary to fund the repair of three bridges on the state bridge repair list that are in critical need of repair or replacement, and to stabilize the tax rate. The Towns matching funds must be available prior to the NHDOT scheduling the project. With the State's financial woes, the CIP believes raising our 20% in order to commit the State to their 80% before these funds are either reduced or eliminated is a priority.

"N"--Necessary: Needed to maintain basic level and quality of community services.

- IV. B. **1.5 Ton Dump truck w/Plow - 2005.** The Highway Department has requested a 1.5 ton dump truck with a 9-foot plow attachment to replace a 1994 1 ton pickup with 108,419 miles on it. It is anticipated that the new vehicle will reduce operating and maintenance costs. Originally a 1 Ton vehicle was proposed but available State pricing this year allows the purchase of a 1.5 Ton vehicle for only \$600 more than a 1 ton vehicle.
- IV. F. **Maintenance and Storage Garage - 2007.** The Highway departments as well as the Fire and Police departments have expressed a need for a maintenance facility. The Highway department has the greatest need. A proposed 80' x 120' building with six double bay garages with a lift and wash bay for trucks and equipment is proposed. While there is currently marginal vehicle storage, the CIP committee ranks this project as needs "Research" due to changing circumstances that need further assessment to provide the best value and use of new facilities. Due to continued requests for this project and its priority ranking by several department heads including the highway department, the CIP Committee has recommended the following action. Because the anticipated savings potential of this project is not substantiated, the CIP Committee has requested the Town Administrator and Board of Selectman to initiate a more in-depth cost/benefit analysis of this project, detailing savings. Three departments, highway, police and fire have expressed interest in utilizing this proposed facility. A lack of proper inside storage that will help extend the useful life of highway equipment already in the town's possession ranks this project as both "Necessary and Desirable".
- IV. I. **1 Ton Pickup Truck with Plow - 2008.** Request to replace a 1997 1 ton diesel pickup with an 8-foot plow and over 87,910 miles with a new truck and plow. This will reduce long term operating costs.
- IX. A. **30' x 50' Garage - 2005.** The Cemetery Trustees have requested funds for the construction of a 30' x 50' Butler Building metal garage to allow for the consolidation and storage of equipment in one location and provide a bathroom, meeting room and small office for staff. Currently, equipment is divided between 3 small garages in 3 different locations. The cost includes the septic system and well. The Cemetery department needs to replace the garage storage lost as a result of planned demolition of an old garage on the Mills property.
- IX. C. **Cemetery Truck - 2010.** The Cemetery department anticipates that the existing 1996 Cemetery truck will need replacement in 2010.
- X. B. **Senior Center Bus- 2006.** The Senior Center Bus is rusted and in need of repairs as it is getting worn out. The voters approved putting aside \$15,000 last year towards a new one. The seniors anticipate putting forth warrant articles over the next 2 years so a new bus can be purchased in 2006.
- X. C. **Senior Center Expansion/Renovation Engineering Study - 2005.** The Senior Center is in need of more space. Based on the age of the existing facility and the expertise necessary to upgrade and expand the use on the existing 4-acre site, engineering studies are needed. The sooner the town knows what can and can't be done with the existing facility the better able we will be to plan and budget for the needed space.

"N"--Necessary: Needed to maintain basic level and quality of community services.

- XI. A. **Technology Program - 2005.** The School Board revised the District's technology plan in 2003. This plan is used to outline the need for purchasing computers and audiovisual accessories and the sequencing of upgrades and purchases. The Technology Plan is the overall technology plan for the school. This District began implementation of the plan in 2001 in order to maintain and improve the technology available to Pelham students and faculty. A cost/benefit study is warranted in determining if it is better to lease computers vs. direct purchase. Leases may allow for staying current with technology, due to automatic replacement on a fixed schedule where purchased equipment tends to be replaced less frequently and becomes dated.
- XI. B. **School Building Maintenance Capital Reserve - 2005.** The reserve fund is used to complete necessary school repairs, and to stabilize the tax rate. This capital reserve was established in the year 1999 at the recommendation of the CIP committee. The tax rate may be stabilized as a result of being proactive in setting aside funds for routine maintenance and to lessen the impact from unexpected expenses. Currently there are no funds in this account to pay for emergency or necessary repairs as the monies have been spent on needed improvements. The CIP recommends that the school district continue to request \$100,000 annually for this fund although voters rejected this spending last year.
- XI. D. **Tractor/Mower - 2005.** The School Board requests the purchase of two easy turn lawn tractors. Due to the increase in parking and grass area at the new school, there are 11 acres of lawn and walkways creating a need for additional mowing and snow removal capability. The overuse of the existing tractor is causing excessive wear and tear on this vehicle and the time to mow fields would be reduced substantially with this purchase.
- XI. E. **High School Land Purchase- 2006.** The SAU anticipates that a bond issue will be necessary to purchase the roughly 70+ acres of new land that will be necessary for a new Cooperative or Pelham-only High School. This bond would be for the remainder of the cost after applying the down payment money in 2005.
- XI. F. **Memorial School Roof Replacement - 2005.** The CIP Committee rated the replacement of the Memorial School Roof as "Necessary". Action now is prudent, before the situation becomes urgent and damage to the school occurs and costs to repair exceed projections.
- XI. G. **New Maintenance Vehicle - 2005.** The School Board requests funds for the replacement of the existing van, a 1993 maintenance vehicle with 42,000 miles on it, with a new Ford F-250 4x4 truck. The existing vehicle is rusting and had over \$2,000 in repair costs this past year.
- XI. H. **Repave Memorial Parking Lot - 2006.** The School Board requests funds for the repair and repaving of portions of the school parking lot and driveway. Cracks and gaps in the walkways and parking lot require repair. Catch basins and drainage basins need improvement due to damage and wear. Putting these repairs off may significantly increase the cost to correct the problems.

"D"--Desirable: Needed to improve quality or level of services.

- II. I. **Wireless Communications System – 2006.** In order to increase the efficiency of Police officers in the field and provide additional communications capability, the Police Department is proposing the addition of a new Wireless Communications System in police vehicles. The possibility exists that some grant monies may be available for this project. This funding is being researched by the police chief.
- II. J. **Wireless Communications System – 2007. Second year request** in order to increase the efficiency of Police officers in the field and provide additional communications capability in additional cruisers. The Police Department is proposing the addition of a new Wireless Communications System in all police vehicles
- II. K. **Wireless Communications System – 2008. Third year request** in order to increase the efficiency of Police officers in the field and provide additional communications capability in the rest of the police vehicles.
- III. D. **Central Fire Station and Equipment- 2007.** The CIP Committee understands that the current station is too small to adequately serve our growing town. The committee rates this project as both "Necessary and Desirable" as several deficiencies in the existing station cannot be rectified on the existing site and it is also desirable to relocate the station for better coverage in areas where growth is occurring.
- III. F. **1-ton Pickup Truck – 2007.** The Fire Department has requested a 1-ton pickup to replace the current Forestry truck. The existing 1972 Forestry truck, on loan from the State Forestry Service, has its continued availability uncertain. A new vehicle is needed for both availability and reliability.
- IV. D. **90 Horsepower Tractor with Rotary Boom Mower - 2006.** The Highway Department requests the purchase of a mower for approximately 200 miles of roadside (two lanes per road segment). It currently costs \$5,000 annually for contract mowing services. The purchase of a tractor with a useful life of 20 years may be less expensive than procuring this service in the future. Enhanced service may include increased mowing frequency and other trail and roadside maintenance.
- IV. E. **Dump Truck/Plow/Sander - 2006.** This new 36,000 GVW truck is proposed for 2006 through lease-purchase over a three-year period and would eliminate one hired truck for plowing sanding and construction work. The lack of availability of reliable contract plows necessitates the need for Town owned equipment. This will enhance the level of service provided to the town.
- IV. H. **Dump Truck/Plow/Sander - 2007.** This new 36,000 GVW truck is proposed for 2007 through lease-purchase over a three-year period and would eliminate one hired truck for plowing sanding and construction work. The lack of availability of reliable contract plows necessitates the need for Town owned equipment. This will enhance the level of service provided to the town.
- IV. J. **Dump Truck/Plow/Sander - 2010.** This new 36,000 GVW truck is proposed for 2010 through lease-purchase over a three-year period. This would eliminate one hired truck for plowing sanding and construction work. The lack of availability of reliable contract plows necessitates the need for Town owned equipment. This will enhance the level of service provided to the town.

"D"--Desirable: Needed to improve quality or level of services.

- VI. A. **Skate Board Park - 2005.** The Recreation Department is requesting funding of a skateboard park to provide facilities for this popular recreational activity. The project is currently scheduled for 2005. Private fund raising has been done to reduce the burden to provide this recreational activity. Comparative costs and flexibility based on type of construction have been researched. The Park is proposed for the land in the back of the Police Station basketball courts. The pad has been poured and equipment funding is waiting for additional fund raising efforts or a warrant article from the Board of Selectman.
- XI. J. **Ventilation at Memorial School - 2006.** The School Board has requested funds for improved ventilation within the school. Several rooms need additional air exchange to improve circulation. This project has not been scheduled pending engineering and additional research.
- XI. M. **Kindergarten - 2007/2009.** Half-day kindergarten was rejected by the voters in 2003 when 75% matching building funds were available from the State. Currently there are no special matching funds available from the State for this. Additionally, there are no additional funding appropriations expected from the State. The State Board of Education is currently developing new education standards. Inclusion of kindergarten as necessary in order to provide for an adequate education is expected to be voted on and passed by the State Board of Education no later than 2009 and maybe as soon as 2007. Failure to provide kindergarten, after inclusion in the new standards as part of an adequate education, would result in the Pelham School District losing State Adequacy Funding. The SAU and Pelham School District anticipates having to offer full-day kindergarten within 2 to 4 years. The building costs would be subject to the same 30% Building aid as other school projects.

"F"--Deferrable: Can be placed on hold until after 7-year period, but supports community development goals.

- IV. K. **Hinds Lane Reconstruction - 2010.** The Highway Department requests funds for the reconstruction and paving of Hinds Lane, which is 4,200 feet by 18 feet. This unpaved road requires upgrading to alleviate substandard conditions. There is a considerable amount of developable land at the end of Hinds Lane and the CIP committee ranked this project as 'Deferrable' because the road upgrade may be funded by developers who desire to access land on Hinds Lane for new developments. In addition, the Conservation Commission has signed a purchase and sale agreement on over 100 acres abutting Hinds Lane and Gumpus Pond further reducing the need of the town to pave this road anytime soon. Many abutters to Hinds Lane also would prefer that it stay a dirt road as long as it is properly maintained which costs the highway department about \$5000 annually.
- VI. E. **Multi Purpose Fields and Parking at Raymond Park -unscheduled.** With the projected population growth, additional playing fields are needed. Clearing and construction of two fields was to be funded with monies received from Tenneco Gas Company during the pipeline installation, per negotiation with the Board of Selectman. The new multipurpose fields at Raymond Park would provide much-needed fields, relieve some parking demands on the Muldoon parking lot, and go a long way in meeting current and future needs. The CIP committee recommends deferring this project because there appears to be a need for more coordination and possible blending of projects to meet common goals. Recent problems at Raymond Park, the discovery of a tire dump, encroachment by an abutting junk yard, second egress issues onto Mammoth Rd, wetland violations, DES involvement, and other problems at the site have prompted the Board of Selectman and our new Parks and Recreation Director to seek engineering review and recommendations before proceeding further. While the need for ball fields has not diminished, the CIP Committee agrees that better planning will save money over the long term.

"R"--Research: Pending results of ongoing research, planning, and coordination.

- III. H. **2nd Sub-Fire Station - unscheduled.** Recent emergency response planning being done by the Pelham Fire department in conjunction with other area fire departments will aid Pelham in the flexibility and location of Pelham's second Sub Fire station. While not necessary today, this is still a very desirable project in order to provide proper first-response time to Pelham neighborhoods. Additional single family home development in the Sherburne Road area will probably result in an upgrade to this project priority in the future.
- VI. B. **Equipment / Restroom Building at Muldoon Park- 2008.** This project is proposed for 2008, but requires more research. This potential need may be addressed with the planned expansion of Raymond Park. The status of the existing septic system is also in question. Until current deficiencies are more fully addressed, the CIP Committee would like additional research done. The hiring of a new Parks and Recreation Director will allow a much more detailed plan to go forward next year.
- VI. C. **Renovate High School for a Community Recreation Center.** The new Parks and Recreation Director has proposed a community recreation center at the existing High School should a new local or cooperative High School be approved. The recreation department master plan identifies the need for an adequate gymnasium for indoor athletics and other purposes. The Envision Pelham community-planning workshop recommended that a new recreation facility be built. The site may also include an indoor pool, skating rink and additional tennis courts. This proposal has many positive features, but needs research on the best utilization of the existing school facility should it become available. An engineering review of the site for this purpose is anticipated in the near future. While including a Seniors Center as a shared use was part of the original submission, the seniors are looking to expand their existing site and the school district still has a need for future kindergarten space.
- VI. D. **Town Pool, Tennis Courts and Ice-Skating Rink.** As the Town rapidly grows, additional recreational services become both viable and needed. The concept of converting the existing High School Building could incorporate these facilities. An indoor pool may be feasible within the existing structure. The CIP Committee recommends this proposal be further researched in conjunction with the proposed recreation center at the current High School site.
- IX. B. **Purchase 10 Acres of Land - 2008.** The Cemetery is requesting the purchase of 10 acres of land to meet future needs for burial of residents required by state statute. There are six cemeteries currently with 100-200 plots sold per year. Further research for a site or available Town owned land is required; however, land prices are rising annually. Purchase is proposed to be split between the years 2008 and 2009.
- X. C. **Senior Center Expansion/Renovation - 2008.** The Senior Center Dining area is too small for the current number of seniors that use it on a weekly basis. Other areas of the senior center also could use more space. With a growing senior population renovation and expansion of the senior center on the existing 4-acre site is desirable subject to the proper engineering studies of the old facility.

"R"--Research: Pending results of ongoing research, planning, and coordination.

- XI. I. **New Pelham-Windham Cooperative High School.** A combined Pelham and Windham Cooperative School Study Committee has proposed Articles of Agreement to establish a Pelham-Windham Cooperative School District. These Articles were first voted on in March of 2004 and failed to get a majority vote in Pelham. A second vote is scheduled for September of 2004 after the completion of this CIP. An affirmative vote would set in motion a schedule that would allow the CIP Committee to schedule this facility into the CIP where the shared cost of facilities could reduce expenses to both Towns. The School district is also researching more updated costs on this facility as the projected cost shown is for building construction only and does not include the anticipated land purchase and site work costs which could add an additional 10% or more to the cost of this project. If updated costs can be provided prior to the completion of the CIP, then this project will be re-assigned a new rank prior to printing of the CIP. **The "Needs more Research" rating of this item by the CIP does not adequately reflect the importance of this project to the voters of Pelham but reflects the lack of necessary and required information for scheduling of this item in the CIP properly which was still be gathered and compiled by the Pelham School District, the SAU, and the Coop Study Committee.**
- XI. L. **New Pelham-Only High School.** If voters reject the Articles of Agreement in September of 2005, then the opportunity for a Pelham Windham Cooperative School will have passed. These Articles were first voted on in March of 2004 and failed to get a majority vote in Pelham. A second vote is scheduled for September of 2004 after the completion of this CIP. An affirmative vote would set in motion a schedule that would allow the CIP Committee to better schedule a High School facility into the CIP. Currently the TEACH Committee is studying the curriculum needs of a Pelham only school. Once complete, a more detailed cost estimate can be made. The current estimate only includes the cost of building construction and does not include the cost of land purchase or site work. A new Pelham only High school is anticipated to cost voters more to build than a Co-op. The CIP Committee, recognizing this higher cost, and trying to project the taxpayers' maximum capital cost exposure for a high school project, has intentionally scheduled this higher cost in the CIP Appendix D so that voters can see the effect this project would have on taxes. **The "Needs more Research" rating of this item by the CIP does not in any way reflect the importance of this project to the voters of Pelham but reflects the lack of necessary and required information for scheduling this item in the CIP properly which was still be gathered and compiled by the Pelham School District, the SAU, The TEACH Committee, and TEAM Design Engineering.**

**"I"--Inconsistent: Conflicts with an alternative project/solution scheduled by the CIP.
Contrary to land use planning or community development goals.**

- XI. G. **Modular Classrooms Memorial School - 2010.** The school district anticipates that additional space will be needed at Memorial School sometime around 2010. The \$90,000 placeholder is for modular classrooms only as the cost of any addition would need to be engineered closer to the time when the addition is planned. The CIP Committee sees modular classrooms as "Inconsistent" with good long term planning and urges that the proper engineering studies be done.

F. SCHEDULE OF CAPITAL IMPROVEMENT PROJECTS AND SCHEDULE OF NON-PROPERTY TAX REVENUES

Table 4 shows the net assessed value of real property in Pelham over the last 13 years. The projected assessed valuation in the CIP schedule is based on the average annual growth rate of the net taxable valuation of the Town, excluding the large increase in 1997 due to the revaluation. Between 1990 and 1996 the average annual growth rate was 2.1%. Between 1997 and 2003, the average annual growth rate was 4.5% percent. For reference, between 1990 and 2003, the average annual growth rate was 7.4% percent, however this includes the large annual change of 71.9% caused by the property revaluation in the 1996-97 calendar year. The most representative average during the current valuation is 4.5% annual growth in the local assessment. This value was used in the **Projected Assessed Valuation** row in the **Schedule of Capital Improvement Projects, 2004-2010 Annual Costs and Revenues**, found in Appendix D.

Table 4: Net Taxable Value, 1990-2003

Year	Net Taxable Value	Change
1990	\$256,148,295	-
1991	\$262,553,885	2.5%
1992	\$265,502,888	1.1%
1993	\$273,729,995	3.1%
1994	\$278,706,341	1.8%
1995	\$283,494,782	1.7%
1996	\$289,772,131	2.2%
1997	\$497,981,665	71.9%*
1998	\$511,943,800	2.8%
1999	\$536,672,781	4.8%
2000	\$556,385,375	3.7%
2001	\$582,757,575	4.7%
2002	\$615,435,649	5.6%
2003	\$648,586,025	5.4%
Average Annual Change, 1990-1996		2.1%
Average Annual Change, 1997-2003		4.5%
Average Annual Change, 1990-2003		7.4%*

Source: Town Annual Reports (Report of the Pelham Assessor)

*The large increase in net taxable value was due to a town-wide reassessment between 1996 and 1997. The jump in 1997 was excluded in calculations of the average annual tax rate increase for the Avg. Annual Change periods (1990-1996) and (1997-2003).

See Appendix D, Schedule of CIP Projects, 2005-2011, Annual Cost and Revenues. The schedule in Appendix D displays the 7-year CIP schedule developed by the Committee. It includes (a) project name and sources of revenue; (b) the priority rank of the project; (c) annual expenditures and revenues; (d) a 7-year expenditures total; (e) a 7-year revenues total; (f) the total cost of the project (including interest, where applicable); (g) outstanding revenues; (h) net balance to be paid by the Town beyond the 7-year period; and (i) unprogrammed projects that fall within the seven year timeframe. The bottom of the table shows the total capital expenditures, the projected assessed valuation, and the annual tax rate impact of those projects programmed in any given year.

Table 5 depicts projects that did not receive any funding in FY 2004 and were not re-submitted for FY2005 for the 2005-2011 CIP. For reference, the 2004-2001 CIP project cost and projected starting year for funding is shown.

**Table 5: 2005-2011 CIP Projects Not Funded in FY2004
And Not Resubmitted In The 2005-2011 CIP**

Town Department	2005 Projects	Cost	Starting Year
ADMIN. /GENERAL	N/A		
POLICE	N/A		
FIRE	Self Contained Breathing Apparatus	\$20,000	2006
	Build 2 nd Floor on Fire Station		Unprogrammed
	Central Fire Station Renovations	\$207,000	Unprogrammed
HIGHWAY	4 WD Backhoe	\$70,000	2005
SOLID WASTE	N/A		
PARKS AND RECREATION	N/A		
LIBRARY	N/A		
SENIOR CENTER	N/A		
SCHOOLS	N/A		

Source: Town of Pelham Capital Improvements Plan, 2005-2011.

The Fire Department did not resubmit their proposed for the self-contained breathing Apparatus because the item was purchased last year with funds provided by the Homeland Defense Department.

Based on the inadequacy of the existing fire station site to provide for the long term needs of our growing community, the second story addition to the existing site which was rated "Inconsistent" and contrary to long range planning and community development goals by the CIP has been removed.

Temporary renovations to the police portion of the existing central fire station in order to make that space useable are almost complete and will be completed with private donations of material and time requiring no further expenditure of taxpayer funds.

The Highway department backhoe expenditure was rejected by the voters in 2005. The backhoe needing replacement stopped working completely after this vote and was cost prohibitive to fix. The Board of Selectman authorized the purchase of the backhoe as being the most tax prudent thing to do in the long run with monies from other sources.

G. CONCLUSIONS

The Program of Capital Expenditures herein provides a guide for budgeting and development of Pelham public facilities. The Planning Board will review and update the CIP each year prior to budget deliberations. The CIP may be modified each year based on changes in needs and priorities. As noted above, certain projects were proposed that the CIP Committee determined contained inadequate information to make a recommendation. These projects will be reconsidered, when submitted with sufficient backup, during future CIP revisions.

The CIP Committee firmly believes that impact fees should be used as a funding mechanism to partially fund future capital needs. Impact fees cannot be used to cover the cost of operation, maintenance and repairs, or facility replacements that do not increase the capacity or level of service.

In the year 2000, the CIP Committee unanimously endorsed the adoption of an impact fee schedule for development of a new elementary school. The CIP Committee also endorsed the enactment of an impact fee in 2002 for new facilities for the Fire Department. In March 2002, the Fire Department Impact Fee was enacted. It is anticipated that continued growth of the Town's population and buildings will bring about the need for a new central fire station and one or more sub-stations in order to provide adequate service and response time in the future. The Impact fees will be used to fund the portion of the facility costs attributed to new development.

A more formal and detailed Parks and Recreation 7-year plan must be developed and adopted as recommended by both the Pelham Planning Board and CIP Committee in order to properly study, analyze and develop a new impact fee schedule to meet these capital needs. Continued delays in developing this plan has increased the capital costs and reduced the opportunity to adopt and collect significant impact fees for needed projects. With the hiring of a new Parks and Recreation Director this year, planning will be done going forward, but will not be completed in time for this year's CIP. The CIP Committee considers impact fees crucial to funding much needed Parks and Recreation capital improvements especially with so many other important projects requiring taxpayer funds.

The CIP Committee is striving to improve the effectiveness of the capital facilities programming process in order to have a greater impact on the current years budget cycle. The CIP Committee has initiated the CIP planning process earlier in the year so the information is available prior to individual Town departments preparing preliminary budgets for submission to the Town.

The CIP Committee seeks to accurately evaluate the fiscal impacts of projects, and return on investment of public funds in capital facilities replacement and development. The CIP Committee has requested information regarding the value, condition and worth of the Town's assets, as required by the Government Accounting Standards Board, "GASB Statement 34". One piece of information the Committee seeks to understand is how a project's funding is proposed and whether specific funding sources have been identified. This data is presented in the Cost Estimate section of the Project Worksheet. The Impacts on Operating & Maintenance section of the Project Worksheet is also important in assessing the cost/benefit of one solution versus another to meet a departments needs.

There also may be merit in attempting to track the performance of investments in facilities renovation or upgrades and also monitoring and forecasting when future replacements or upgrades may be necessary. One recent external development that could impact the municipality is the Government Accounting Standards Board (GASB) adoption of Statement 34 protocols for reporting infrastructure assets. The program's objective is to promote more consistent evaluations of municipal financial conditions by providing more detailed and relevant information on the characteristics and conditions of capital equipment. The CIP planning process may provide a forum for encouraging the development of capital asset inventories, accounting for the value of these assets and tracking the useful life and

depreciation of municipal equipment and infrastructure. The CIP recommends that all Town and School assets are tracked for life expectancy so that future capital needs may be better anticipated and planned. Updated information regarding the age of existing Town road surfaces will help with that planning in the highway department. Future meetings with the Board of Selectman and School Board regarding better long term planning will result in tax savings.

H. RECOMMENDATIONS

Following is an excerpt of the presentation of the 2005-2011 Capital Improvement Plan to the Pelham Planning Board on August 2, 2004.

This evening, the CIP Committee would like to again thank the Pelham Planning Board for giving us an opportunity to present the 2005-2011 Capital Improvement Plan to you as well as our invited guests, the Pelham Board of Selectman, Pelham School Board, and Pelham Budget Committee and other interested parties including the citizens and taxpayers of Pelham.

This CIP report is presented to you under authority and purpose of RSA 674:5 and 674:6. Per RSA 674:8, we also hereby submit our recommendations to the Pelham Budget Committee for consideration as part of next year's annual budget.

Ladies and Gentlemen, this year's CIP Plan is hereby submitted to you as compiled by the CIP Committee after careful deliberations and with assistance from the Nashua Regional Planning Commission.

- 1) The CIP is an advisory document that serves a number of purposes:
 - a) It provides the Town of Pelham with a guide to be used by the Budget Committee, Board of Selectman and School Board for their annual budgeting process pursuant to RSA 674 par 5-8.
 - b) Provides a forward-looking planning tool for contributing to the creation of a stable real property tax rate.
 - c) To aid the Town's elected officials, appointed committees, and department heads in the prioritization, coordination, and sequencing of various municipal and school improvements.
 - d) To inform residents, potential residents, business owners, potential business owners and developers of needed and planned improvements. And
 - e) To provide a necessary legal basis for the development and proper administration of the Town's impact fee system pursuant to RSA 674:21 section Vb.

One of the main goals of the Capital Improvement Plan is to try to even out the tax impacts of capital improvement projects needed to maintain the town's infrastructure and services. Additionally the CIP aims to protect Pelham taxpayers from large swings in their tax rate, by properly planning for, scheduling, and setting aside of public funds for projects that are needed and desired both for the town and school districts. The CIP fails in this goal when projects are not placed on the ballot when scheduled or placed on the ballot without Budget Committee recommendation and ultimately voter approval. The CIP Committee again reminds everyone that the cost of not scheduling needed capital improvements when first identified will cause large increases in the town's tax rate due to the increased cost of these projects in subsequent years. While we continue to make substantial progress in meeting critical town and school district needs,

+ there are still critical needs identified in this year's CIP that need to be met including new Fire stations, a new High School and Senior Center renovations and additions. The stable growth rate of just over 100 new homes per year in the past along with historically very low interest rates has allowed the Town and the Pelham School District to fund needed projects with only a slight impact in the town's tax

rate. Going forward, we anticipate that costs to build needed projects will rise. Construction costs and interest rates are already starting to increase and the town's growth in new construction should slow after this year. While there will be an anticipated large increase in taxable property this year due to an unusual number of new property additions and the required re-valuation of town properties scheduled next year, these factors will not be able to overcome the anticipated cost increases in new projects causing the tax rate to rise in order to fund them. Funding these projects sooner rather than later will minimize this increase. In the long term, taxpayers will not only see better service, but lower tax bills as these bonds are paid off.

The Board of Selectman and School Board have several financing options as everyone knows available to them in order to fund capital improvements. Four methods require appropriations; either as part of the Town's annual operating budget or as independent warrant articles at Town meeting. Without explaining each in detail, they are listed in this report.

The one-year Appropriation is most common, and refers to those projects with proposed funding from real property tax revenues within a single fiscal year. The CIP committee recommends this approach for irregular Capital needs that do not exceed \$100,000.

The Capital Reserve method requires appropriations over more than one year, with the actual project being accomplished only when the total appropriations meet the project cost. The CIP committee recommends this approach for expenditures over \$100,000 and less than \$1,000,000 and for projects or Capital Assets having a known fixed life such as vehicle replacement, building maintenance and road repair. In conjunction with the Capital reserve method of financing, there may be State or Federal monies available to pay for portions of the project, which require the Town to raise their share percentage prior to the opportunity to receive these Federal or State dollars. Such being the case with let's say State bridge aid where the town needs to raise their 20% share prior to applying for the State matching 80% share. Identification of these needs early is critical to starting a Capital Reserve in time to fund projects when needed.

The Lease/ Purchase method has been used in the past for the purchase of Fire trucks and Highway department vehicles. Although this is a valid financing method, the CIP would like to recommend that we get away from this method of payment and stop paying high interest lease payments and start funding vehicle replacement through Capital reserves where the Town pays itself the interest on Capital balances rather than a financing company for the purchase of needed vehicles. The CIP committee feels this would be a substantial tax savings to Pelham residents with the number of current vehicles and other equipment now owned by the town along with the increase in vehicles that will be needed in the future. The annual interest earned or saved on a properly funded vehicle replacement Capital reserve would pay for the cost of certain vehicle replacement when needed.

The Bond or Bank Note method of payment is recommended for Capital Expenditure needs of \$1,000,000 or more. Typically the most expensive projects such as renovations, additions, or new construction of buildings or infrastructure that allow for capital facilities requests to be met immediately while spreading out the cost over several years in the future. We highly recommend this method of payment on all Capital projects scheduled in the CIP costing over \$1,000,000 and obviously based on our review of historical spending patterns in the town, the year we propose it to you.

Impact fees are also a viable financing method for some portion of future capital improvement needs as long as they are placed in a fund until they are either expended within 6 years as part of a project financing or returned to the party they were collected from. The town has adopted an impact fee ordinance and the CIP Committee has proposed and the Board of Selectman have adopted one for the new elementary school as well as one for a new Central fire station and 2 sub fire stations and required equipment. This year the CIP has strongly recommended that the town go forward with plans to bond at least a new Sub-Fire Station.

The CIP is disappointed to announce that we were unable to work on an impact fee schedule for Parks and Recreation as announced last year to specifically address their growing needs due to the failure of the Parks and Recreation department to complete the prerequisite multi-year comprehensive plan as requested by the Pelham Planning Board and CIP Committee. It is still our hope that a comprehensive plan will be developed soon, so that we can consider a fee schedule next year for review and adoption by the Planning Board and Board of Selectman. The CIP Committee recognizes and hopes other recognize that our inability to adopt an impact fee schedule for Parks and Recreation seriously hinders funding desirable Parks & Recreation capital improvements when other more urgent and necessary needs continue to come forth. In the mean time, we plan to work on an impact fee schedule for the proposed Pelham /Windham Cooperative High School project if voters approve the articles of incorporation later this year.

Other financing methods available include gifts, grants and matching funds from any source. All of these can be used to offset the cost of Capital Improvement projects and the CIP recommends that all Department Heads, the School Board and the Board of Selectman research and use these methods when ever available in order to lessen the burden on taxpayers as much as possible.

Let's move on to the CIP priority ranking system.

The Committee established a system to assess the relative priority of projects requested by the various departments, boards, and committees. Each proposed project is individually considered by the Committee and assessed a priority rank based on very specific criteria as described below:

"U"--Urgent	Cannot be delayed. Needed for health or safety.
"C" – Committed	Part of an existing contractual agreement or otherwise legally required.
"N" – Necessary	Needed to maintain basic level and quality of community services.
"D"--Desirable	Needed to improve quality or level of services.
"F"--Deferrable	Can be placed on hold until after 7-year period, but supports community development goals.
"R"--Research	Pending results of ongoing research, planning, and coordination.
"I" – Inconsistent	Conflicts with an alternative project/solution recommended by the CIP. Contrary to land use planning or community development goals.

Table 3 contains the projects considered by the Committee. The information in Table 3 represents all requests for capital projects submitted by each municipal department to the CIP Committee. The 'CIP Committee's Priority Recommendations' in the far right column describes the ranking assigned by the CIP Committee to each of these projects within the seven categories of relative project priority.

We are now ready to get into the most important part of the CIP report and will review projects that the CIP Committee scheduled for this year and our reasons for doing so. We will cover these in priority rank sequence.

Recommendations for the Board of Selectman

- 1) The CIP has recommended that the Board of Selectman look at every existing building and capital assets within those buildings that are over \$20,000 in cost and have a useful life of at least 3 years. Next, estimate the age, condition, and remaining life of those assets. This includes not only equipment, but also the age of roofs, flooring etc. It is our understanding that the Town needs to be in compliance with GASB (Government Accounting Standards Board) statement 34

protocols by year-end 2003. This information would aid the CIP and Budget Committee in determining the maximum value of a needed town wide Capital reserve to maintain buildings properly and at the same time stabilize the tax rate.

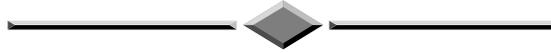
- 2) The CIP recommends that the Board of Selectman and Budget Committee work out an acceptable balance and proper use for the new "Town Buildings Emergency Repair Capital Reserve" fund.
- 3) The CIP recommends that the Board of Selectman make it a priority to direct the Parks and Recreation department to develop a new detailed 7-year plan. This will permit the Town to create an impact fee schedule to fund necessary projects, which then will be incorporated as a component of the CIP. Parks and Recreation has historically been under-funded in the CIP and continues to be so this year due to a lack of projects presented with the necessary level of details and analysis. We are cognizant of the fact that the CIP report does not reflect the actual recreational capital improvement needs of the town.
- 4) Existing road conditions in Pelham continue to be better than surrounding communities due to repaving project recently completed and the road agents reconstruction and repaving schedule. The CIP committee is still concerned that many roads built over the last 20 years will need substantial repair in the years ahead including the road surface, catch basins and drainage pipes. Roads have a known useable life span. No provision has been made in the town's budget for this expected need, which we expect to be substantial in the years ahead especially if we keep having winters like the last one. As recommended last year we would like to see a study of these needs and a recommended funding method as soon as possible.

Recommendations for the Pelham School Board.

- 1) The CIP recommends that a complete list of current assets worth over \$20,000, having a useful life of 3 years or more and owned by the school district needs to be done and distributed to the CIP. This has been requested for the last 2 years.
- 2) The age of these assets needs to be determined so that a remaining useful life can be determined so that the school district can determine a more proper figure for funding of a Capital Reserve. We feel the current funding amount is too low to meet existing needs and will cause unnecessary swings in the tax rate.
- 3) Without accomplishing #1 and #2 above is preventing the presentation of needed repair projects to the CIP Committee for inclusion in our current year's project list. Having this information would allow us to better project and budget for them without negatively impacting the Pelham tax rate.
- 4) We recommend that the Pelham School Board continue to fund the School Building Maintenance Capital reserve fund at \$100,000 annually. An appropriate amount, recommended fund balance and appropriate use for this emergency fund should be determined in consultation with the Budget Committee.
- 5) Based on the estimated full build out of the town projected in the Pelham Master Plan, we would also recommend that all future school building plans take into consideration a 20-year need and full town build out.

Recommendations for the Pelham Budget Committee

- 1) The CIP Committee feels that the Budget Committee has made a significant contribution to this year's CIP plan with its Chair representing the Budget Committee during this year's process.
- 2) The CIP Committee recognizes that both the Budget Committee and CIP are advisory in nature. While the Budget Committee tries to minimize the tax impact of all budget items. The CIP only concentrates on capital expenditures. While we understand this difference, Capital projects delayed because of concerns for operating budgets only increases the costs of these postponed projects in the long the run.
- 3) Based on the expected increases in the cost of construction and financing going forward, the Budget Committee is urged to recommend passage of the CIP's recommendations and strive to maintain more stable operating budgets.
- 4) This past year's vote has convinced the CIP that it is still important that certain critical items, such as cruiser replacements be taken off the ballot as part of the town warrant articles and placed within the operating budget. We feel this would make for a better managed town ballot as well as ensure that these items become part of the town's default budget. If the town's requested budget is not fully funded by the voters, ensuring the safety of the town's citizens may become an issue. Requests for additional emergency equipment should be placed on the ballot one time before becoming part of the default budget. The CIP Committee recommends that the Budget committee revisit its own internal by-laws to accomplish this.



APPENDIX A

2004

N.H. REVISED STATUTES ANNOTATED

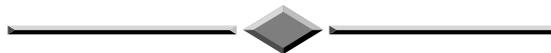
Chapters 674: 5-8

Capital Improvements Program

And

Chapter 674: 21

Innovative Land Use Controls



TITLE LXIV PLANNING AND ZONING

CHAPTER 674 LOCAL LAND USE PLANNING AND REGULATORY POWERS

Capital Improvements Program

Section 674:5

674:5 Authorization. -

In a municipality where the planning board has adopted a master plan, the local legislative body may authorize the planning board to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. As an alternative, the legislative body may authorize the governing body of a municipality to appoint a capital improvement program committee, which shall include at least one member of the planning board and may include but not be limited to other members of the planning board, the budget committee, or the town or city governing body, to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least years. The capital improvements program may encompass major projects being currently undertaken or future projects to be undertaken with federal, state, county and other public funds. The sole purpose and effect of the capital improvements program shall be to aid the mayor or selectmen and the budget committee in their consideration of the annual budget.

Source. 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:1, eff. July 2, 2002.

Capital Improvements Program

Section 674:6

674:6 Purpose and Description. -

The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

Source. 1983, 447:1, eff. Jan. 1, 1984.

Capital Improvements Program

Section 674:7

674:7 Preparation. -

I. In preparing the capital improvements program, the planning board or the capital improvement program committee shall confer, in a manner deemed appropriate by the board or the committee, with the mayor or the board of selectmen, or the chief fiscal officer, the budget committee, other municipal officials and agencies, the school board or boards, and shall review the recommendations of the master plan in relation to the proposed capital improvements program.

II. Whenever the planning board or the capital improvement program committee is authorized and directed to prepare a capital improvements program, every municipal department, authority or agency, and every affected school district board, department or agency, shall, upon request of the planning board or the capital improvement program committee, transmit to the board or committee a statement of all capital projects it proposes to undertake during the term of the program. The planning board or the capital improvement program committee shall study each proposed capital project, and shall advise and make recommendations to the department, authority, agency, or school district board, department or agency, concerning the relation of its project to the capital improvements program being prepared.

Source. 1983, 447:1. 1995, 43:1, eff. July 2, 1995. 2002, 90:2, eff. July 2, 2002.

Capital Improvements Program

Section 674:8

674:8 Consideration by Mayor and Budget Committee. -

Whenever the planning board or the capital improvement program committee has prepared a capital improvements program under RSA 674:7, it shall submit its recommendations for the current year to the mayor or selectmen and the budget committee, if one exists, for consideration as part of the annual budget.

Source. 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:3, eff. July 2, 2002.

TITLE LXIV PLANNING AND ZONING

CHAPTER 674 LOCAL LAND USE PLANNING AND REGULATORY POWERS

Zoning

Section 674:21

674:21 Innovative Land Use Controls. -

I. Innovative land use controls may include, but are not limited to:

- (a) Timing incentives.
- (b) Phased development.
- (c) Intensity and use incentive.
- (d) Transfer of development rights.
- (e) Planned unit development.
- (f) Cluster development.
- (g) Impact zoning.
- (h) Performance standards.
- (i) Flexible and discretionary zoning.
- (j) Environmental characteristics zoning.
- (k) Inclusionary zoning.
- (l) Accessory dwelling unit standards.
- (m) Impact fees.
- (n) Village plan alternative subdivision.

II. An innovative land use control adopted under RSA 674:16 shall contain within it the standards which shall guide the person or board which administers the ordinance. An innovative land use control ordinance may provide for administration, including the granting of conditional or special use permits, by the planning board, board of selectmen, zoning board of adjustment, or such other person or board as the ordinance may designate. If the administration of the innovative provisions of the ordinance is not vested in the planning board, any proposal submitted under this section shall be reviewed by the planning board prior to final consideration by the administrator. In such a case, the planning board shall set forth its comments on the proposal in writing and the administrator shall, to the extent that the planning board's comments are not directly incorporated into its decision, set forth its findings and decisions on the planning board's comments.

III. Innovative land use controls must be adopted in accordance with RSA 675:1, II.

IV. As used in this section:

- (a) "Inclusionary zoning" means land use control regulations which provide a voluntary incentive or benefit to a property owner in order to induce the property owner to produce housing units which are affordable to persons or families of low and moderate income. Inclusionary zoning includes, but is not limited to, density bonuses, growth control exemptions, and a streamlined application process.
- (b) "Accessory dwelling unit" means a second dwelling unit, attached or detached, which is permitted by a land use control regulation to be located on the same lot, plat, site, or other division of land as the permitted principal dwelling unit.

V. As used in this section "impact fee" means a fee or assessment imposed upon development, including subdivision, building construction or other land use change, in order to help meet the needs occasioned by that development for the construction or improvement of capital facilities owned or operated by the

municipality, including and limited to water treatment and distribution facilities; wastewater treatment and disposal facilities; sanitary sewers; storm water, drainage and flood control facilities; public road systems and rights-of-way; municipal office facilities; public school facilities; the municipality's proportional share of capital facilities of a cooperative or regional school district of which the municipality is a member; public safety facilities; solid waste collection, transfer, recycling, processing and disposal facilities; public library facilities; and public recreational facilities not including public open space. No later than July 1, 1993, all impact fee ordinances shall be subject to the following:

(a) The amount of any such fee shall be a proportional share of municipal capital improvement costs which is reasonably related to the capital needs created by the development, and to the benefits accruing to the development from the capital improvements financed by the fee. Upgrading of existing facilities and infrastructures, the need for which is not created by new development, shall not be paid for by impact fees.

(b) In order for a municipality to adopt an impact fee ordinance, it must have enacted a capital improvements program pursuant to RSA 674:5-7.

(c) Any impact fee shall be accounted for separately, shall be segregated from the municipality's general fund, may be spent upon order of the municipal governing body, shall be exempt from all provisions of RSA 32 relative to limitation and expenditure of town moneys, and shall be used solely for the capital improvements for which it was collected, or to recoup the cost of capital improvements made in anticipation of the needs which the fee was collected to meet.

(d) All impact fees imposed pursuant to this section shall be assessed prior to, or as a condition for, the issuance of a building permit or other appropriate permission to proceed with development. In the interim between assessment and collection, municipalities may require developers to post bonds, issue letters of credit, accept liens, or otherwise provide suitable measures of security so as to guarantee future payment of assessed impact fees. Impact fees shall normally be collected as a condition for the issuance of a certificate of occupancy. The above notwithstanding, in projects where off-site improvements are to be constructed simultaneously with a project's development, and where a municipality has appropriated the necessary funds to cover such portions of the work for which it will be responsible, that municipality may advance the time of collection of the impact fee to the issuance of a building permit. Nothing in this subparagraph shall prevent the municipality and the assessed party from establishing an alternate, mutually acceptable schedule of payment.

(e) The ordinance shall establish reasonable times after which any portion of an impact fee which has not become encumbered or otherwise legally bound to be spent for the purpose for which it was collected shall be refunded, with any accrued interest. Whenever the calculation of an impact fee has been predicated upon some portion of capital improvement costs being borne by the municipality, a refund shall be made upon the failure of the legislative body to appropriate the municipality's share of the capital improvement costs within a reasonable time. The maximum time which shall be considered reasonable hereunder shall be 6 years.

(f) Unless otherwise specified in the ordinance, any decision under an impact fee ordinance may be appealed in the same manner provided by statute for appeals from the officer or board making that decision, as set forth in RSA 676:5, RSA 677:2-14, or RSA 677:15, respectively.

(g) The ordinance may also provide for a waiver process, including the criteria for the granting of such a waiver.

(h) The adoption of a growth management limitation or moratorium by a municipality shall not affect any development with respect to which an impact fee has been paid or assessed as part of the approval for that development.

(i) Neither the adoption of an impact fee ordinance, nor the failure to adopt such an ordinance, shall be deemed to affect existing authority of a planning board over subdivision or site plan review, except to the extent expressly stated in such an ordinance.

VI. (a) In this section, "village plan alternative" means an optional land use control and subdivision regulation to provide a means of promoting a more efficient and cost effective method of land development. The village plan alternative's purpose is to encourage the preservation of open space wherever possible. The village plan alternative subdivision is meant to encourage beneficial consolidation of land development to permit the efficient layout of less costly to maintain roads, utilities, and other public and private infrastructures; to improve the ability of political subdivisions to provide

more rapid and efficient delivery of public safety and school transportation services as community growth occurs; and finally, to provide owners of private property with a method for realizing the inherent development value of their real property in a manner conducive to the creation of substantial benefit to the environment and to the political subdivision's property tax base.

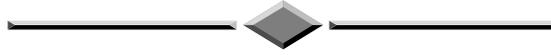
(b) An owner of record wishing to utilize the village plan alternative in the subdivision and development of a parcel of land, by locating the entire density permitted by the existing land use regulations of the political subdivision within which the property is located, on 20 percent or less of the entire parcel available for development, shall provide to the political subdivision within which the property is located, as a condition of approval, a recorded easement reserving the remaining land area of the entire, original lot, solely for agriculture, forestry, and conservation, or for public recreation. The recorded easement shall limit any new construction on the remainder lot to structures associated with farming operations, forest management operations, and conservation uses. Public recreational uses shall be subject to the written approval of those abutters whose property lies within the village plan alternative subdivision portion of the project at the time when such a public use is proposed.

(c) The village plan alternative shall permit the developer or owner to have an expedited subdivision application and approval process wherever land use and subdivision regulations may apply. The submission and approval procedure for a village plan alternative subdivision shall be the same as that for a conventional subdivision. Existing zoning and subdivision regulations relating to emergency access, fire prevention, and public health and safety concerns including any setback requirement for wells, septic systems, or wetland requirement imposed by the department of environmental services shall apply to the developed portion of a village plan alternative subdivision, but lot size regulations and dimensional requirements having to do with frontage and setbacks measured from all new property lot lines, and lot size regulations, as well as density regulations, shall not apply. The total density of development within a village plan alternate subdivision shall not exceed the total potential development density permitted a conventional subdivision of the entire original lot unless provisions contained within the political subdivision's land use regulations provide a basis for increasing the permitted density of development within a village plan alternative subdivision. In no case shall a political subdivision impose lesser density requirements upon a village plan alternative subdivision than the density requirements imposed on a conventional subdivision.

(d) Within a village plan alternative subdivision, the exterior wall construction of buildings shall meet or exceed the requirements for fire-rated construction described by the fire prevention and building codes being enforced by the state of New Hampshire at the date and time the property owner of record files a formal application for subdivision approval with the political subdivision having jurisdiction of the project. Exterior walls and openings of new buildings shall also conform to fire protective provisions of all other building codes in force in the political subdivision. Wherever building code or fire prevention code requirements for exterior wall construction appear to be in conflict, the more stringent building or fire prevention code requirements shall apply.

(e) If the total area of a proposed village plan alternative subdivision including all roadways and improvements does not exceed 20 percent of the total land area of the undeveloped lot, and if the proposed subdivision incorporates the total sum of all proposed development as permitted by local regulation on the undeveloped lot, all existing and future dimensional requirements imposed by local regulation, including lot size, shall not apply to the development.

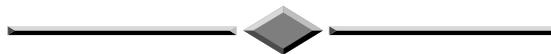
Source. 1983, 447:1. 1988, 149:1, 2. 1991, 283:1, 2. 1992, 42:1. 1994, 278:1, eff. Aug. 5, 1994. 2002, 236:1, 2, eff. July 16, 2002.



APPENDIX B

SUMMARY OF RECOMMENDATIONS

2002 Pelham Master Plan



MASTER PLAN - SUMMARY OF RECOMMENDATIONS

A. POPULATION AND HOUSING

- Conduct a Town buildout analysis using parcel-based Geographic Information System (GIS) technology. The buildout analysis can provide a more accurate estimate of the amount of developable land remaining in the Town. The results of the buildout analysis can be used to predict the level of public services required when the Town is fully developed.
- Using the results of the buildout analysis and the Natural Resources Inventory, conduct a study of the potential need for public water and/or sewer in certain sections of the Town.
- Develop regulatory measures that will facilitate the provision of affordable housing, such as: 1) review and consider revising the Housing for Older Persons Ordinance to further encourage the provision of such housing; 2) review and consider revising the requirements for Accessory Dwelling Units to allow for one-bedroom market rate rental housing; and 3) review and consider revising the zoning ordinance to further encourage the provision of mixed residential/commercial units in the Business Districts.

B. NATURAL RESOURCES

1. Topography

- Consider an amendment to the Zoning Ordinance, subdivision and site plan regulations to adopt a Slope Conservation Overlay District to protect the most severe slopes in Town from unsuitable development. Development of land with slopes greater than fifteen percent should be approached with extreme caution, giving consideration to the problems presented by these slopes. Active use or development of slopes greater than twenty-five percent should be avoided. As these areas are best suited for open space, reserving them for that purpose will minimize the potential for erosion and allow for maximum absorption of surface water run-off thus protecting down-slope residents.

2. Soils

- The Planning Board should continue to consider soil potentials and limitations when reviewing the intensity of development.
- The Town's agricultural lands are recognized as an important and endangered resource with few State or local incentives for keeping viable agricultural lands in production. To protect this valuable resource, the Town should take steps to protect active and idle agricultural lands from development for other uses and create incentives which encourage agricultural lands to be kept in, or returned to, productive farm use. The Trust for New Hampshire Lands Program or the Land and Community Heritage Investment Program may assist the Town in this endeavor.
- New development should be focused in large areas with slopes of less than fifteen percent, giving consideration to the other factors which affect the development suitability of these areas.
- Site Specific Soil Mapping Standards and enforcement actions should continue to be required in the subdivision regulations as a means of verifying actual site conditions, to determine the extent to which development is feasible and to ensure that approved development is constructed according to the approved site and subdivision plans. The non-residential site plan regulations should be reviewed and revised as necessary to require the use of SSSMS.

3. Water Resources

- Land adjacent to surface water resources is restricted from development or strictly monitored in its active use. As these areas are a vital interface between surface and groundwater supplies, they are best suited for open space and have the potential for forming the basis of an open space system serving all developable areas of the community.
- Enforce the Shoreland Protection Act around all great ponds.
- Consideration is given to the protection of surface water and groundwater supplies within the Town's boundaries as they are the life-blood of the community. Groundwater supplies exist which are capable of supporting higher intensities of development. However, these must be protected from contamination in the absence of a municipal waste treatment system.
- Protect existing wetlands and surface waters by amending the Wetlands Ordinance to increase the 50' buffer from the edge of the wetland or surface water. This buffer will protect the natural habitat surrounding wetlands and surface waters that is crucial to the proper functioning of these water resources.
- Continue to implement the Floodplain Overlay Zoning District to reduce losses due to flooding.
- Water supply wells located on till deposits are shallow in depth and very susceptible to land use related contamination (septic systems, fuel storage, fertilizers, road salt, etc.). The Town should consider increasing the setback of future land-uses to these water supply wells.
- Take advantage of the University of New Hampshire's Community Environmental Outreach Program (CEOP)¹ and Natural Resources Senior Projects to continue prime wetland evaluations and designations.
- It is recommended that development of wetland areas continue to be restricted in the future through the Town's Wetland Conservation ordinance. This, combined with active enforcement of State regulations governing the location of septic system and along with the possibility of the Town adopting greater setback distances than the State's minimum, will ensure that these areas may continue to perform the natural functions for which they are best suited.
- Improve the licensing checklist to include the review of the National Pollution Discharge Elimination System permit, especially the facility's Stormwater Pollution Prevention Plan.
- Enforce licensing requirements of all junkyard facilities.
- Prepare a stormwater management plan that addresses the 6 minimum controls outlined under the EPA's Phase II Stormwater Regulations.
- Pursue further protection measures through the Department of Environmental Services.

4. Forests and Wildlife

- Utilize the Forestland Evaluation and Site Assessment (FLESA)² for future forest planning and components of the program on all Town owned lands.
- Maintain 50 foot undisturbed, shady buffer around vernal pools and 100 foot buffer on property lines abutting forests and all surface waters.
- Consider legal easements on all Town Forests to preserve the land for recreation and permanent protection.

¹ <http://ceinfo.unh.edu/Water/Documents/WRcomcon.htm>

² North Country and Southern New Hampshire Resource Conservation and Development Area Councils, *Planning for the Future of Local Forests*, 2001.

- Inventory all existing trails using Geographic Positioning System (GPS) and create a trail system map signage for all Town forests.
- Initiate a long-term insect monitoring plan for Hemlock Woolly Adelgid, weevils, and others.
- Take advantage of the University of New Hampshire's Community Environmental Outreach Program (CEOP) and Natural Resources Senior Projects for a plant biodiversity survey. These are inexpensive programs and the range of possible projects is limited only by the needs of the community and the availability of students to match those needs.

5. Conservation

- Pursue the fee purchase, purchase of development rights or other conservation measures to protect the remaining open space properties. Legal easements should be placed on all conservation properties.
- Allocate 100% of the Land Use Change tax to the Conservation Fund to help contribute towards increasing the number of protected open space parcels and provide matching funds for potential funding sources.
- Farm protection should be pursued for existing or undeveloped lands with Prime or State designated soils.
- Establish a Capital Reserve Fund to raise funds for land protection.
- The Conservation Commission and interested citizens should consider participating in the "Keeping Track" Program. This program uses animal tracks to identify habitats and feeding grounds in a systematic manner for a variety of animals. The information gained can be the start of an inventory and a monitoring system of prime habitats for future conservation.
- Take advantage of the University of New Hampshire's Community Environmental Outreach Program (CEOP) and Natural Resources Senior Projects. These are inexpensive programs and the range of possible projects is limited only by the needs of the community and the availability of students to match those needs.
- The Pelham Fish and Game land, the golf course, Camp Runnels and the watershed of the pond, the Little Island Pond Prime Wetland and the surrounding uplands along with the Peabody Town Forest and the surrounding lands with powerline easements should be recognized as a greenway corridor and expanded so that movement of wildlife can continue to the Dracut line.

C. TRANSPORTATION

- The Town should conduct a townwide traffic study immediately to look at future transportation and traffic issues in the community in detail. Specific recommendations should be developed that could be implemented over the course of time to address the anticipated conditions. The Town should then budget for these improvements in its Capital Improvement Program and undertake a systematic transportation system improvement program
- The Town should develop a town-wide hiking and walking trail system utilizing Class VI roads and Town Center sidewalks.
- New roads in the Town should be local roads in function and classification, limited to providing access to adjacent parcels in subdivisions.
- The Town should employ access management techniques for the purpose of preserving roadway capacity and ensuring safe movement for vehicles entering and exiting curb cuts and side roads. Access management techniques that should be pursued include

implementing minimum driveway separation distances based on roadway speed and entering into a Memorandum of Understanding with the NH DOT.

- The Town should re-assess existing site plan, subdivision and zoning requirements based on recommendations included in NRPC, Non-Residential Development Community Character Guidelines and Compatibility Guidelines for the Town of Pelham. Any revisions based on these site design guidelines could also enhance the access management goals.
- The Town should update its Road Surface Management System study as soon as possible and every five years hence in order to plan for future road maintenance and reduce the future cost of extensive repairs to deteriorated roadways.
- The Town should utilize traffic calming measures and roundabouts where appropriate based on traffic flow and right of way constraints to channelize and control traffic through neighborhoods and the Town Center.
- The Town should request that the NH DOT consider design options for the NH38/Old Gage Hill Road N. intersection in order to ensure traffic safety. In addition, the Town should monitor the accident rate at the recently redesigned NH128/Keyes Hill Road/Tallant Road intersection to ensure that improvements are successful in reducing accidents.
- The Town should conduct a Buildout Analysis by TAZ using the NRPC's parcel-based Geographic Information System technology.
- The Town should participate in the Greater Derry Greater Salem Regional Transit Council (GDGSRTC) in order to increase public transportation options those who cannot afford it or are unable to meet their own transportation needs due to physical disability or infirmity.
- The Planning Board should maintain close contact with the State of NH to ensure ample opportunity for public and Town input regarding any planned changes to state roads within Pelham or feeding traffic into Town.

D. COMMUNITY FACILITIES

1. Town Hall

- Construct and maintain the new Town Hall facility as approved by voters in 2002 and expand into the shell space as needed to serve population growth through the planning period.

2. Library

- Construct and maintain the new library as approved by voters in 2002.
- Reserve land adjacent to the new library for possible future expansion.
- Retain and continue to utilize the former historic library building for public use in keeping with deed restrictions on the property.

3. Police Department

- Construct and maintain the new police facility as approved by voters in 2002 and expand into the shell space as needed to serve population growth.

4. Fire Department

- Continue planning for new sub-station(s) and an expansion or replacement of the existing fire station in order to limit response times and provide adequate space for additional fire fighters.
- Continue to use impact fees as a source of revenue for new Fire Department facilities.

5. Parks and Recreation

- Perform an in-depth facility study of recreation needs to serve the existing and projected population.
- Complete and implement a Parks and Recreation Department Long Range Plan.
- Continue planning for the design and construction of new recreation facilities based on the results of the study.
- Consider using impact fees as a source of revenue for new recreation facilities.

6. Solid Waste

- Continue to encourage the use of recycling as a method of limiting the cost of transfer station facilities.

7. Highway Department

- Continue planning for the design and construction of a new highway department garage.
- Consider a new location for Highway Department offices.

8. Schools

- Conduct a study of the potential to provide public kindergarten.
- Continue to plan for, design and construct additional middle and high school facilities based on NH Department of Education standards to meet the needs of the current and projected enrollment.
- Implement recommendations of the high school systems study.

9. Water Supply

- Consider updating and/or expanding existing water studies to determine whether groundwater supplies remain of a quality and quantity suitable for a public water source.
- Consider conducting a survey of underground storage tanks with capacities below 1,100 gallons.

10. Sewer

- Consider further study of municipal sewer system if demand is generated.

11. Cultural/Recreation Center

- Conduct a study of the feasibility of developing a community cultural/recreation center.
- A volunteer non-profit organization, perhaps a Pelham Arts Council, could be established to foster the arts as a vital component of Pelham's community fabric. This council could also provide guidance in the design and management of a future cultural/recreation center to ensure adequate facilities for arts programs in addition to sports and entertainment facilities

12. Re-Use of Old Buildings

- Conduct a study to determine the most appropriate re-use of the former library, Town Hall and Town Hall annex buildings.

13. Historic Resources

- Conduct a comprehensive townwide historic resources survey using a Geographic Information System. Information should be updated periodically to indicate changes to buildings, including remodeling, fire, demolition or changes to surroundings.
- The Town should continue to encourage the protection, enhancement and rehabilitation of significant architectural and historic resources such as the Town Hall, Library, Butler Monument, Town Common and cemeteries. Any building changes, site improvement or other alteration (especially to town owned buildings) should respect the historical qualities of the structure.
- The Town should consider the establishment of a heritage commission to encourage the protection and appropriate use of Pelham's cultural and esthetics as well as historic resources. Attention in particular, should be focused on Town Center.
- Historical interest and pride should be promoted in a variety of ways including:
 - photographs and exhibits in public places;
 - markers and dates at historic structures;
 - brochures describing local history;
 - tours of historic structures and sites;
 - local history courses in the school curriculum;
 - oral history projects; and
 - support of the Pelham Historical Society.
- Copies of literature from the State Historic Preservation Office regarding appropriate rehabilitation techniques should be placed on file in the Town Hall and made available by the Historical Society to encourage the sensitive rehabilitation/renovation of older homes and buildings.
- Encourage National and State Register listing for eligible local structures, including appropriate private residences and the former Library building.
- Continue to locate, identify, catalogue, preserve and protect Town records, documents, manuscripts and artifacts and provide a suitable and safe repository for them. Early handwritten records should be reproduced (transcribed or microfilmed but not photocopied) and copies kept in more than one location. Make collected historical information (in a protected environment) accessible to Town residents and future generations.
- Encourage the use of innovative land use controls including cluster development and partial development to conserve open space and minimize the visual impact of new development on significant historic areas, open space and scenic views.
- Consider the creation of a local Historic District for the Town Center.
- Strengthen incentives for historic preservation in the zoning ordinance and site plan and subdivision regulations, including the adoption of an "open space development" ordinance.
- Consider the adoption of a Scenic Road ordinance, per RSA 231:157, in order to help preserve the scenic and historic qualities of Pelham's rural roads.
- Investigate protection measures for Pelham's Class VI roads, which were often the location of historic development, and which today can serve as recreational trails for Pelham's citizens. The stone walls, cellar holes, and large trees that are often located along these Class VI road should be safeguarded from destruction or removal.

- Consider the acquisition of available, significant property for conservation and preservation purposes in limited but critical cases.
- Promote the donation of easements by historic property owners to a designated authority such as the conservation commission, or established land trust such as the Society for the Protection of New Hampshire Forests.
- Encourage archaeological investigation/documentation in Pelham including historic and prehistoric sites and cemeteries.
- Promote the work of the Town cemetery trustees and the preservation and protection of the Town's historic graveyards and private burying grounds including retention of the natural vegetation, preservation of the dry laid stonewalls and retention of the small stones used as footstones and children's headstones.
- Promote the collection, preservation and protection of oral histories and early photographs and encourage the continued recording of townspeople and structures for permanent reference.

E. FUTURE LAND USE

1. Natural Resource Protection

- Actively pursue the permanent protection those land areas in Pelham that exhibit two or more of the following resources: steep slopes, large forest blocks, surface water resources, ground water resources, soils with high limitations for septic systems and/or agricultural

2. Town Center

- Continue to permit institutional uses in the Residential Zoning District to allow for mixed uses while protecting residential amenities.
- Continue to locate additional community facilities in the town center, when appropriate.
- Protect historically significant buildings within the town center through sensitive redevelopment.
- Pursue a double-lane roundabout or other traffic control measure for the NH 111A/Nashua Road/Old Bridge Street intersection to reduce traffic delay and improve traffic, pedestrian and bicycle safety.

3. Residential Development

- Consider amending the Residential District of the Zoning Ordinance to allow for lower densities in areas of undeveloped land with significant natural resources while increasing the density in areas with fewer development constraints.
- Consider committing to and implementing a system of transfer of development rights.

4. Commercial Development

- Update to the 1991 Route 38 Corridor Study to include access management techniques and best practices in vehicle, bicycle and pedestrian circulation, urban design and stormwater management.

- Further implement the Compatibility Guidelines for the Town of Pelham 3 and apply the guidelines to all new commercial development and redevelopment.
- Consider amending the sign ordinance to improve the aesthetics of commercial development. Consider a requirement that signs must be compatible with architectural treatments and prohibit the use of moving, flashing or electronic changing signs.
- Consider amending the Zoning Ordinance to allow for shared parking and shared access where appropriate.

5. Industrial Development

- Continue to implement the provisions of the Industrial Zoning Districts.

#255-9 - Excerpt from 2002 Pelham Master Plan

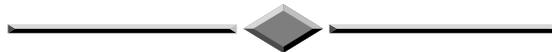
³ NRPC, *Compatibility Guidelines for the Town of Pelham, NH*, June 15, 1999.



APPENDIX C

PELHAM CIP PROGRAM

Capital Project Worksheet and Submission Form



Town of Pelham
 Capital Improvements Plan
 2005-2011
 Appendix C

F. TOWN OF PELHAM CAPITAL IMPROVEMENT PLAN PROJECT WORKSHEET

Priority ranking _____ Year First Scheduled _____ Year needed _____

Department _____ Department Priority ____ of ____ projects Date of this submission _____

Type of Project:
 (check one) **Primary purpose of project is to:**

Replace or repair existing facilities or equipment

Improve quality of existing facilities or equipment

Expand capacity of existing service level/facility

Provide new facility or service capability

Service Area of Project Impact:
 (check one)

Region Business District

Municipality Neighborhood

School District Street

_____ District Other Area

Project Description:

Project Rationale:

Removes imminent threat to public health or safety

Alleviates substandard conditions or deficiencies

Responds to federal or State requirement for implementation

Improves the quality of existing services

Provides added capacity to serve growth

Reduces long-term operating costs

Provides an incentive to economic development

Eligible for matching funds available until _____

Narrative Justification:

(Attach all backup material if possible)

a. Cost Estimate:	Capital Costs	Impact on Operating & Maintenance
(Itemize as Necessary)		
	Dollar Amount (in current \$)	Costs or Personnel Needs
\$ _____	Planning/feasibility analysis	<input checked="" type="checkbox"/> <i>Increases personnel requirements</i>
_____	Architecture & engineering fees	<input type="checkbox"/> Increases O & M costs
_____	Real Estate acquisition	<input type="checkbox"/> Reduces personnel requirements
_____	Site preparation	<input type="checkbox"/> Reduces O & M costs
_____	Construction	
_____	Furnishings & equipment	Dollar Cost of Impacts if known:
_____	Vehicles and capital equipment	(+) \$ _____ annually
		(-) \$ _____ annually
\$ _____	Total project cost	Estimated useful life is ____ years

Sources of Funding:

Grant from: _____ \$ _____ show type

Loan from: _____ \$ _____ show type

Donation/bequest/private _____

User charge or fee _____

Capital reserve withdrawal _____

Impact fee account _____

Warrant article _____

Current revenue _____

General obligation bond _____

Revenue bond _____

Special assessment _____

Form Prepared by:

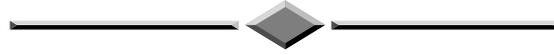
(Signature)

(Title)

(Department/Agency)

(Date prepared)

Total Project Cost \$ _____



APPENDIX D

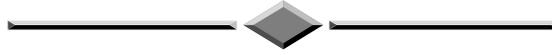
PELHAM CIP PROGRAM

Schedule of CIP Projects, 2005-2011, Annual Costs and Revenues



INSERT EXCEL SPREADSHEETS 11x17 or (8. X 14)

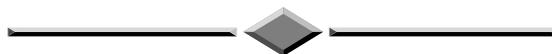
SEE FILENAME #255E-26 Pelham 2005-2011 CIP Spreadsheet



APPENDIX E

PELHAM CIP PROGRAM

Pelham School District 10 Year Bond Schedule New Elementary School



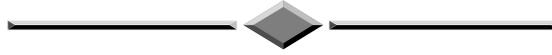
Pelham School District

10 Year Bond Schedule

Bond: \$10,373,000.

Interest rate: 5.0%

YEAR	PRINCIPAL	BOND AMT. REMAINING	INTEREST	TOTAL COST	STATE AID 30%	IMPACT FEES	DISTRICT COST
2000-01			\$322,716	\$322,716	\$312,000	\$119,973	\$322,716
2001-02	\$1,040,000	\$10,373,000	\$492,650	\$1,532,650	\$312,000	\$119,973	\$1,100,677
2002-03	\$1,040,000	\$9,333,000	\$440,650	\$1,480,650	\$312,000	\$119,973	\$1,048,667
2003-04	\$1,040,000	\$8,293,000	\$388,650	\$1,428,650	\$312,000	\$119,973	\$996,677
2004-05	\$1,040,000	\$7,253,000	\$336,650	\$1,376,650	\$312,000	\$119,973	\$944,677
2005-06	\$1,040,000	\$6,213,000	\$284,650	\$1,324,650	\$310,500	\$119,973	\$892,677
2006-07	\$1,035,000	\$5,173,000	\$232,775	\$1,267,775	\$310,500	\$119,973	\$837,302
2007-08	\$1,035,000	\$4,138,000	\$181,025	\$1,216,025	\$310,500	\$119,973	\$785,552
2008-09	\$1,035,000	\$3,103,000	\$129,275	\$1,164,275	\$310,500	\$119,973	\$733,802
2009-10	\$1,035,000	\$2,068,000	\$77,525	\$1,112,525	\$310,500	\$119,973	\$682,052
2010-11	\$1,033,000	\$1,033,000	\$25,825	\$1,058,825	\$309,900	\$119,973	\$628,952
TOTALS	\$10,373,000	\$0	\$2,912,391	\$13,285,391	\$3,111,900	\$1,079,757	\$8,344,809



APPENDIX F

PELHAM CIP PROGRAM

Pelham Municipal Facilities 20 Year Bond Schedule



Pelham Municipal Facilities

20 Year Bond Schedule

Bond: \$5,597,383.

Interest rate: 3.15 to 5.00 (Adjustable Rate)

YEAR	PRINCIPAL	BOND AMT. REMAINING	INTEREST	TOTAL COST	STATE AID	IMPACT FEES	DISTRICT COST
2003-04*	277,383	5,597,383	212,161	489,544	N/A	N/A	N/A
2004-05	280,000	5,320,020	203,840	483,840	N/A	N/A	N/A
2005-06	280,000	5,040,020	195,440	475,440	N/A	N/A	N/A
2006-07	280,000	4,760,020	187,040	467,040	N/A	N/A	N/A
2007-08	280,000	4,480,020	178,640	458,640	N/A	N/A	N/A
2008-09	280,000	4,200,020	170,240	450,240	N/A	N/A	N/A
2009-10	280,000	3,920,020	161,140	441,140	N/A	N/A	N/A
2010-11	280,000	3,640,020	151,340	431,340	N/A	N/A	N/A
2011-12	280,000	3,360,020	141,540	421,540	N/A	N/A	N/A
2012-13	280,000	3,080,020	131,040	411,040	N/A	N/A	N/A
2013-14	280,000	2,800,020	120,540	400,540	N/A	N/A	N/A
2014-15	280,000	2,520,020	109,340	389,340	N/A	N/A	N/A
2015-16	280,000	2,240,020	98,140	378,140	N/A	N/A	N/A
2014-15	280,000	1,960,020	86,940	366,940	N/A	N/A	N/A
2016-17	280,000	1,680,020	75,460	355,460	N/A	N/A	N/A
2017-18	280,000	1,400,020	63,560	343,560	N/A	N/A	N/A
2018-19	280,000	1,120,020	51,520	331,520	N/A	N/A	N/A
2019-20	280,000	840,020	39,200	319,200	N/A	N/A	N/A
2020-21	280,000	560,020	26,600	306,600	N/A	N/A	N/A
2021-22	280,000	280,020	13,300	293,300	N/A	N/A	N/A
TOTALS	5,597,383	0	2,417,021	8,014,414	N/A	N/A	N/A

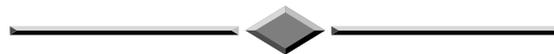
* - 2003 is scheduled the beginning year of the Municipal Bond payments. Table 3, I, B, Pg. 6



APPENDIX G

PELHAM CIP PROGRAM

(Reserved)



Town of Pelham
Capital Improvements Plan
2005-2011
Appendix G

(Reserved)

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