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**CAPITAL IMPROVEMENTS PLAN**

**2017 - 2023**

**Adopted by the Pelham Planning Board on August 15, 2016**

**Prepared by the Pelham Capital Improvements Plan Committee:**

Peter McNamara, Chair  
Hal Lynde, Selectmen's Representative  
Paddy Culbert, Planning Board Member  
Bob Sherman, Budget Committee Member  
David Wilkerson, School Board Member  
Jeff Gowan, Planning Director

**Pelham Planning Board:**

Peter McNamara, Chairman  
Roger Montbleau, Vice Chairman  
Paul Dadak, Secretary  
Bill McDevitt, Selectmen's Representative  
Jason Croteau, Member  
Tim Doherty, Member  
Joseph Passamonte, Member  
Paddy Culbert, Alternate Member  
Mike Sherman, Alternate Member  
Robert Malloy, Alternate Member  
Richard Olsen, Alternate Member  
Jeff Gowan, Planning Director  
Charity Landry, Recording Secretary

*With Assistance from:*



**Nashua Regional Planning Commission**

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## PELHAM CAPITAL IMPROVEMENTS PLAN 2017-2023

### 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 based on current and expected population increases and the citizen's use of public services. A CIP is a multi-year schedule that programs a series of municipal projects and their associated costs. Over the seven-year period considered by the CIP, the plan shows how the Town should maintain, expand and renovate facilities and services as needed to meet the growing demands of existing as well as new residents and businesses.

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

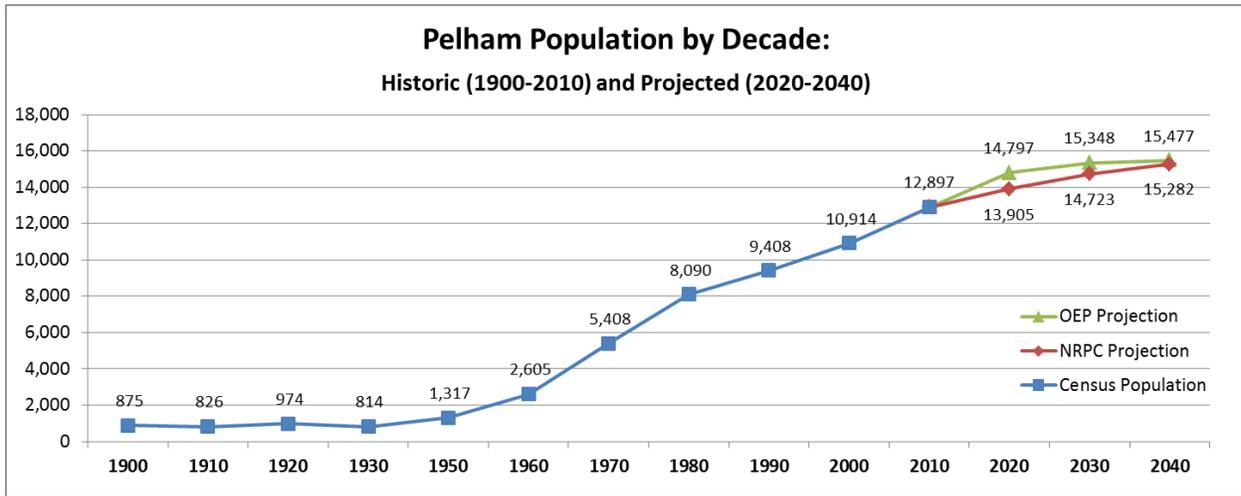
- To provide the Town of Pelham with a guide to be used by the Budget Committee, Board of Selectman, and School Board for their annual budgeting process (RSA 674:5-8);
- To provide a forward looking planning tool for the purpose of contributing to the creation of a stable real property tax rate;
- To 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;
- To provide a necessary legal basis for the development and proper administration of the Town's impact fee system (RSA 674:21.V.(b)).

The NH Office of Energy and Planning (NHOEP) estimated population of Pelham in 2015 is 13,117, with an estimated density of 499.08 persons per square mile, up from 497.7 in 2013. 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 2010 Census lists Pelham's population at 12,897. (Table 1, Figure 1). From 1980 to 2000, the rate of growth abated slightly with a notable decrease in the growth rate since 2000. Both the population projections released by NHOEP in 2013 and those conducted by NRPC at the same time, forecast a significantly slower growth rate than in previous decades, with the NRPC figures slightly lower than those prepared by NHOEP. The NRPC projections show that Pelham continues to grow, with a projected population of 15,282 persons by 2040. This is an average of 80 persons per year over the 30-year projection period, or an annualized growth rate of 0.6 percent.

Narrowing in on projected population by age cohort, as shown in Figure 2, like many communities in the State and region, Pelham is forecast to see a decline in the number of children under age 20 between 2010 and 2040. This decrease is estimated to total 241 persons, a change of -6.6 percent. The adult population up to age 64 is projected to remain nearly constant, losing about 42 people, a -0.5 percent change, from 2010 to 2040. All projected growth is in the Town's population age 65+ that is anticipated to grow by 2,667 persons, a 2 percent change.

The NRPC "Region-Wide Buildout Impact Analysis," October 2005, estimates a population at buildout of 24,185 based on zoning current at that time.

FIGURE 1: POPULATION BY DECADE



Sources: U.S. Census, NRPC, and New Hampshire Office of Energy and Planning

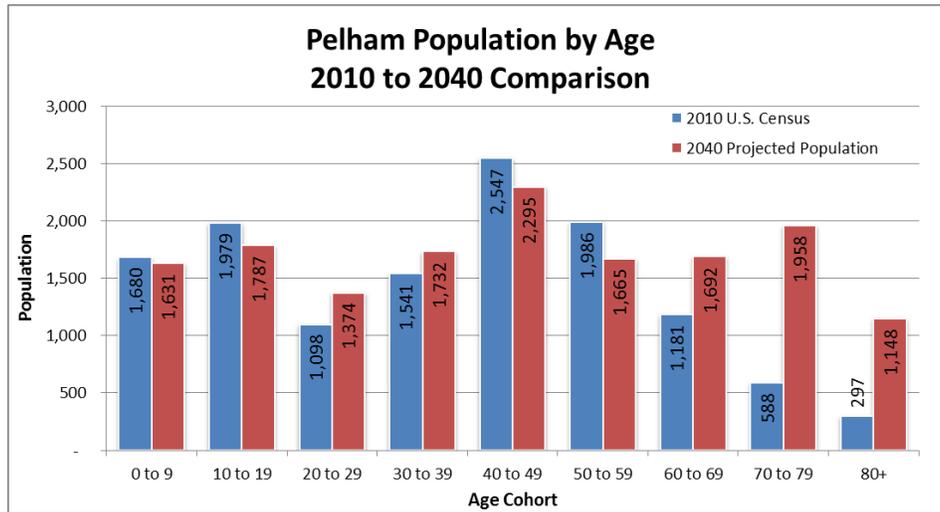
TABLE 1: HISTORIC POPULATION AND FUTURE PROJECTIONS

Historical U.S. Census Population			OEP Population Estimates		
Year	Population	Annual GR	Year	Population	Annual GR
1900	875		2011	12,894	0.0%
1910	826	-0.6%	2012	12,898	0.0%
1920	974	1.7%	2013	12,970	0.6%
1930	814	-1.8%	2014	13,069	0.8%
1940	979	1.9%	2015	13,117	0.4%
1950	1,317	3.0%	NRPC Projections		
1960	2,605	7.1%	Year	Population	Annual GR
1970	5,408	7.6%	2020	13,905	1.2%
1980	8,090	4.1%	2025	14,357	0.6%
1990	9,408	1.5%	2030	14,723	0.5%
2000	10,914	1.5%	2035	15,063	0.5%
2010	12,897	1.7%	2040	15,282	0.3%

Annual GR: Annualized Growth Rate

Sources: U.S. Census Bureau, NRPC, NH Office of Energy and Planning

FIGURE 2: POPULATION BY AGE



Sources: U.S. Census, and NRPC

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 C). It is the Committee's intention that this report reflects the capital needs of the Town of Pelham for the years 2016 to 2022 and offers critical guidance and practical recommendations to the Board of Selectmen, Budget Committee, School Board, Department Heads and residents of the Town as an integral part of the annual budgeting process.

Information was submitted to the Committee from all Town Departments, Boards and Committees, which helped form the basis of this document. Although this CIP spans a seven (7) year period, the CIP should be updated every year to reflect changing demands, new needs, and routine assessment of priorities and costs. 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 of that year an impact fee schedule was approved to fund a portion of the cost to construct a new elementary school. In late 2005 the Pelham Planning Board rewrote the Impact Fee Ordinance in order to take advantage of the updates recently done by the Legislature regarding impact fees. The voters adopted the town's new impact fee ordinance in March of 2006.

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. In addition, impact fees collected must be properly used within six years, or the Town must refund unused funds and accrued interest to the developer(s) who paid them.

**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 \$75,000 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. The CIP Committee feels items less

than \$75,000 should be placed in the operating budget in order to focus on the more critical needs identified as community development goals. Operating expenditures for personnel and other general costs are not capital items and therefore are not included in this plan. 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 2016 to 2022 CIP schedule is provided below. Starting dates are not necessarily provided for deferred projects or those categorized as needing research. Typically deferred projects are not placed on the seven (7) year schedule because of the following:

- 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 CIP Plan, is required by state statute to identify the needs, costs, and scheduling of capital projects, in the most efficient 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 and equipment improvements in the next few years including bridge repairs, new airpucks for the Fire Department and a new animal control shelter. All of these fall within the scope of this seven (7)-year Capital Improvement Plan. The Animal Control Shelter will be funded through a one-time allocation and is currently programmed for 2017. Willow Street Bridge requires significant upgrades as well as additional research at this point in time. In 2015 voters approved a ballot for the 20% local match for engineering of the Willow Street Bridge. Accurately projecting the impacts of so many important and costly items continues to make the actual impact of these projects a "best guess" scenario until final voter approval is forthcoming. The CIP Committee has tried to estimate, as closely as possible, what these impacts will be if funded in the year scheduled.

## **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 and highway department 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. A more detailed description of each financing method is provided below.

**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 percentage of matching funds prior to receiving these Federal or State dollars. An example is State bridge aid where the town needs to raise their 20% matching share prior to applying for the State 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 for Pelham residents based on the number of current vehicles and equipment owned by the town along with additional 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 replacements 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 from which they were collected. The town has adopted an impact fee ordinance.

Other financing methods available to us for funding projects include gifts, grants and matching funds from any source. All of these can be used to offset the cost of Capital Improvement projects. The CIP recommends that all Department Heads, the School Board and the Board of Selectmen research and use these methods whenever available in order to lessen the burden on taxpayers as much as possible even though they will play a less important role in the overall funding of needed projects.

In addition, if there are instances where fiscal resources from outside the community have been committed to help finance a local capital project, 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 and committee chairs, 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 B. Following submission of written worksheets and supporting documentation for proposed capital projects, department heads or committee chairs are occasionally asked to come before the CIP Committee to answer questions and provide any additional information necessary to explain their capital requests and priority ranking. This “one-on-one” discussion provides an opportunity to explain how capital requests meet community development goals. It also provides department heads, committee chairs and the CIP Committee an opportunity to look at alternative approaches available to fund or meet capital needs that will maximize the value of the Town’s expenditures for capital improvements while maintaining as level a tax rate as possible over the seven (7) year CIP period.

### D. PRIORITY SYSTEM

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

<b>“U”--Urgent</b>	Cannot be delayed. Needed for health or safety.
<b>“C”--Committed</b>	Part of an existing contractual agreement or otherwise legally required.
<b>“N”--Necessary</b>	Needed to maintain existing level and quality of community services.
<b>“D”--Desirable</b>	Needed to improve quality or level of services.
<b>“F”--Deferrable</b>	Can be placed on hold until after 7-year period, but supports community development goals.
<b>“R”--Research</b>	Pending results of ongoing research, planning, and coordination. The project may be important, but the CIP Committee lacks all the information to make a definitive decision.
<b>“I”--Inconsistent</b>	Conflicts with an alternative project/solution recommended by the CIP. The project is contrary to land use planning or established community development goals.

Table 2 contains the projects classified by town specific departments as well as the School Department, considered by the Committee in 2016. The information in Table 2 represents all requests for capital projects submitted by each municipal division to the CIP Committee in 2016. The ‘CIP Committee Priority Recommendations’ in the column to the far right describes the rank assigned by the CIP Committee within the seven categories of relative project priority.

**TABLE 2: SUMMARY OF PROJECTS REQUESTED 2016 DATA**

ID	Department/Project	Cost Without Debt/Revenue	Starting Year	Financing Method Recommended	CIP Committee Priority Recommendations								
					U	C	N	D	F	R	I		
	<i>Starting Year and Priority Recommendations based on Dept. &amp; C.I.P. Committee Review Process</i>												
<b>I.</b>	<b>ADMIN./GEN. GOVERNMENT</b>												
A	Municipal Building			Appropriation – Ballot		C							
B	• 20-Year Bond /Bank Note 2002-2022	\$1,949,640	2002	Bond Schedule		C							
C	• Town Building Emergency Repair Capital Reserve	\$81,932	Existing			C							
D	New Meeting Room	\$150,000	2018	Fund Balance				D				R	
E	Police Department Roof	\$250,000	2017	3 Year - \$100,00 in years 1 and 2, \$50,000 year 3			N					R	
<b>II.</b>	<b>POLICE DEPARTMENT</b>												
A	Animal Control Shelter	\$414,991	2018	1-Year Appropriation			N					R	
B	Police Department Radio System	\$85,000	2019	1-Year Appropriation			N						
<b>III.</b>	<b>FIRE DEPARTMENT</b>												
A	Replace Ambulance 1	\$215,000	2017	1-Year Appropriation			N						
	• Capital Reserve Withdrawal	(\$215,000)		Offset Appropriation									
B	Replace Engine 1	\$580,000	2018	1-Year Appropriation			N						
C	Fire Department Radio System	\$110,000	2019	1-Year Appropriation			N						
<b>IV.</b>	<b>HIGHWAY DEPARTMENT</b>												
A	2017 4x4 Backhoe	\$128,000	2017	1-Year Appropriation	U								
B	2018 Highway Maintenance Garage	TBD	2018	TBD			N					R	
C	2018 Trackless MT7 Sidewalk Tractor	\$168,000	2018	1-Year Appropriation			N						
D	2018 66,000 GVW 10-Wheel Dump Truck	\$216,000	2018	1-Year Appropriation			N						
E	2017 3.5-Yard 4-Wheel Drive Loader	\$172,000	2017	1-Year Appropriation			N						
F	2020 Willow Street Bridge	\$2,657,500	2015	State Aid Bridge, Capital Reserve Withdrawal, Appropriation		C							
<b>V.</b>	<b>SOLID WASTE DISPOSAL</b>												
	No CIP needs at this time												
<b>VI.</b>	<b>PARKS AND RECREATION</b>												
A	Turf Field	\$875,000	2019	TBD/Grant				D				R	
<b>VII.</b>	<b>LIBRARY</b>												
	No CIP needs at this time												
<b>VIII.</b>	<b>CEMETERY</b>												
	No CIP needs at this time												
<b>IX.</b>	<b>SENIOR CENTER</b>												
A	No CIP needs at this time												
<b>X.</b>	<b>PELHAM SCHOOL DISTRICT</b>												
A	Pelham High School Addition					C							
B	• 20-Year Bond/Bank Note 2015-2034	\$12,198,775	2015	Bond		C							
D	PES Roof	\$350,000	2017	1-Year Appropriation	U								
E	Memorial School Septic System	\$75,000	2018	1-Year Appropriation			N						
F	Security Upgrades	TBD	2017	1-Year Appropriation	U							R	

**E. LISTING AND DISCUSSION OF PROJECTS BY RECOMMENDED PRIORITY**

**“U”--Urgent: Cannot be delayed. Needed for health or safety.**

- III. A. **Replacement of Ambulance 1 – 2017.** Ambulance 1 is a 2009 Horton ambulance on a GMC Chassis in need of replacement. GMC no longer manufactures the chassis and there are no current replacements from GMC. This vehicle will be 9 years old when it is replaced since an order in 2017 would be received in 2018. The department has developed a replacement schedule for our ambulances every 9 years. This allows vehicles to be the primary response vehicle for between 4-5 years and then moved to the backup position for the remainder of its useful life. The cost will be \$215,000, offset by \$215,000 to be withdrawn from the Ambulance Fund.
- III. A. **Ambulance Fund - Ongoing.** 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.
- IV. A. **Highway Department 4x4 Backhoe - 2017.** Purchase a new 4x4 backhoe to replace one put into service on July 8, 2004. This new backhoe will be used as the front line machine. The cost of this project will be \$128,000.
- X. C. **PES Roof – 2017.** Replacement of shingled portion of roof at Pelham Elementary School. The existing roof as it stands today is showing signs of wear indicating the end of its useful life is approaching. Leaving the roof in its current condition will ultimately result in multiple leaks, potential mold, structural damages, higher insurance premiums and an increase in maintenance costs. The flat area of the roof seems to be in good shape and does not require replacement at this point in time. The total cost of this project is \$350,000.
- X. E. **School District Security Upgrades - 2017.** The NH Office of Homeland Security conducted a security audit at both PES, PMS, and on the PHS project to give recommendations or increased security measures to ensure safety of students, staff, and visitors. This report contains recommendations to improve the safety of both schools as recommended by the Office of Homeland Security. The upgrades follow along with these recommendations and include modifications to the entrances at both PES and PMS to facilitate a safer and more controlled access plan for each school. Doing so will require a reconfiguration of the front of PMS. Port One Architects are creating the architectural design and Bonnette, Page and Stone will prepare the cost estimate.

**“C”--Committed: Part of an existing contractual agreement or otherwise legally required.**

- I. A. **Municipal Building / Library – Appropriation by Ballot.** Voters approved the conversion of the Ernest G. Sherburne School into a combined municipal facility in 2003. 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 three (3) acre Town Green.

- I. B. **Bond Bank Note (Private) – 2002-2022.** Voters approved a 20-year bond for conversion of the Ernest G. Sherburne School into a combined municipal facility in 2003. A new library was built on the Mills property. The town opted for a private institution for favorable rates.
  
- I. C. **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.
  
- IV. F. **Willow Street Bridge – 2020.** Voters approved a 2015 Warrant article appropriating \$2,657,500 for the purpose of design engineering, permitting, and replacement of the Willow Street Bridge. Of the \$2,657,500 appropriation, up to \$2,126,000 will come from New Hampshire Department of Transportation State Bridge Aid, \$74,804 from the existing Willow Street Bridge Capital Reserve Fund, \$175,000 from the existing 2013 Willow Street Bridge Warrant Article and \$281,696 from general taxation. The New Hampshire State Dept. of Transportation (NHDOT) has scheduled this work for 2020 but has given some assurances if Pelham raises the funds now they will reimburse the Town sooner thus getting the project completed earlier than currently scheduled.
  
- X. A. **Pelham High School Addition – 2015.** In March of 2014 Pelham voters approved a new high school addition and renovation of existing space at the current High School location. The total project cost of \$ 20,000,000 is contractually obligated utilizing a 20 year bond for financing. Construction began in September, 2014 with planned project completion in 2016.
  
- X. B. **Bond Bank Note (Private) – 2015-2034.** High school addition and renovation of existing space at the current High School location. The town opted for a private institution for favorable rates.

**“N”--Necessary: Needed to maintain basic level and quality of community services.**

- I. E. **Police Department Roof – 2019.** Replacement of the roof on the police department. Remove and replace existing roof with new material. The total project cost is \$250,000.
  
- II. A. **Animal Control Shelter - 2018.** The current animal control facility is at least 35 years old. Due to its age, numerous key systems have failed or are on the brink of failure. Many of these systems are substandard to begin with and highly inefficient including HVAC, roofing, fencing, electrical and water. The shelter also does not currently include any type of bathroom facilities for staff or volunteers let alone visitors.

Furthermore, the shelter does not meet contemporary standards or size for proper sheltering of animals. This project also has a CIP Committee Priority Ranking of R, as additional research must be completed to address this need.

- II.B. **Police Department Radio System – 2019.** In 2019 Motorola communications will no longer be serving the fire department’s repeaters and receivers because Motorola has declared the product line EOL (end of life). The police department currently has two transmitters and two receivers. This equipment provides the transmitting and receiving capabilities of the police department radio system. Replacing the components one at a time over several years is not feasible because in 2019 the age of the current equipment will not be compatible with the current infrastructure that is on the market. The total cost of this project is \$85,000.
  
- III. B. **Replacement Engine 1 – 2018.** The scheduled replacement of the Engine 1 in 2018, with the cost of \$580,000. Engine 1 will be 22 years old if replaced in 2018. The vehicle was purchased without stainless steel piping which has caused significant corrosion issues. Pipes have already corroded and were replaced. In addition, there have been numerous recurring electrical issues and corrosion to the vehicle body and there are currently issues with the pump gear housing. Increased maintenance costs are anticipated.
  
- III. C. **Fire Department Radio System – 2019.** In 2019 Motorola communications will no longer be serving the fire department’s repeaters and receivers because Motorola has declared the product line EOL (end of life). The fire department currently has three repeaters and one receiver. This equipment provides the transmitting and receiving capabilities of the fire department radio system. Replacing the components one at a time over several years is not feasible because in 2019 the age of the current equipment will not be compatible with the current infrastructure that is on the market. The total cost of this project is \$110,000.
  
- IV. B. **Highway Maintenance and Storage Garage - 2018.** The proposed 80’ by 140’ garage would house all the Highway Departments equipment including 6 full size 6-wheel dump trucks, 1 smaller dump truck, 2 pick-up trucks, 1 car 2 backhoes and 1 wood chipper. The Garage would also be used for highway vehicle maintenance. A larger heated structure minimizes load times in winter month and protects vehicles from corrosion and vandalism. This project also has a CIP Committee Priority Ranking of R, as additional research must be completed to address this need.
  
- IV. C. **MT7 Sidewalk Tractor – 2018.** A new Trackless MT7 Sidewalk tractor with a snow blower and roadside mower. This tractor would enable the highway department to mow and trim brush on the roadside and clear snow off sidewalks and around town buildings instead of having to hire vendors to perform these tasks. The total cost of the project is \$168,000.
  
- IV. D. **GVW Dump Truck - 2018.** This is a scheduled replacement of a 2002 vehicle currently used to plow roads and will need replacing in 2018. The proposed vehicle is a 66,000 GVW 10-wheel dump truck with plow frames and front and side wing blades, 10-yard stainless steel sander, central hydraulics system with the latest

technology unit to control the amount of sand and salt applied to roads. The total lease purchase cost of the project is \$216,000.

- IV. E. **3.5 Yard Four Wheel Drive Loader – 2017.** This machine will be used to load trucks and stockpile material more effectively than the backhoes currently being used. The loader will save money on the rental budget for snow removal at schools and town buildings as well. The total cost of the project is \$172,000.
- X. D. **Memorial School Septic System – 2018.** The project proposes to replace the existing septic system at Pelham Memorial School. The current septic field is showing some preliminary signs of failure and therefore, replacement will be necessary in the near future. The total cost of this project is \$75,000.

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**“D”--Desirable: Needed to improve quality or level of services.**

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- I. D. **New Meeting Room – 2018.** A new meeting room is proposed to be located in the existing Police Storage Area for board meeting. Meetings are currently held in Sherburne Hall and require setting up and breaking down due to other activities and uses occurring in Sherburne Hall. Additionally, existing meeting space is problematic due to bad acoustics, insufficient heating, and no air conditioning. This project also has a CIP Committee Priority Ranking of R, as additional research must be completed to address this need.
- VI. A. **Turf Field – 2019.** Install turf at the existing Muldoon Park soccer field. The estimated cost of this project is \$875,000. All of the existing fields are in Constance use and there is little to no time to make repairs to fields before the next program starts. A turf field would benefit many of the sports programs. This project was ranked as desirable, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to address this need.

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

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No projects were ranked as Deferrable in the 2017 – 2023 CIP. However, new projects in subsequent CIPs could receive this ranking if the project is inconstant in terms of project justification or cost analysis.

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**“R”--Research: Pending results of ongoing research, planning, and coordination.**

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Several projects listed under Urgent, Necessary, and Desirable above will require additional research, including:

- I. D. New Meeting Room
- I. E. Police Department Roof
- IV. B. 2018 Highway Maintenance Garage
- VI. A. Turf Field
- X. E. School Security Upgrades

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

No projects were ranked as Inconsistent in the 2017 – 2023 CIP. However, new projects in subsequent CIPs could receive this ranking if the project is inconstant in terms of project justification or cost analysis.

## **F. CONCLUSIONS**

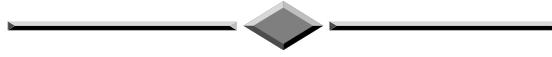
The Program of Capital Expenditures herein provides a guide for budgeting and development of Pelham public facilities. The Planning Board will review and update the CIP each year prior to budget deliberations. The CIP may be modified each year based on changes in needs and priorities.

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 year's budget cycle. In the future, the CIP Committee will initiate the CIP planning process earlier in the calendar year. This will enable individual departments to use this information to prepare 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. 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 department's 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 affect 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 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 be 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 could result in tax savings.

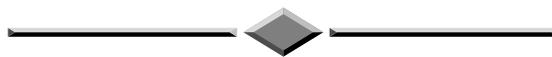




## **APPENDIX A**

### **PELHAM CIP PROGRAM**

**Schedule of CIP Projects, 2017-2023, Annual Costs and Revenues**

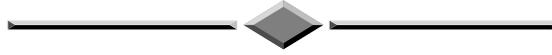




## Appendix A - Schedule of Capital Improvement Projects 2017-2023

TOWN OF PELHAM		CAPITAL IMPROVEMENTS PLAN, 2017-2023														
<b>Adopted August 15, 2016</b>																
PROJECT COSTS: in bold face type REVENUES: (in parentheses)																
PROJECT OR EQUIPMENT AND SOURCE OF REVENUES By Dept or Service Area	Priority Rank	Existing Capital	Prior Payments	2017	2018	2019	2020	2021	2022	2023	7-Year Total Costs	7-Year Total Revenues	Total Project Costs	Outstanding Revenues	Balance To Be Paid by Town Beyond Year 7	Unprogrammed Projects
<b>I. ADMINISTRATIVE/GENERAL GOV'T</b>																
A	Municipal Building	C											(see bond)			A
B	20 year Bond/Bank Note 2002-2022	C	\$6,064,764	\$355,460	\$343,560	\$331,520	\$319,200	\$306,600	\$293,300		\$1,949,640		\$8,014,404		\$0	B
C	Town Building Emerg Repair Cap Res	C	\$81,932								\$0		\$0		\$0	C
D	New Meeting Room	D/R			\$150,000						\$150,000		\$150,000		\$0	D
E	Police Department Roof	N/R		\$100,000	\$100,000	\$50,000					\$250,000		\$250,000		\$0	E
<b>II. POLICE DEPARTMENT</b>																
A	Animal Control Shelter	N/R			\$414,991						\$414,991		\$414,991			A
B	Police Department Radio System	N				\$85,000										B
<b>III. FIRE DEPARTMENT</b>																
A	Replace Ambulance 1	U		\$215,000							\$215,000		\$215,000		\$0	A
	Capital Reserve Withdrawal			(\$215,000)								(\$215,000)				
B	Replace Engine 1	N			\$580,000						\$580,000		\$580,000		\$0	B
C	Fire Department Radio System	N				\$110,000					\$110,000		\$110,000		\$0	C
<b>IV. HIGHWAY DEPARTMENT</b>																
A	2017 4x4 Backhoe	U		\$128,000							\$128,000		\$128,000		\$0	A
B	2018 Highway Maintenance Garage	N/R			TBD						\$0		\$0		\$0	B
C	2018 Trackless MT7 Sidewalk Tractor	N			\$168,000						\$168,000		\$168,000		\$0	C
D	2018 66,000 GVW 10-Wheel Dump Truck	N			\$216,000						\$216,000		\$216,000		\$0	D
E	2017 3.5-Yard 4-Wheel Drive Loader	N		\$172,000							\$172,000		\$172,000		\$0	E
F	Willow Street Bridge	C					\$2,657,500				\$2,657,500		\$2,657,500		\$0	F
	State Aid	C					(\$2,126,000)				(\$2,126,000)		(\$2,126,000)		\$0	
	Capital Reserve Withdrawal	C	\$165,000				(\$74,504)				(\$74,504)		(\$74,504)		\$0	
	Town Appropriation	C					(\$456,696)				(\$456,696)		(\$456,696)		\$0	
<b>V. SOLID WASTE DISPOSAL (Transfer Station)</b>																
A	No CIP needs at this time										\$0		\$0		\$0	A
<b>VI. PARKS AND RECREATION</b>																
A	Turf Field	D/R				\$875,000					\$875,000		\$875,000		\$0	A
<b>VII. LIBRARY</b>																
A	No CIP needs at this time										\$0		\$0		\$0	A
<b>VIII. CEMETERY</b>																
A	No CIP needs at this time										\$0		\$0		\$0	A
<b>IX. SENIOR CENTER</b>																
A	No CIP needs at this time										\$0		\$0		\$0	A
<b>TOTAL MUNICIPAL CAPITAL EXPENDITURES (Amount to be raised through property taxes)</b>																
<b>TOTAL - Municipal</b>				\$755,460	\$1,972,551	\$1,451,520	\$2,976,700	\$306,600	\$293,300	\$0	\$7,886,131	(\$215,000)	\$13,950,895	\$0	\$6,064,764	\$0
<b>X. SCHOOL CAPITAL EXPENDITURES</b>																
A	Pelham High School	C													\$0	A
B	20 year Bond/Bank Note 2015-2034	C	\$2,486,801	\$1,894,235	\$1,841,195	\$1,788,155	\$1,735,115	\$1,682,075	\$1,629,035	\$1,575,995	\$12,145,805		\$30,071,664		\$15,439,058	B
C	PES Roof	U		\$350,000							\$350,000		\$350,000		\$0	C
D	Memorial School Septic System	N			\$75,000						\$75,000		\$75,000		\$0	D
E	Security Upgrades	U/R		TBD							\$0		\$0		\$0	E
<b>TOTAL SCHOOL CAPITAL EXPENDITURES (Amount to be raised through property taxes)</b>																
<b>TOTAL - School</b>				\$2,244,235	\$1,916,195	\$1,788,155	\$1,735,115	\$1,682,075	\$1,629,035		\$12,570,805	\$0	\$30,496,664	\$0	\$15,439,058	\$0
<b>TOTAL CAPITAL EXPENDITURES (Amount to be raised through property taxes)</b>																
<b>TOTAL - Municipal + School</b>				\$2,999,695	\$3,888,746	\$3,239,675	\$4,711,815	\$1,988,675	\$1,922,335	\$0	\$20,456,936	(\$215,000)	\$44,447,559	\$0.0	\$21,503,822	\$0
<b>PRIORITY RANK KEY: U--Urgent C--Committed N--Necessary D--Desirable F--Deferrable R--Research I--Inconsistent</b>																
<b>* see descriptive explanation in CIP document</b>																





## **APPENDIX B**

### **PELHAM CIP PROGRAM**

#### **Capital Project Worksheet and Submission Form**





**TOWN OF PELHAM CAPITAL IMPROVEMENT PLAN 2017-2023**

**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)

- |  |  |
|--|--|
| <input type="checkbox"/> Region          | <input type="checkbox"/> Business District |
| <input type="checkbox"/> Municipality    | <input type="checkbox"/> Neighborhood      |
| <input type="checkbox"/> School District | <input type="checkbox"/> Street            |
| <input type="checkbox"/> _____ District  | <input type="checkbox"/> 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):

---

Town of Pelham  
 Capital Improvements Plan  
 2017-2023  
 Appendix B

Cost Estimate:	Capital Costs	Impact on Operating & Maintenance
(Itemize as Necessary)	Dollar Amount (in current \$)	Costs or Personnel Needs
	\$ _____ Planning/feasibility analysis	<input type="checkbox"/> Increases personnel requirements
	_____ 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	
	_____ Vehicles and capital equipment (+) \$ _____ annually	
	_____	
	_____	<b>Dollar Cost of Impacts if known:</b>
		(-) \$ _____ annually
	\$ _____ Total project cost	Estimated useful life is _____ years

**Sources of Funding:**

Grant from: _____	\$ _____	show type _____	<b>Form Prepared by:</b>
Loan from: _____	\$ _____	show type _____	_____
Donation/bequest/private _____			_____
User charge or fee _____			(Signature)
Capital reserve withdrawal _____			_____
Impact fee account _____			(Title)
Warrant article _____			_____
Current revenue _____			(Department/Agency)
General obligation bond _____			_____
Revenue bond _____			(Date prepared)
Special assessment _____			
_____			
_____			

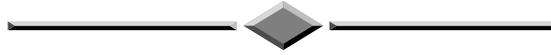
**Total Project Cost** \$ \_\_\_\_\_

**DO NOT WRITE BELOW THIS LINE**

**CIP Committee Rating and Narrative Explanation**

The CIP Committee rates this Capital Improvement as \_\_\_\_\_ for the \_\_\_\_\_ Warrant.

**Description of Rating**



## **APPENDIX C**

**2016**

### **N.H. REVISED STATUTES ANNOTATED**

**Chapters 674:5 through 674:8**

**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.

**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.

### **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.

### **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 density and 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.

[Paragraph I(o) effective July 1, 2017.]

- (o) Integrated land development permit option.

II. An innovative land use control adopted under RSA 674:16 may be required when supported by the master plan and 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; municipal 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 at the time of planning board approval of a subdivision plat or site plan. When no planning board approval is required, or has been made prior to the adoption or amendment of the impact fee ordinance, impact fees shall be assessed prior to, or as a condition for, the issuance of a building permit or other appropriate permission to proceed with development. Impact fees shall be intended to reflect the effect of development upon municipal facilities at the time of the issuance of the building permit. Impact fees shall be collected at the time a certificate of occupancy is issued. If no certificate of occupancy is required, impact fees shall be collected when the development is ready for its intended use. Nothing in this subparagraph shall prevent the municipality and the assessed party from establishing an alternate, mutually acceptable schedule of payment of impact fees in effect at the time of subdivision plat or site plan approval by the planning board. If an alternate schedule of payment is established, 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 the assessed impact fees.

(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.

(j) The failure to adopt an impact fee ordinance shall not preclude a municipality from requiring developers to pay an exaction for the cost of off-site improvement needs determined by the planning board to be necessary for the occupancy of any portion of a development. For the purposes of this subparagraph, "off-site improvements" means those improvements that are necessitated by a development but which are located outside the boundaries of the property that is subject to a subdivision plat or site plan approval by the planning board. Such off-site improvements shall be limited to any necessary highway, drainage, and sewer and water upgrades pertinent to that development. The amount of any such exaction shall be a proportional share of municipal improvement costs not previously assessed against other developments, which is necessitated by the development, and which is reasonably related to the benefits accruing to the development from the improvements financed by the exaction. As an alternative to paying an exaction, the developer may elect to construct the necessary improvements, subject to bonding and timing conditions as may be reasonably required by the planning board. Any exaction imposed pursuant to this section shall be assessed at the time of planning board approval of the development necessitating an off-site improvement. Whenever the calculation of an exaction for an off-site improvement has been predicated upon some portion of the cost of that improvement being borne by the municipality, a refund of any collected exaction shall be made to the payor or payor's successor in interest upon the failure of the local legislative body to appropriate the municipality's share of that cost within 6 years from the date of collection. For the purposes of this subparagraph, failure of local legislative body to appropriate such funding or to construct any necessary off-site improvement shall not operate to prohibit an otherwise approved development.

(k) Revenue from impact fees imposed upon development and collected by a municipality under RSA 674:21, V for construction of or improvement to municipal road systems may be expended upon state highways within the municipality only for improvement costs that are related to the capital needs created by the development. Such improvements may include items such as, but not limited to, traffic signals and signage, turning lanes, additional travel lanes, and guard rails. No such improvements shall be constructed or installed without approval of the state department of transportation. In no event shall impact fees be used for any improvements to roads, bridges, or interchanges that are part of the interstate highway system. Nothing in RSA 674:21, V shall be construed as allowing or authorizing additional impact fees merely by virtue of having approved the expenditure of collected fee revenue for construction of or improvement of state highways, nor shall it be construed as allowing the adoption of new impact fees devoted to assessing impacts to state highways.

(l) No later than 60 days following the end of the fiscal year, any municipality having adopted an impact fee ordinance shall prepare a report listing all expenditures of impact fee revenue for the prior fiscal year, identifying the capital improvement project for which the fees were assessed and stating the dates upon which the fees were assessed and collected. The annual report shall enable the public to track the payment, expenditure, and status of the individually collected fees to determine whether said fees were expended, retained, or refunded.

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 grant to the municipality 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, and shall specify that the restrictions contained in the easement are enforceable by the municipality. 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 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.

(1) 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.

(2) 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) 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 proposed village plan alternative subdivision.

(e) The approving authority may increase, at existing property lines, the setback to new construction within a village plan alternative subdivision by up to 2 times the distance required by current zoning or subdivision regulations, subject to the provisions of subparagraph (c).

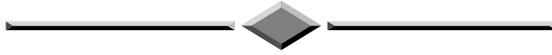
(f) Within a village plan alternative subdivision, the exterior wall construction of buildings shall meet or exceed the requirements for fire-rated construction described by the fire prevention and building codes being enforced by the state of New Hampshire at the date and time the property owner of 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.

[Paragraph VII effective July 1, 2017.]

VII. In this section, "integrated land development permit option" means an optional land use control to allow a project to proceed, in whole or in part, as permitted by the department of environmental services under RSA 489.

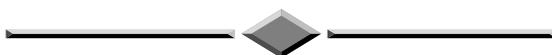
SOURCE. 1983, 447:1. 1988, 149:1, 2. 1991, 283:1, 2. 1992, 42:1. 1994, 278:1. 2002, 236:1, 2. 2004, 71:1, 2; 199:2, 3. 2005, 61:1, 2, EFF. JULY 22, 2005. 2008, 63:1, EFF. JULY 20, 2008. 2012, 106:1, 2, EFF. JULY 28, 2012. 2013, 270:5, 6, EFF. JULY 1, 2017.





## **APPENDIX D**

### **Bond Schedules**





**PELHAM MUNICIPAL FACILITIES  
 20 Year Bond Schedule**

**Bond:** \$5,597,383

**Interest Rate:** 3.15 to 5.00% (Adjustable Rate)

<b>Year</b>	<b>Principal</b>	<b>Bond Amount Remaining</b>	<b>Interest</b>	<b>Total Cost</b>
2003-04	\$277,383	\$5,320,000	\$212,161	\$489,544
2004-05	\$280,000	\$5,040,000	\$203,840	\$483,840
2005-06	\$280,000	\$4,760,000	\$195,440	\$475,440
2006-07	\$280,000	\$4,480,000	\$187,040	\$467,040
2007-08	\$280,000	\$4,200,000	\$178,640	\$458,640
2008-09	\$280,000	\$3,920,000	\$170,240	\$450,240
2009-10	\$280,000	\$3,640,000	\$161,140	\$441,140
2010-11	\$280,000	\$3,360,000	\$151,340	\$431,340
2011-12	\$280,000	\$3,080,000	\$141,540	\$421,540
2012-13	\$280,000	\$2,800,000	\$131,040	\$411,040
2013-14	\$280,000	\$2,520,000	\$120,540	\$400,540
2014-15	\$280,000	\$2,240,000	\$109,340	\$389,340
2015-16	\$280,000	\$1,960,000	\$98,140	\$378,140
2016-17	\$280,000	\$1,680,000	\$86,940	\$366,940
2017-18	\$280,000	\$1,400,000	\$75,460	\$355,460
2018-19	\$280,000	\$1,120,000	\$63,560	\$343,560
2019-20	\$280,000	\$840,000	\$51,520	\$331,520
2020-21	\$280,000	\$560,000	\$39,200	\$319,200
2021-22	\$280,000	\$280,000	\$26,600	\$306,600
2022-23	\$280,000	\$0	\$13,300	\$293,300
<b>TOTALS</b>	<b>\$5,597,383</b>		<b>\$2,417,021</b>	<b>\$8,014,404</b>

**PELHAM HIGH SCHOOL  
 20 Year Bond Schedule**

**Bond:** \$20,745,000

**Interest Rate:** 3.1 to 5.1% Adjustable Rate

Year	Principal	Bond Amount Remaining	Interest	Total Cost
2015		\$20,745,000	\$539,526.00	\$539,526.00
2015-16	\$1,040,000	\$19,705,000	\$907,275.00	\$1,947,275.00
2016-17	\$1,040,000	\$18,665,000	\$854,235.00	\$1,894,235.00
2017-18	\$1,040,000	\$17,625,000	\$801,195.00	\$1,841,195.00
2018-19	\$1,040,000	\$46,585,000	\$748,155.00	\$1,788,155.00
2019-20	\$1,040,000	\$15,545,000	\$695,115.00	\$1,735,115.00
2020-21	\$1,040,000	\$14,505,000	\$642,075.00	\$1,682,075.00
2021-22	\$1,040,000	\$13,465,000	\$589,035.00	\$1,629,035.00
2022-23	\$1,040,000	\$12,425,000	\$535,995.00	\$1,575,995.00
2023-24	\$1,040,000	\$11,385,000	\$482,955.00	\$1,522,955.00
2024-25	\$1,035,000	\$10,350,000	\$430,042.50	\$1,465,042.50
2025-26	\$1,035,000	\$9,315,000	\$387,607.50	\$1,422,607.50
2026-27	\$1,035,000	\$8,280,000	\$355,522.50	\$1,390,522.50
2027-28	\$1,035,000	\$7,245,000	\$318,262.50	\$1,353,262.50
2028-29	\$1,035,000	\$6,210,000	\$275,827.50	\$1,310,827.50
2029-30	\$1,035,000	\$5,175,000	\$233,392.50	\$1,268,392.50
2030-31	\$1,035,000	\$4,140,000	\$190,967.50	\$1,225,967.50
2031-32	\$1,035,000	\$3,105,000	\$148,522.50	\$1,183,522.50
2032-33	\$1,035,000	\$2,070,000	\$106,087.50	\$1,141,087.50
2033-34	\$1,035,000	\$1,035,000	\$63,652.50	\$1,098,652.50
2034	\$1,035,000	\$0	\$21,217.50	\$1,056,217.50
<b>TOTALS</b>	<b>\$20,745,000</b>		<b>\$9,326,663.50</b>	<b>\$30,071,663.50</b>