

**Town of Pelham, NH**  
**CAPITAL IMPROVEMENTS PLAN**  
**2022 – 2028**

**Adopted by the Pelham Planning Board on August 2, 2021**

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***With Assistance from:***



***The Nashua Regional Planning Commission***

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## **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 several 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 Strategic Initiatives (NHOSI) estimated population of Pelham in 2015 was 14,032, with an estimated density of 533.89 persons per square mile. 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. (Tables 1-3, 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 NHOSI in 2016 and those conducted by the Nashua Regional Planning Commission (NRPC) at the same time, forecast a significantly slower growth rate than in previous decades, with the NRPC figures slightly higher than those prepared by NHOSI. 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.

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

**Table 1: Historical Population by Decade**

Year	Population	Annual GR
1900	875	
1910	826	-0.6%
1920	974	1.7%
1930	814	-1.8%
1940	979	1.9%
1950	1,317	3.0%
1960	2,605	7.1%
1970	5,408	7.6%
1980	8,090	4.1%
1990	9,408	1.5%
2000	10,914	1.5%
2010	12,897	1.7%

**Table 2: OSI Population Estimates**

Year	Population	Annual GR
2011	12,894	0.0%
2012	12,898	0.0%
2013	12,970	0.6%
2014	13,069	0.8%
2015	13,117	0.4%
2016	13,221	0.8%
2017	13,500	2.1%
2018	13,824	2.4%
2019	14,032	1.5%

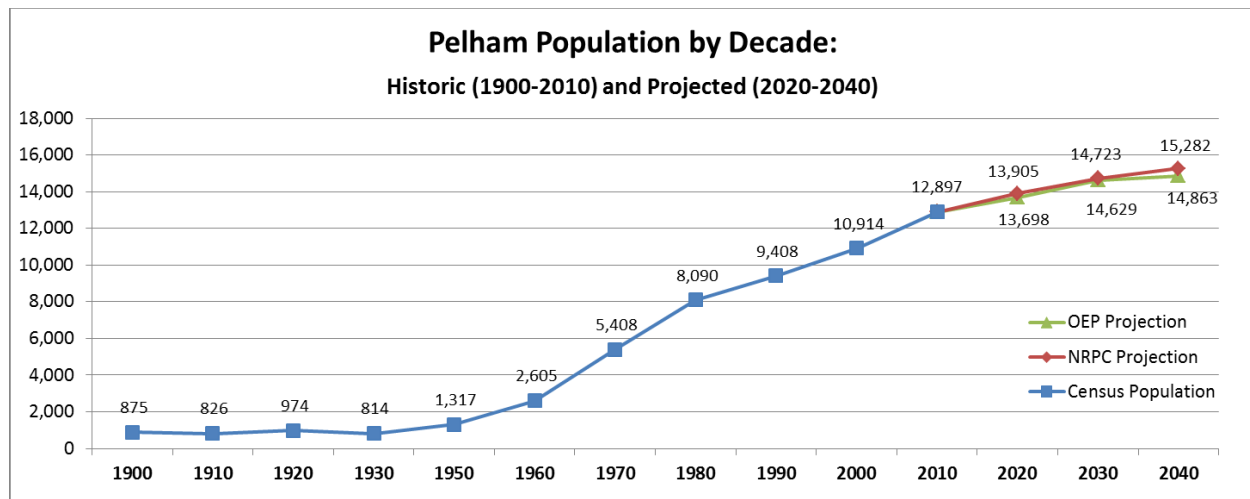
**Table 3: NRPC Projections**

Year	Population	Annual GR
2020	13,905	1.2%
2025	14,357	0.6%
2030	14,723	0.5%
2035	15,063	0.5%
2040	15,282	0.3%

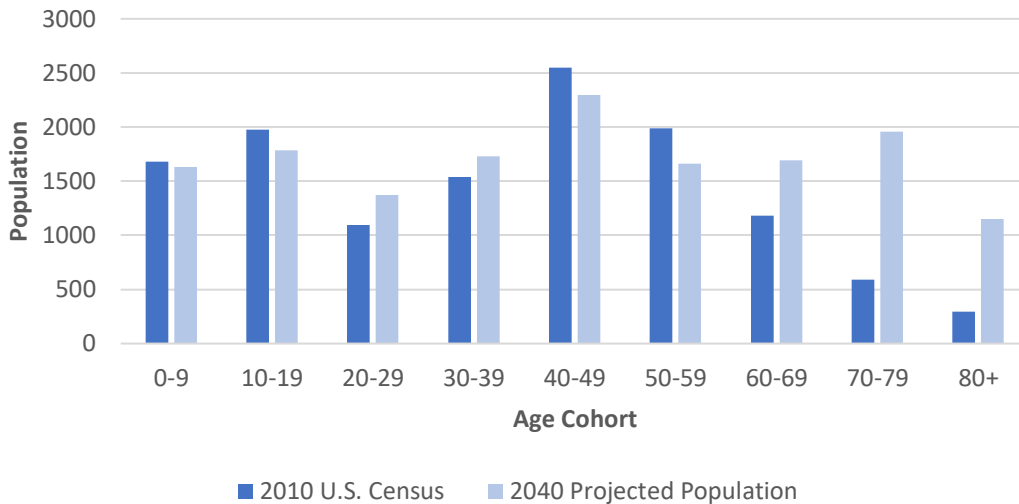
\* Annual GR: Annualized Growth Rate

Source: 2010 U.S. Census Bureau, Nashua Regional Planning Commission, NH Office of Strategic Initiatives

**Figure 1: Population by Decade with Projection**



**Figure 2: Pelham Population by Age  
2010 to 2040 Comparison**



Source: 2010 U.S. Census, Nashua Regional Planning Commission

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 2021 to 2027 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 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 (6) 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 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 2022 to 2028 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.

## Financing Methods

In the project summaries below, there are several 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 **1-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 if 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 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.

## 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.

## 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 4 contains the projects classified by town specific departments as well as the School Department, considered by the Committee in 2021. The information in Table 4 represents all requests for capital projects submitted by each municipal division to the CIP Committee in 2021. 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.

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**Table 4: Summary of Projects Required 2021 Data**

ID	Department/Project	Cost Without Debt/Revenue	Starting Year	Financing Method Recommended	CIP Committee Priority Recommendations						
	<i>Starting Year and Priority Recommendations based on Dept. &amp; C.I.P. Committee Review Process</i>				U	C	N	D	F	R	I
<b>I.</b>	<b>ADMIN./GEN. GOVERNMENT</b>										
A	Municipal Building			Appropriation – Ballot		C					
	• 20-Year Bond /Bank Note 2002-2022	\$1,949,640	2002-2022	Bond Schedule		C					
B	Main Street Sidewalk Expansion	\$190,000	2023	1-Year Appropriation			N				
C	Covid-19 Remediation Project	\$1,325,000	2022	1-Year Appropriation			N				
D	Planning Department Renovation	\$325,000	2022	1-Year Appropriation			N				
<b>II.</b>	<b>POLICE DEPARTMENT</b>										
A	Animal Control Shelter	\$274,709	2022	1-Year Appropriation			N			R	
B	Remodel/Expansion (gym/training rm/evidence)	\$82,628	2022	1-Year Appropriation			N				
C	Radio Infrastructure	\$496,101	2022	1-Year Appropriation	U						
<b>III.</b>	<b>FIRE DEPARTMENT</b>										
A	Replace Ambulance 2	\$300,000	2025	1-Year Appropriation	U						
	• Capital Reserve Withdrawal	(\$300,000)	2025	Offset Appropriation	U						
B	FD/PD Communications Upgrade Phase 2	\$500,000	2024	1-Year Appropriation	N						
C	Replace Engine-3	\$660,000	2027	1-Year Appropriation	F						
<b>IV.</b>	<b>HIGHWAY DEPARTMENT</b>										
A	3.5 Yard 4-Wheel Loader	\$190,000	2022	1-Year Appropriation			N			R	
B	66,000 GVW 10-Wheel Dump Truck	\$250,000	2022	1-Year Appropriation			N			R	
<b>V.</b>	<b>SOLID WASTE DISPOSAL</b>										
A	Transfer Trailer with Live Floor	\$90,000	2022	1-Year Appropriation			N			R	
<b>VI.</b>	<b>PARKS AND RECREATION</b>										
A	Muldoon Playground Renovation	\$78,495	2022	1-Year Appropriation			N				
<b>VII.</b>	<b>LIBRARY</b>										
A	Renovations	\$72,669	2022	4-Year Appropriation			N				
<b>VIII.</b>	<b>CEMETERY</b>										
	No CIP needs at this time										
<b>IX.</b>	<b>SENIOR CENTER</b>										
	No CIP needs at this time										
<b>X.</b>	<b>PELHAM SCHOOL DISTRICT</b>										
A	Pelham High School Addition			Appropriation – Ballot		C					
	• 20-Year Bond/Bank Note 2015-2034	\$12,198,775	2015-2034	Bond		C					
B	Memorial School Upgrade/Renovation			Appropriation – Ballot		C					
	• 20-Year Bond/Bank Note 2022-2041	\$30,861,000	2022-2041	Bond		C					
C	PES AC System Phase I (2nd Floor & Cafeteria)	\$895,992	2022	-			N			R	
	• Federal Funds	(\$810,000)	2022	Federal Funds							
	• Encumbered FY21 Funds	(\$85,992)	2022	Offset Appropriation							
D	PEC AC System Phase II (1st Floor & Gymnasium)	\$935,432	2024	1-Year Appropriation			N			R	
E	PES AC System Phase III (AHU Office & Library)	\$249,470	2025	1-Year Appropriation			N			R	

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ID	Department/Project	Cost Without Debt/Revenue	Starting Year	Financing Method Recommended	CIP Committee Priority Recommendations						
	<i>Starting Year and Priority Recommendations based on Dept. &amp; C.I.P. Committee Review Process</i>				U	C	N	D	F	R	I
F	PES Asphalt Parking Lot & Roadways	\$149,000	2024	1-Year Appropriation			N			R	
G	PHS Student Parking Lot Replacement	\$211,307	2025	1-Year Appropriation			N			R	

## Listing and Discussion of Projects by Recommended Priority

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

- II.C.      **Police Radio Infrastructure – 2022.** Upgrade to the police radio infrastructure needed to ensure system reliability.
- III. A.    **Replace Ambulance 2 – 2025.** Ambulance 2 is a 2013 International ambulance on a GMC Chassis. The fire department has changed their ambulance specification to Ford F550 which is slightly smaller and less cost. The department currently operates 3 ambulances with a 12-year cycle. The new vehicle operates for 4 years as primary response vehicle and then moves to second position where the 2 older vehicles rotate to distribute usage. The build time for a new vehicle is 9-12 months. The ambulances currently raise revenue of approx. \$340,000 per year. Ambulance revenues have historically increased over the years along with the EMS call volume. The majority of calls that are handled by the department are EMS at 85%. This project would be a zero-tax impact on the tax rate since the money would be withdrawn from the Ambulance Capital Reserve fund that can only be spent for the purchase of an ambulance.

**“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. A.      **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.
- 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 \$22,654,000 is contractually obligated utilizing a 20-year bond for financing.

- X. A.     **NH Municipal Bond Bank Note – 2015-2034.** High school addition and renovation of existing space at the current High School location.
- X. B.     **Bond Bank Note – 2022-2041.** Memorial School Upgrade/Renovation. Upgrades needed include modern student and staff restrooms, modern locker rooms, science laboratories, staff work rooms, appropriate special education tutoring/testing/classrooms/offices, an upgraded gymnasium, an upgraded cafeteria/kitchen, and an appropriate located/lit/outfitted art room. New space needs include: a music room, band/drama performance space, maker space, main building library/media space, adequate storage space, adequate conference/meeting rooms, and public restrooms. Air quality throughout the building needs to be addressed as well because it would rate extremely poor.

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

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- II. A.     **Animal Control Shelter – 2022.** The current animal control facility is at least 40 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. The proposed plan would call for an approximately 2250 square-foot building which would meet acceptable standards of care, would be ADA compliant and have a unisex bathroom as well as other needed improvements and amenities. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.
- I. B.     **Main Street Sidewalk Expansion – 2023.** The Board of Selectmen requested that the NHDOT include a sidewalk on the bridge replacing the Main Street/Gionet Bridge. For the sidewalk to be included on the bridge, the Town must construct a sidewalk to connect with the bridge’s sidewalk from both approaches. This project includes planning, engineering, ROW acquisition and construction of a sidewalk from the VFW building to the new bridge and from the new bridge to Route 38.
- I.C.     **Covid-19 Remediation Project – 2022.** Replacement of the Ventilation/AC systems in the Municipal Building, Library with new equipment and technology along with

Covid-19 remediation technology. Additionally, to add a second AC unit at the Fire Station and Covid-19 remediation technology to the Hobbs Center.

- I.D. **Planning Department Renovation – 2022.** To add a second floor to the existing Planning department consisting of new office space, heat, air conditioning, Covid-19 remediation technology and improved communications, security, and IT technology.
- II.B. **Police Department Remodel/Expansion – 2022.** The current police station was completed in 2004. Since 2004 the PPD and the Town of Pelham have grown significantly. This growth has caused PPD to exceed capacity for custodial evidence, locker room space (currently not enough lockers for each officer) and the fitness facility is not designed for contemporary police use of force training and fitness training. This new space will also allow PPD to conduct the very popular self-defense classes in a more appropriate/safer setting.
- III. C. **Fire & Police Department Radio System Phase 2 – 2024.** This project is a continuation of Fire and Police Department Radio System Phase 1 project. This phase of the project would populate 2 new communications sites on existing cell towers where the departments' have rights to locate equipment with no cost. One would be at Tower Hill Road cell tower and would provide coverage to the southwest corner of town where reception is very poor. The other would be on Blueberry Circle on a cell tower being constructed this year. This would provide reception on the southeast corner of town. Due to the hilly terrain, multiple sites are needed to get portable radio communications into the system. These new sites are crucial for police communication, as well as fire, where officers frequently work away for their vehicle and alone. Reliable communications are their only lifeline for help. This project would also replace the fire/police microwave links that have been in operation since 2009 and 2012. These microwaves eliminate the need for unreliable and costly phone lines that both departments have been working to eliminate over the years. The microwave system to each site accommodates both police and fire on one link. These links also allow the systems to utilize simulcast transmissions providing better transmission penetration through the community and buildings. The final part of this upgrade is to eliminate old console radios (2003) in the police department. There would also be a replacement of older interface components with the police dispatch console. All the computers that drive the consoles will need to be replaced.
- IV. B. **3.5 Yard 4-Wheel Drive Loader – 2022.** This machine will be used to load trucks and stockpile material, which would be much more effective than the backhoes currently being used. The loader will also save money on rental budget for snow removal at the schools and town buildings. The Highway Department is spending \$49,000 annually to rent this loader for snow removal. Moving forward, the Highway department would

like to apply those funds to instead purchase the machine. The department would own the loader in 3 years at that rate, and the company that is renting out the loader will apply some of the money already spent by the Highway Department on rental costs towards the purchase price. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

- IV. C.     **36,000 GVW 6-Wheel Dump Truck – 2022.** A lease purchase for a new 36,000 GVW 6-wheel dump truck with plow frames and front and side wing blades, central hydraulics system with the latest technology unit to control the amount of sand and salt applied to the roads, and a 10yd stainless steel sander. This truck would be replacing a 2010 6-wheel dump truck that was put into service in Dec. 2009. The lease will include a full 84-month extended warranty which will reduce the repair budget. The Town would benefit from getting into an 8- or 9-year schedule to replace trucks. The repair budget would be reduced dramatically and there would be a higher return on the trade-ins. The trucks are also more expensive to repair after the warranty runs out on the 8 or 9<sup>th</sup> year. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.
- V. A.     **Transfer Trailer with a Live Floor – 2022.** This trailer will be the frontline trailer for the trash building, The trailer being used now is on the road 3 times a week Every time the current trailer breaks down, one is taken from the Recycling building causing the Transfer Station to fall behind. The 2 green trailers are 19 years old, and the black trash trailer is 12 years old. One of the green trailers needs to be rebuilt as it is rotted out underneath the frame braces and the floor. Pelham is also growing every year and the Transfer Station is increasing its haulaway. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.
- VI.       **Muldoon Playground Renovation – 2022.** Muldoon Playground was built in 1997 and a few items need to be addressed due to age and vandalism. The swings and swing bays are showing their age and were noted in the annual playground audit as items to monitor. The renovation would include new swing bays and updated swings. There will still be classic swings, but (2) tandem swings as well as mommy and me tandem swings in the tot swing bays would be added. The renovation would include the addition of a net climbing structure to the playground. The renovation would include replacing the tube slide as there are many carvings in the plastic. Parks and Recreation have done their best to cover up the vandalism, but they are at the point where the slide needs to be replaced. The net ladder that is showing its age would also be replaced and was noted on our playground audit to replace soon. The existing playground sign is showing its age. It needs to be removed and replaced with a more



welcoming and updated sign. The playground gets a lot of use in the spring and fall, but very little use in the summer due to the heat and lack of shade. The renovation would include a 20'x24' shade structure like the structure at Veterans Memorial Park. Picnic tables will be added under the structure and some additional benches.

- VII. A. **Library Renovations – 2022.** This project proposes to enclose the ceiling area above the first-floor reading room. By filling in the ceiling, it increases the floor space upstairs by 550 square feet without increasing the library's footprint, providing more space for books and programs, and lessen the noise level in the reading room and prevent sound carrying from what is now a mezzanine, directly into the reading room below. This will create a quiet room on the first floor where people can read, hold meetings, and presentations without being disturbed by noise from upstairs. This project also proposes adding glass panels in the open alcove windows and the half wall at the top of the stairwell on the second floor to keep noise from reverberating down the open stairwell. Acoustic tile will also be added on the stairwell walls to dampen noise filtering down to the circulation desk on the Main floor. This will enable staff to hear callers on the phone and handle patron transactions at the circulation desk.
- X. C. **PES Air Conditioning System – TBD.** The project proposes to design, build, and install an air conditioning system at Pelham Elementary School. The Pelham School Board is prepared to use federal funds to support as much of this project as possible to limit the impact on taxpayers. The plan is to use a phased approach starting with the second floor and cafeteria. The challenge of ventilation and social distancing during the pandemic has brought the need for air conditioning in Pelham Elementary School into sharp relief. Classrooms with southern exposure and on the second floor without portable air conditioning become hot. The demand for in-school instruction during the pandemic combined with the need for physical distancing meant we needed to use second floor classrooms. Universal guidelines for the pandemic disallowed the use of fans until the end of the school year. During the week of June 7, 2021, after a four day stretch of 90-degree weather, unairconditioned classrooms on the first floor reached 80 - 84 degrees by mid-day. With the added challenge of masks due to the pandemic, it made teaching and learning very challenging. For the first time, Pelham needed to have an early release on June 8 due to the heat. The approved renovation of Memorial School will provide a new HVAC system for that building, leaving Pelham Elementary School the only school without it. This project would level the playing field among schools and allow for quality teaching and learning regardless of outside air temperatures. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

**Town of Pelham  
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- X. D.     **PES Asphalt Parking Lot & Roadways – 2024.** Cold planning, clean tack coating, and overlay asphalt parking lot and roadways at Pelham Elementary School. The Pelham Elementary Parking lot is continuing to show wear and damage from constant use by both the schools and the community. Most of the parking lot and roadway is original to the school building from 2002 and will be 21 years old when this area is expected to be repaired. Parking lots are recommended by the state to be replaced or repaired in the interval of every 15-20 years, depending on their condition. Currently, there is no substrate damage to the asphalt. The planned overlay maintenance process will protect the asphalt from becoming more porous, which would result in substrate damage and a much more costly repair. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.
- X.E.     **PHS Student Parking Lot Replacement – 2025.** The project proposes to replace the existing porous asphalt student parking lot at Pelham High School. This parking lot was installed in the summer of 2014. Porous pavement has the ability to drain water directly through it and this eliminates the need for multiple drains. The Life expectancy is 10 years, and in 2024 we need to monitor the condition of the porous pavement to make sure that it continues to function as required. When the lot fails to drain the water, the condition of the lot will become unsafe (ice) and will need to be replaced. This item is for future planning purposes to replace the student lot with standard paving asphalt and add appropriate underground drainage. Drainage costs have been estimated without written quote at \$90,000 and added to the paving cost estimate. This project was ranked as necessary, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

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

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No projects were ranked as Desirable in the 2022-2028 CIP.

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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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- III.C.     **Replace Engine 3 – 2027.** The fire department will be seeking to replace Engine-3 which will be 21 years old when it gets replaced. This vehicle was purchased without stainless steel body which has caused significant corrosion issues. This vehicle has

**Town of Pelham  
Capital Improvements  
2022-2028**

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been out for corrosion issues and repainting, and it will again need corrosion repair and painting before it is replaced. This vehicle has served the department well and seen significant use during its time in service. In the coming year it will be moved to third due because of its age and need for ongoing maintenance.

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

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

- II. A. Animal Control Shelter
- IV.A. 3.5 Yard 4-Wheel Loader
- IV.B. 66,000 GVW 10-Wheel Dump Truck
- V.A. Transfer Trailer with Live Floor
- X. F. PES Air Conditioning System
- X. G. PES Asphalt Parking Lot & Roadways
- X.E. PHS Student Parking Lot Replacement

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

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No projects were ranked as Inconsistent in the 2022 – 2028 CIP.

## **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, 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 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, 2022-2028, Annual Costs and Revenues

**Town of Pelham  
Capital Improvements  
2022-2028**

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**Town of Pelham  
Capital Improvements  
2022-2028**

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**Insert 11x17 Spreadsheet**

**Town of Pelham  
Capital Improvements  
2022-2028**

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**- APPENDIX B -**

**PELHAM CIP PROGRAM**

Capital Project Worksheet and Submission Form

**Town of Pelham  
Capital Improvements  
2022-2028**

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**TOWN OF PELHAM CAPITAL IMPROVEMENT PLAN 2022-2028  
PROJECT WORKSHEET**

Priority ranking \_\_\_\_\_ Year First Scheduled \_\_\_\_\_ Year needed \_\_\_\_\_

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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:**

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**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):

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**Town of Pelham  
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<b>Cost Estimate:</b>	<b>Capital Costs</b>	<b>Impact on Operating &amp; Maintenance</b>
(Itemize as Necessary)	Dollar Amount (in current \$)	<b>Costs or Personnel Needs</b>
	\$ _____ 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	
	_____	
	_____	(-) \$ _____ 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 _____	_____
Capital reserve withdrawal _____	(Signature)
Impact fee account _____	
Warrant article _____	_____
Current revenue _____	(Title)
General obligation bond _____	
Revenue bond _____	_____
Special assessment _____	(Department/Agency)
_____	_____
_____	(Date prepared)

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 -**

2021 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 consider 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) Impact fees.
  - (m) Village plan alternative subdivision.
  - (n) 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) "Phased development" means a development, usually for large-scale projects, in which construction of public or private improvements proceeds in stages on a schedule over a period of years established in the subdivision or site plan approved by the planning board. In a phased development, the issuance of building permits in each phase is solely dependent on the completion of the prior phase and satisfaction of other conditions on the schedule approved by the planning board. Phased development does not include a general limit on the issuance of building permits or the granting of subdivision or site plan approval in the municipality, which may be accomplished only by a growth management ordinance under RSA 674:22 or a temporary moratorium or limitation under RSA 674:23.
- 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 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.

VI. 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. 2008, 63:1. 2012, 106:1, 2. 2013, 270:5, 6. 2015, 31:1, EFF. JULY 6, 2015. 2016, 6:3, 4, EFF. JUNE 1, 2017.**

**- APPENDIX D -**

**PELHAM CIP PROGRAM**

Bond Schedules

Town of Pelham  
Capital Improvements  
2022-2028

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**PELHAM MUNICIPAL FACILITIES  
20-Year Bond Schedule**

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

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

Year	Principal	Bond Amount Remaining	Interest	Total Cost
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>

**Town of Pelham  
Capital Improvements  
2022-2028**

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**PELHAM HIGH SCHOOL  
20-Year Bond Schedule**

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

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

<b>Year</b>	<b>Principal</b>	<b>Bond Amount Remaining</b>	<b>Interest</b>	<b>Total Cost</b>
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	\$16,585,000	\$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>

Town of Pelham  
Capital Improvements  
2022-2028

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**PELHAM MEMORIAL SCHOOL UPGRADE/RENOVATIONS**  
**20-Year Bond Schedule**

**Bond:** \$31,980,000

**Interest Rate:** 2.1 to 5.1% (Adjustable Rate)

Year	Principal	Bond Amount Remaining	Interest	Total Cost
2022			\$569,871.88	\$569,871.88
2022-23	\$1,402,975.00	\$27,517,975.00	\$1,079,190.86	\$2,484,165.86
2023-24	\$1,375,000.00	\$26,115,000.00	\$1,008,352.50	\$2,383,352.50
2024-25	\$1,375,000.00	\$24,740,000.00	\$938,227.50	\$2,313,227.50
2025-26	\$1,375,000.00	\$23,365,000.00	\$868,102.50	\$2,243,102.50
2026-27	\$1,375,000.00	\$21,990,000.00	\$797,977.50	\$2,172,977.50
2027-28	\$1,375,000.00	\$20,615,000.00	\$727,852.50	\$2,102,852.50
2028-29	\$1,375,000.00	\$19,240,000.00	\$657,727.50	\$2,102,852.50
2029-30	\$1,375,000.00	\$17,865,000.00	\$587,602.50	\$2,032,727.50
2030-31	\$1,375,000.00	\$16,490,000.00	\$517,477.50	\$1,962,602.50
2031-32	\$1,375,000.00	\$15,115,000.00	\$447,352.50	\$1,892,477.50
2032-33	\$1,375,000.00	\$13,740,000.00	\$377,227.50	\$1,822,352.50
2033-34	\$1,375,000.00	\$12,365,000.00	\$313,977.50	\$1,752,227.50
2034-35	\$1,375,000.00	\$10,990,000.00	\$264,477.50	\$1,688,977.50
2035-36	\$1,375,000.00	\$9,615,000.00	\$221,852.50	\$1,639,477.50
2036-37	\$1,375,000.00	\$8,240,000.00	\$179,227.50	\$1,596,852.50
2037-38	\$1,375,000.00	\$6,865,000.00	\$136,602.50	\$1,511,602.50
2038-39	\$1,375,000.00	\$5,490,000.00	\$100,852.50	\$1,475,852.50
2039-2040	\$1,375,000.00	\$4,115,000.00	\$71,977.50	\$1,446,977.50
2040-2041	\$1,370,000.00	\$2,740,000.00	\$43,155.00	\$1,413,155.00
2041	\$1,370,000.00	\$1,370,000.00	\$14,385.00	\$1,384,385.00
<b>TOTALS</b>	<b>\$27,517,975.00</b>		<b>\$9,923,470.24</b>	<b>\$37,441,445.24</b>