

**Town of Pelham, NH**  
**CAPITAL IMPROVEMENTS PLAN**  
**2024 – 2030**

**Adopted by the Pelham Planning Board on August 7, 2023**

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

Jenn Beauregard, Pelham Planning Director/Zoning Administrator

Samuel Thomas, Pelham Planning Board

Danielle Masse Quinn, Pelham Planning Board

James Bergeron, Pelham Planning Board

Bruce Bilapka, Pelham Planning Board

Bob Sherman, Pelham Budget Committee

Garrett Abare, Pelham Budget Committee

Charlene Takesian, Board of Selectmen

Heather Corbett, Board of Selectmen

**Pelham Planning Board:**

Tim Doherty, Chair

James Bergeron, Vice Chair

Danielle Masse Quinn, Secretary

Charlene Takesian, Selectmen's Representative

Jaie Bergeron – Selectmen's Alternate

Roger Montbleau, Member

Bruce Bilapka, Member

Joseph Passamonte, Member

Samuel Thomas – Alternate

Scott Sawtelle, Alternate

John Spottiswood, Alternate

Hal Lynde, Alternate

Heidi Zagorski, Recording Secretary

Jenn Beauregard, Planning Director/Zoning Administrator

***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 US Census estimated population of Pelham in 2020 was 14,222, a figure significantly higher than NRPC's prior projection of 13,905 and an increase of 1,357 from the 2010 Census population estimate of 12,897 (Tables 1-2, Figure 1). US Census figures show that Pelham's population experienced rapid growth between 1960 (pop. 2,605) and 1980 (pop. 8,090). From 1980 to 2000, the rate of growth abated slightly with a notable decrease in the growth rate since 2000. The population projections released by the New Hampshire Office of Planning and Development (NHOPD) for 2020 forecast a significantly slower growth rate than in previous decades. The projections show that Pelham continues to grow, with a projected population of 15,754 persons by 2050. This is an average of 51 persons per year over the 30-year projection period, or an annualized growth rate of 0.3 percent.

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

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**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%
2020	14,222	1.0%

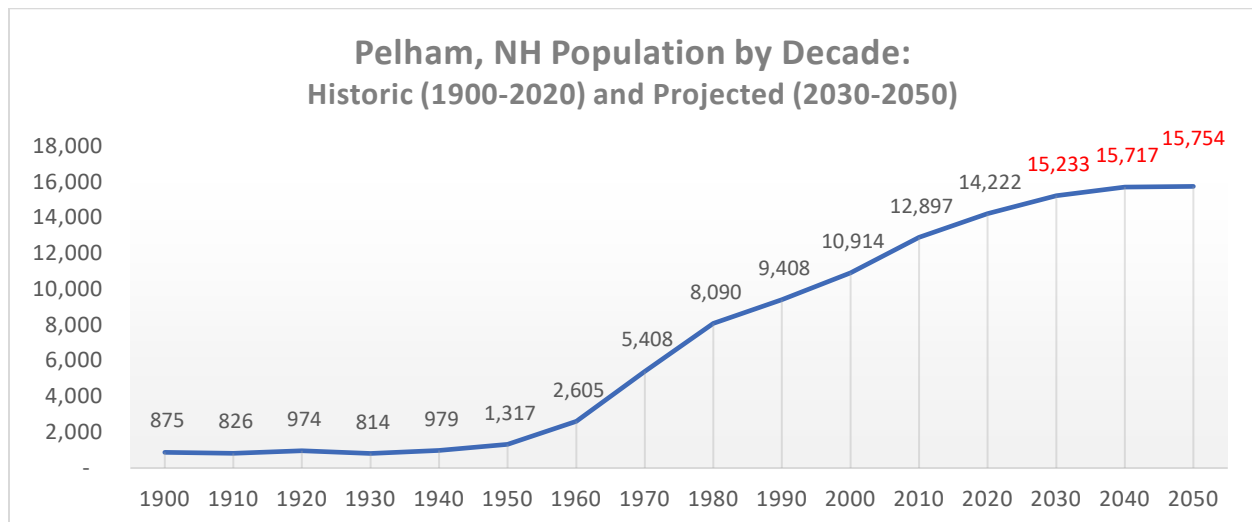
**Table 2: Population Projections**

Year	Population	Annual GR
2020	14,222	
2025	14,790	4.0%
2030	15,233	3.0%
2035	15,549	2.1%
2040	15,717	1.1%
2045	15,766	0.3%
2050	15,754	-0.1%

\*Annual GR: Annualized Growth Rate

Source: U.S. Census Bureau (Table 1), NH Office of Planning and Development (Table 2)

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



Source: U.S. Census Bureau (1900-2020), NH Office of Planning and Development (2030-2050)

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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 2024 to 2030 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 2024 to 2030 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 2023. The information in Table 4 represents all requests for capital projects submitted by each municipal division to the CIP Committee in 2023. 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 3: Summary of Projects Required 2023 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	Main Street Sidewalk Expansion*	\$247,000	2024	Offset Appropriation		C					
	• NH ARPA Funds	(\$247,000)	2024	Other Funds							
<b>II.</b>	<b>POLICE DEPARTMENT</b>										
A	Animal Control Shelter	\$274,709	2024	1-Year Appropriation	U						
B	Expansion/Remodel	\$92,850	2024	1-Year Appropriation			N				
C	Record Management System**	\$117,239	2025-2027	3-Year Appropriation	U						
<b>III.</b>	<b>FIRE DEPARTMENT</b>										
A	4-Bay Garage***	\$350,000	2025	1-Year Appropriation				D		R	
B	Replace Ambulance 2	\$330,000	2025	Offset Appropriation		C					
	• Ambulance Replacement Revolving Fund	(\$320,000)	2025	1-Year Appropriation							
C	Replace Engine 3^	\$475,000	2025-26	Appropriation – Ballot			N				
<b>IV.</b>	<b>HIGHWAY DEPARTMENT</b>										
A	Replace 2010 Dump Truck	\$186,563	2024	1-Year Appropriation			N				
B	Replace 2012 Backhoe	\$159,109	2025	1-Year Appropriation			N				
<b>V.</b>	<b>SOLID WASTE DISPOSAL</b>										
A	F-600 Dump Truck	\$87,863	2024	1-Year Appropriation			N				
B	Skid Steer	\$57,400	2025	1-Year Appropriation			N				
C	Establish 75-Yard Trailer Capital Reserve Fund	\$20,000	2024	Capital Reserve			N				
D	Establish 100-Yard Trailer Capital Reserve Fund	\$20,000	2024	Capital Reserve			N				
<b>VI.</b>	<b>PARKS AND RECREATION</b>										
A	Muldoon Park Playground Renovation^^	\$122,561	2024	1-Year Appropriation		U					
B	Restrooms/Storage/Snack Shack-Raymond Fields	\$200,000	2025	1-Year Appropriation		D					
<b>VII.</b>	<b>LIBRARY</b>										
	No CIP needs at this time										
<b>VIII.</b>	<b>CEMETERY</b>										
A	Gibson Cemetery Columbarium	\$96,000	2024	1-Year Appropriation				D			
	• Expendable Trust Fund	(\$51,740)	2024	Other Funds							
<b>IX.</b>	<b>HOBBS COMMUNITY CENTER</b>										
A	Bus Replacement	\$120,000	2026	1-Year Appropriation			N				
B	Community Center Expansion and Garden/Park	\$91,666	2025-27	3-Year Appropriation				D		R	
<b>X</b>	<b>PLANNING DEPARTMENT</b>										
A	MS4 Structural BMP	\$100,000	2024	1-Year Appropriation	U	C					
<b>X.</b>	<b>PELHAM SCHOOL DISTRICT</b>										
A	PHS 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					

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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
C	PES Asphalt Parking Lot & Roadways	\$250,320	2024	1-year Appropriation			N				
D	PES Air Conditioning Phase II	\$584,790	2025	1-Year Appropriation				D			
E	PES Air Conditioning Phase III	\$600,132	2026	1-Year Appropriation				D			
F	PHS Student Parking Lot Replacement	\$295,830	2027	1-Year Appropriation			N				

**NOTES:**

- \* This project is being funded with ARPA monies, not from tax revenue
- \*\* The CIP Committee recommends that a Capital Reserve Fund be established
- \*\*\* The CIP Committee recommends that \$10,000 be added to the 2024 Fire Department budget to cover the cost of Architectural plans
- ^ A Capital Reserve Fund will be established once there is a quote
- ^^ 50% of the funding for this project is potentially grant monies

## Listing and Discussion of Projects by Recommended Priority

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

- II. A. **Animal Control Shelter – 2024.** The current animal control facility is over 40 years old. Due to its age, some of the building systems are old, energy inefficient, and on the brink of failure. Some systems of concern include the HVAC, roofing, fencing, wood portions of the structure, electrical, and water. The current facility does not have any bathroom facilities for the staff or volunteers let alone the citizens. Furthermore, the shelter does not meet the contemporary standards or sizes for properly sheltering, separating, and quarantining animals. The plan calls for an approximately 2000 square foot building that would meet acceptable standards for care, would be ADA compliant, and have a unisex bathroom as well as the other needed improvements and amenities. The Board of Selectman has tentatively agreed to locate the shelter on town land between the Police Station and the Library. This would greatly improve the usability, efficiency, and convenience of the shelter. Placing the shelter on town property would also eliminate the tax exemptions that Pelham Fish & Game is receiving for allowing the shelter on their property.
- II. C. **Police Department Records Management System (RMS) – 2025-2027.** The current Records Management System is nearing the end of its life. IMC, Pelham Police Department’s current RMS platform, announced last year that within the next five years, they will no longer be updating or providing support for the existing platform. The Pelham Police Department is currently looking into one replacement platform from Central Square. Central Square provides additional security by moving the server to be based in the cloud rather than having the server physically at the department. The RMS system contains highly sensitive information, including the personal demographics of anyone the department has ever encountered, investigated, stopped, or arrested. Pelham Police is also mandated by law to hold accident reports, incident reports, and arrests for a specific timeline, so having a Records Management System is imperative.
- VI. A **Muldoon Park Playground Renovation – 2024.** Muldoon playground was built in 1997. Many of the structures are still in decent shape but a few items need to be addressed due to age and vandalism. The parks and Recreation Department is seeking to replace the existing swings and swing bays, add a shade structure, and replace the existing slide structure. The swing upgrade would replace the existing swings and swing bays with updated swings and the addition of more inclusive swings. The

existing swings are starting to show their age and has was noted in the 2022 annual playground audit by the insurance provider as an item to monitor. The Parks and Recreation Department would also like to add a 20'x24' shade structure to the playground, as patrons do not visit in the summer as much because there is currently no shade. Picnic tables will be added under the structure as well. Lastly, the existing slide structure is in need of replacement. The Parks and Recreation Department repaired rotting wood posts by cutting the bottom rotted portions off, pouring new concrete footings, and reattaching the posts. Although the concrete footings are covered with playground chips, they are routinely exposed causing a fall hazard to children. Vandals have also burnt off some of the rubber coating on the stairs and bridge exposing small areas.

- X. A. **MS4 Structural BMP – 2024.** As a requirement of the MS4 (Municipal Separate Storm Sewer System) Permit (EPA Mandated), Pelham needs to install by June 30th, 2024, a structural BMP to help mitigate phosphorus from entering an impaired water body. It was determined that Pelham Veterans Memorial Park (PVMP) would be the most logical location due to the proximity of the bathhouse to the pond. In early July, KNA, Inc. was hired to survey the lot and to provide a plan. That was paid for from last year's MS4 budget. The town does not have the final plan yet, but as of right now was told to put a \$100,000 place holder in the budget (and in the CIP). This project was ranked as Urgent, but also has a CIP Committee Priority Ranking of C, because it is legally required.

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

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- I. A. **Main Street Sidewalk Expansion – 2024.** The NH Department of Transportation (NHDOT) is replacing the Main Street/Gionet Bridge. The Board of Selectmen is requesting the NHDOT to include a sidewalk on the replacement bridge. For that to happen, the Town must do its share by planning for, funding, and constructing a sidewalk to that bridge's sidewalk from both approaches. This project specifically includes engineering, Right of Way acquisition and construction of a sidewalk from the VFW building to the new bridge and from the new bridge to Route 38.
- III. B. **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 four years as primary response vehicle and then moves to second position where the two older vehicles

rotate to distribute usage. The build time for a new vehicle is 9-18 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.

- XI. 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.
- XI. 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. B. **Police Department Remodel/Expansion – 2024.** The current police department was constructed in 2003 with the expectation that the agency would outgrow the current finished space in approximately 20 years. The town growth over the past 20 years has caused us to exceed our capacity for custodial evidence, locker room space (we currently do not have enough lockers for the male officers), and our fitness facility is not designated for contemporary police use of force training and fitness training.
- III. C **Replace Engine 3 – 2026.** The fire department will be seeking to replace Engine-3 which will be 22 years old when it gets replaced since the vehicle build-time is 18-24 months. This vehicle was purchased without stainless steel body which has caused significant corrosion issues. This vehicle has been out for corrosion issues and repainting, and it will again need corrosion repair and painting before it is replaced, costing approximately \$7,000. This vehicle has served the department well and seen significant use during its time in service. It has been moved to third due because of its age and need for ongoing maintenance.

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- IV. A. **Replace 2010 Dump Truck – 2024.** The truck currently being used by the Highway Department is 13 years old and has been housed outside for 11 years. This vehicle has significant rust on the hydraulic connections and extensive repair bills. The Highway department already has a sander that will fit the replacement truck that should last another 20+ years if taken care of properly.
- IV. B. **Replace 2012 Backhoe – 2025.** Necessary replacement of an existing Highway Department vehicle.
- V. A. **F-600 Dump Truck – 2024.** Acquiring this vehicle will alleviate hauling fees. The department will be able to separate and deliver valuable metals independently.
- V. B. **Skid Steer – 2025.** A new skid steer would replace the existing 2017 JCB. The Highway Department has been spending excessive funds on repairing the existing piece of equipment, with repairs in the last three years totaling approximately \$12,000.
- V. C. **Establish Capital Reserve Fund for 75-Yard Trailer – 2030.** The Highway Department is seeking to put aside \$20,000 annually to fund the replacement of the existing 75-yard trailer. Existing Trailer #474 is from 2001 and was rebuilt in 2018/19 for \$40,000. By 2030 the department will need to replace this trailer.
- V. D. **Establish Capital Reserve Fund for 100-Yard Trailer – 2025.** The Highway Department is seeking to put aside \$20,000 annually to fund the replacement of the existing 100-yard trailer. Existing Trailer #475 is from 2008 and will be near the end of its life by approximately 2025.
- IX. A. **Replace Community Center Bus – 2026.** The existing bus was purchased in 2016 and is starting to show wear and tear that will require body work to prolong its life. In 2026 this bus will be ten years old and will likely reach end of life.
- XI. C. **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 22 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.

- XI. F.      **Replacement of the PHS Student Parking Lot – 2027.** This project proposes to replace the existing porous asphalt student parking lot at Pelham High School that was installed in 2014. Porous pavement can drain water directly through it and eliminates the need for multiple drains. The life expectancy is ten years, and in 2024 the condition of the existing porous pavement will need to be monitored to ensure it is functioning as required. When the lot fails to drain water, it will become unsafe (ice) and need to be replaced.

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

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- III. A.      **Fire Department 4-Bay Garage – 2025.** The Fire Department is seeking to construct a colonial style 4-bay garage with dormers off the building roof to maximize usable space. The garage would be used for storage that is lacking in the fire station and will be heated with a gas-fired heater and will have electricity. The building would be stick-built construction (with colonial design to meet covenant requirements), have 10’x10’ doors, and have a foundation consisting of a four-foot frost wall with a concrete floor. Because the department utilized impact fees for the construction of the statement, there is a requirement that no less than 15% of the programmed space be available for the future. As the fire department grows, there is more need for additional space to meet this requirement. This project was ranked as desirable, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.
- VI. B.      **Restrooms/Storage/Snack Shack at Raymond Athletic Fields – 2024.** The Parks and Recreation Department proposes to construct a new building at the Raymond Athletic Fields to include restrooms, storage and a “snack shack”. Currently, the site relies on portable toilets. The improvements are proposed to enhance the user experience. Concession sales from the snack shack would be used to support programming.
- VIII. A.     **Columbarium – 2024.** With the steady increase of cremation burials over the past several years, the Town of Pelham Cemetery Board of Trustees are proposing to develop a columbarium area not only to accommodate the cremation burials but also to preserve the existing Gibson Cemetery for traditional full burials. The columbarium structures will accommodate a total of 288 niches for cremation burials.
- IX. B.      **Community Center Expansion and Garden/Park – 2025-2027.** The coronavirus pandemic has caused an epidemic of loneliness and social isolation among older adults, carrying health and emotional risks. Because of this, in 2020 the Pelham NH Council on Aging rented and erected a large outdoor tent on the property behind the



Hobbs Community Center to provide safe, outdoor activities for seniors during the COVID pandemic. The tent was well received and there was a waiting list for activities throughout the summer months, as many seniors in the Pelham community live in apartments and do not have access to safe outdoor space. Since then, tent rental prices have increased significantly and the Community Center's participation has drastically increased and is higher than pre-pandemic numbers. This prompted the need to update the existing Community Center and the need for more staff. With donations from community members and businesses, the Community Center was able to erect a shade pavilion, create an outdoor recreation area, and construct two pickleball courts. To finish the remaining updates, the Community Center is seeking funding. The proposed project includes an approximate 1,000 square foot addition to the existing Community Center and the completion of the garden/park space surrounding the pickleball courts. The addition will include a designated reception area, two additional staff offices and a large storage area for program equipment. The garden/park space plan includes greenery, ADA accessible pathways, benches, kiosks, bluebird boxes and bag dispensers for dog waste. This project was ranked as desirable, but also has a CIP Committee Priority Ranking of R, as additional research must be completed to fully address this need.

- XI. D. **PES Air Conditioning System Phase II – 2024.** This project proposes to design, build, and install an air conditioning system at Pelham Elementary School including all first-floor classrooms. Phase I was completed in the summer of 2022, including all second-floor classrooms, cafeteria, and kitchen spaces. This project proposes to continue moving forward with the project to design, build, and install an air conditioning system at the Pelham Elementary School. The Pelham School Board will continue to access any available federal funds to support as much of this project as possible to limit the impact on taxpayers.
- XI. E. **PES Air Conditioning System Phase III – 2025.** This project proposes to design, build, and install air conditioning at the Pelham Elementary School including the gymnasium and all other occupied spaces of the building. This phase will complete the project plan to fully air condition the Pelham Elementary School. Phase I was completed in the summer of 2022, including all second-floor classrooms, cafeteria, and kitchen spaces. Phase II is planned for the summer of 2025 and will include all first-floor classrooms. This project proposes to continue moving forward with the project to design, build, and install an air conditioning system at the Pelham Elementary School, and complete the project by air conditioning the gymnasium and all other occupied areas in the building. The Pelham School Board will continue to access any available federal funds to support as much of this project as possible to limit the impact on taxpayers.

**Town of Pelham  
Capital Improvements  
2024-2030**

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

No projects were listed as Deferrable in the 2024 – 2030 CIP.

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

Some projects listed as Desirable will also require additional research. These include:

III. A. **Fire Department 4-Bay Garage**

IX. B. **Community Center Expansion and Garden/Park**

**“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 2024 – 2030 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. Consideration should also be given to expanding the use of Capital reserve Funds for reoccurring capital purchases.

**- APPENDIX A -**

**PELHAM CIP PROGRAM**

Schedule of CIP Projects, 2024-2030, Annual Costs and Revenues

**Town of Pelham  
Capital Improvements  
2024-2030**

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**Insert 11x17 Spreadsheet**

**- APPENDIX B -**

**PELHAM CIP PROGRAM**

Capital Project Worksheet and Submission Form

**Town of Pelham  
Capital Improvements  
2024-2030**

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**TOWN OF PELHAM CAPITAL IMPROVEMENT PLAN 2024-2030  
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  
2024-2030**

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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  
2024-2030

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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>