



**LEBANON PLANNING BOARD
AUGUST 25, 2025 - 6:30 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

1. Call to Order

- A. To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 539 455 80#). If you have trouble accessing this meeting, please [email Tim Corwin](#).

2. Study Items

- A. Review and Adoption of 2026-2031 Capital Improvement Plan (CIP)
B. Review of Proposed 2026 Zoning Amendments

3. Committee Reports

- A. **City Council Subcommittees:**
--Class VI Roads Advisory Committee
--Lebanon Energy Advisory Committee
- B. **Other Subcommittees:**
--City Council Representative
--Heritage Commission
--Pedestrian & Bicyclist Advisory Committee
--Upper Valley Lake Sunapee Regional Planning Commission
--UV Subcommittee of the Connecticut River Joint Commissions
--Upper Valley Transportation Management Association
--Mascoma River Local Advisory Committee
--West Lebanon Revitalization Advisory Committee
- C. Planning Board Development Regulations Subcommittee
D. Minor Site Plan Committee
E. Housing Task Force

4. Other Business

- A. Planning Board process improvement/implementation of Rules of Procedure
B. Planning Board Training

5. Approval of Minutes

- A. July 14, 2025

6. Adjournment

The order of agenda items is subject to change.

Meetings are open for in-person and remote attendance. Members of the public who wish to attend remotely may do so by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupt virtual or phone connection(s), the meeting will continue without remote access capabilities.

Lebanon Planning Board Agenda
August 25, 2025

Any person with a disability who wishes to attend this public meeting and needs additional accommodation, please contact the ADA coordinator at City Hall by calling 603-448-4220 at least 72 hours in advance so that the City can make any necessary arrangements.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Lebanon Planning Board

FROM: Tim Corwin, Deputy Planning & Development Director

RE: 2026 – 2031 Capital Improvements Program
August 25, 2025 Work Session – Agenda Item 2.A

MEMO DATE: August 21, 2025

Planning Board members:

Attached is the City administration's proposed 2026-2031 Capital Improvements Program. At the August 21, 2025, work session, the Planning Board will review and discuss those projects from the proposed 2026-2031 Capital Improvements Program which meet the definition of a CIP Item as set forth in the Board's CIP Policy and Procedures document. The Board will review all proposed CIP projects regardless of which year(s) the projects are proposed for funding.

The CIP list includes projects anticipated for funding beyond the immediate 6-year time period in order to further enhance the usefulness of the CIP as a financial and community planning tool. Including projects beyond the typical 6-year time period is a component of the City Manager's debt management policy recommendation to the City Council.

The following CIP projects (which are listed in bold red text on the attached project list) are the projects that meet the definition of CIP Item and, therefore, require review by the Planning Board:

<u>Department</u>	<u>Project Description</u>
Airport	T-Hangar Construction
Airport	Taxiway A Extension Phase 2
Airport	Taxiway A Extension Phase 3
Fire	Station 2 Replacement
Public Works	Route 120–Etna–Old Etna Road Pedestrian Improvements
Public Works	Mechanic Street/Slayton Hill Road/Mascoma Street Roundabout
Public Works	Mechanic Street Sidewalk – Buckingham Place to Poverty Lane
Public Works	Mechanic St Sidewalk - American Legion to Slayton Hill Rd
Public Works	Mechanic St Sidewalk – Rivermill Bus Stop to Slayton Hill Rd
Public Works	Hanover Street Improvements
Public Works	Mechanic/Mascoma/High Street Roundabout
Public Works	School Street /Meriden Road Safety Improvements
Recreation, Arts, & Parks	Mascoma River Greenway Extension
Recreation, Arts, & Parks	MRG to Mascoma Street Path
Public Works	Large Groundwater Well and Water Treatment Facility
Public Works	Centerra Water Main Extension
Public Works	Landfill Expansion Phase 3 and 4 Design, Permitting & Construction

The Planning Board is asked to adopt the 6-year CIP, as it may amend, and to submit its recommendation for the 2026 capital budget to the City Council through the City Manager.

Attachments

- Lebanon Planning Board Capital Improvement Program Policies and Procedures
- City of Lebanon Capital Improvements Program and Other Capital Projects 2026-2031



LEBANON PLANNING BOARD

CAPITAL IMPROVEMENT PROGRAM POLICY AND PROCEDURES

CITY OF LEBANON, NEW HAMPSHIRE

ADOPTED: September 22, 2003
LAST REVISED: February 27, 2023

**CITY OF LEBANON
CAPITAL IMPROVEMENT PROGRAM
POLICY AND PROCEDURES**

TABLE OF CONTENTS

ARTICLE	TITLE	PAGE
ARTICLE I	ENACTMENT AND GENERAL PROVISIONS	1
	Authority	1
	General Purpose	1
	Definitions	2
	Compliance	3
ARTICLE II	CIP PROCEDURE	3
	Purpose	3
	Policy	3
	Procedure	3

ARTICLE I – ENACTMENT AND GENERAL PROVISIONS

Authority

Under the general authority granted in the New Hampshire Revised Statutes Annotated Title LXIV, the Lebanon Planning Board adopts this Policy and Procedures Document, pursuant to RSA 674:5, after having adopted a Master Plan and having been authorized to annually prepare and amend a recommended program of municipal capital improvement projects by the Lebanon City Council on January 08, 1986. Pursuant to RSA 674:7, the Planning Board will confer, in a manner deemed appropriate by the Board, with the City Manager, Finance Director, municipal departments, and the Lebanon School District, and shall review the recommendations of the Master Plan in relation to the proposed Capital Improvement Program.

Such that the Planning Board is so authorized to execute the Capital Improvement Program, every municipal department and the Lebanon School District shall, upon request of the Planning Board, transmit to the Board a statement of all capital projects it proposes to undertake during the term of the Program (6 years). The Planning Board shall study each proposed capital project that qualifies as a Capital Improvement Program Item, as defined herein, and shall advise and make recommendations to the municipal department or School District concerning the relation of its project to the Capital Improvement Program being prepared.

Pursuant to RSA 674:8, the Planning Board will submit its Capital Improvement Program recommendations for the ensuing fiscal year through the City Manager to the City Council for consideration as part of the annual budget.

General Purpose

This Policy and Procedures Document authorizes the Planning Board to prepare and submit a Capital Improvement Program that supports and furthers the goals established in the City's Master Plan. This Policy and Procedures Document shall be administered to ensure orderly growth and development and supplement and facilitate the provisions in the City of Lebanon's Master Plan, Zoning Ordinance, and capital budget. This Policy and Procedures Document ensures that there is harmonious development of a City capital budget. The Capital Improvement Program does not create the capital budget, but is a recommendation to the City Council in preparation of the capital budget. This Policy and Procedures Document guides the Planning Board in creating and delivering the Capital Improvement Program to the City Council.

Definitions

For the purposes of this Policy & Procedures Document, in addition to the terms included in this Article, the meaning of terms used herein shall be as defined in the Lebanon City Code and RSA.

Board – The word ‘Board’ shall mean the Lebanon Planning Board.

Capital Improvement Program (CIP) – The words ‘Capital Improvement Program’ and the abbreviation ‘CIP’ shall mean the document authorized by the Board consisting of a first-year capital budget recommendation for CIP Items and a subsequent five-year plan for capital expenditures. Projects previously approved and fully funded for completion are not included in the current six-year plan.

Capital Improvement Program Items – CIP Items will be those items that pertain to planning and land use within the City only. CIP Items are to include:

- a) Any Physical Public Betterment and studies relative thereto with an estimated cost or value in excess of \$100,000;
- b) Acquisition of land, regardless of estimated cost;
- c) Construction of new buildings and facilities with an estimated value in excess of \$100,000;
- d) Facilities engineering design and other preconstruction costs in excess of \$100,000, unless such costs are part of a project that does not result in more capacity for growth;
- e) Reconstruction of existing facilities resulting in more capacity for City growth with an estimated cost or value in excess of \$100,000.

Capital items that are operational in scope, vehicles for example, are not considered to be CIP Items.

Physical Public Betterment – The words ‘Physical Public Betterment’ shall mean any new use of land or infrastructure that is for the benefit of the community. **Excluded from this definition are operational maintenance and improvements accruing a benefit to the community, which do not increase capacity for growth, for example resurfacing a road, fixing a sidewalk, and other in-kind repairs.**

CIP Project List – The term ‘CIP Project List’ shall be the Planning Board's list communicating to the City those CIP Items deemed by the Board as important for capital budget funding for the ensuing six-year fiscal period.

Capital Budget Form – The term ‘Capital Budget Form’, created by the Finance Director, is the official request by the Board, submitted through city staff, for a CIP Item to be included in the CIP. For each proposed CIP Item, the Capital Budget Form submitted by the Department for that project shall, to the extent possible, establish a substantive relationship between what the Master Plan identifies as a capital need and the proposed CIP Item.

Compliance

No Capital Improvement Program shall be approved by the Planning Board unless such plan complies with all the provisions of this CIP Policy and Procedures document and state and federal laws.

No authority other than the Planning Board will be permitted to change the CIP.

This CIP Policy and Procedures document supersedes all other City Staff policies relative to the CIP.

ARTICLE II – CIP POLICY AND PROCEDURES

Purpose

This procedure allows timely submission and review of the Capital Improvement Program (CIP) by the Planning Board, City Council, City Manager, Finance Director, municipal departments, and the Lebanon School District. This procedure defines a process by which information is given to the Planning Board by municipal departments (through the City Manager) and the Lebanon School District and sets forth the schedule for the Board's review and adoption of the CIP by late August. By producing the CIP by late August, the City Council shall use the document for capital budget recommendations per City Policy 98-01-A.

Policy

The Planning Board may create a preliminary CIP Project List, which shall be provided to all departments. in accordance with the Procedure outlined below. All department proposals for CIP Items and other capital items shall be submitted to the Planning & Development Director by mid-May, approximately 180 days prior to the budget submission date of October 31st. The Finance Director, City Manager, Planning & Development Director, and appropriate designees shall evaluate and analyze the fiscal capacity and financial programming of the proposed CIP Items and other capital items and shall prepare a draft CIP for review and adoption by the Planning Board by late August.

Procedure

1. At the **January Planning Board Work Session**, the Board may prepare a preliminary CIP Project List for the ensuing six-year fiscal period. The Planning & Development Director shall distribute the Planning Board's preliminary CIP Project List to the City Manager, Finance Director, and all municipal departments for consideration in preparing each Department's proposed CIP Items and other capital items. The Board may evaluate up to the prior three (3) years' City Council-adopted Capital Budgets versus the Board's CIP Project List and identify changes and make recommendations relevant to the CIP.

2. **In early April:** The Planning & Development Director shall distribute the Capital Budget Form, guidelines, and instructions to all municipal departments and to the Lebanon School District, approximately 210 days prior to the budget submission.
3. **In mid-May:** Each Director of a municipal department and the Superintendent of the Lebanon School District shall inventory existing facilities; identify proposed new CIP Items and other capital items and determine the status of previously approved CIP Items; and shall prepare and submit to the Planning & Development Director Capital Budget Forms, with such supporting documentation, data, required analysis, and timelines as required by the City Manager and Planning & Development Department, approximately 180 days prior to the budget submission date.
4. **By late June:** The Planning & Development Director, City Manager, and Finance Director shall analyze fiscal capacity and financial programming of the proposed CIP Items and shall prepare a draft CIP. In accordance with RSA 674:6, the draft CIP shall classify projects according to the urgency and need for realization and recommend a time sequence for their implementation, and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.
5. **By early July:** The City Manager shall submit the draft CIP to the Planning Board. Each Planning Board member shall be given a copy of the draft CIP. The Planning & Development Department shall request that each municipal department and the Lebanon School District appear before the Planning Board at the July work session to answer questions and to discuss project proposals, as needed.
6. **By late August:** The full Planning Board shall review the draft CIP and shall make any revisions deemed appropriate by the Board. In reviewing the draft CIP, the Planning Board shall review the recommendations of the Master Plan in relation to the proposed CIP. The Planning Board shall adopt a final CIP and submit its first-year capital budget recommendations to the City Council through the City Manager.
7. Upon adoption, the Planning & Development Director shall cause a certified copy of the CIP to be filed with the New Hampshire Office of Planning & Development (NHOPD) in accordance with RSA 675:9.



CAPITAL
IMPROVEMENTS
PROGRAM
-AND-
OTHER CAPITAL
PROJECTS
2026-2031

OVERVIEW OF THE 2026-2031 CAPITAL IMPROVEMENTS PROGRAM

GENERAL

A six-year Capital Improvements Program (CIP) is developed and updated annually. The following pages contain the City of Lebanon's 2026-2031 CIP and other capital projects.

In reviewing the CIP, it should be kept in mind that it is one of the community's most important physical and financial planning tools. Proposals set forth in this CIP and succeeding CIPs influence the standard of facilities and services the City of Lebanon provides its citizens in the future. As such, careful analysis and evaluation is necessary if it is to serve as a rational planning guideline for necessary community improvements. It should be noted that no formal action is required by the City Council on financing for years two through six of the CIP (2026-2031); only year one (2026) will be considered as part of the approval process of the 2026 Budget by the City Council.

This 2026-2031 Capital Improvements Program is an essential component of the City's financial planning effort and provides the long-range perspective and framework for addressing its capital improvements needs. As a companion to the annual budget, the CIP provides the mechanism for anticipating future facility and infrastructure requirements and ensuring that they are funded in a responsible and systematic fashion. The cost of individual projects is based on the best estimates available at the time this plan was prepared; actual project costs are a function of detailed study by architects and engineers.

LEGAL BASIS FOR CAPITAL PROGRAMMING

The 2026-2031 CIP is prepared pursuant to RSA Chapter 674:5 - 674:8, which in summary, grants to the City Council, as the City's legislative body, the authority to authorize the Planning Board to prepare and amend a recommended Capital Improvements Program for submission to the City Council to assist in its consideration of the annual budget.

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 6 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. 2002, 90:1, eff. July 2, 2002.

674:6 Purpose and Description. – *The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation*

of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

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

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. 2002, 90:2, eff. July 2, 2002.

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. 2002, 90:3, eff. July 2, 2002.

CAPITAL IMPROVEMENT PROGRAM ITEMS

For the purpose of the Capital Improvements Program, Capital Improvement Program Items (CIP Items) will be those items that pertain to planning and land use within the City only. CIP Items include:

- a) Any Physical Public Betterment and studies relative thereto with an estimated cost or value in excess of \$100,000;
- b) Acquisition of land, regardless of estimated cost;
- c) Construction of new buildings and facilities with an estimated value in excess of \$100,000;
- d) Facilities engineering design and other preconstruction costs in excess of \$100,000, unless such costs are part of a project that does not result in more capacity for growth;
- e) Reconstruction of existing facilities resulting in more capacity for City growth with an estimated cost or value in excess of \$100,000.

Capital items that are operational in scope, vehicles for example, are not considered to be CIP Items.

A **Physical Public Betterment** shall mean any new use of land or infrastructure that is for the benefit of the community. Excluded from this definition are operational maintenance and

improvements accruing a benefit to the community, which do not increase capacity for growth, for example resurfacing a road, fixing a sidewalk, and other in-kind repairs.

PLANNING BOARD

It is the Planning Board's responsibility to review, evaluate, rank, and revise the Capital Improvement Project List as presented by the Administration, and to develop the CIP with a view toward ensuring that proposed projects are compatible and complementary with the Master Plan.

REVIEW OF THE CIP

The CIP is drafted and reviewed according to the Capital Improvement Program Policy and Procedures document adopted by the Lebanon Planning Board on September 22, 2003 and revised on February 27, 2023. The procedure begins in February when the Planning Board evaluates the prior years' adopted Capital Budget and initiates the preliminary CIP Project List for the coming year and makes recommendations relevant to the CIP. In April, the Planning and Development Department distributes the preliminary CIP Project List and other materials to the departments and instructs them to prepare the description and documentation for each of the proposed projects for return to the Planning Department in May. In June, the Planning and Finance Departments and the City Manager review the submissions from the departments to analyze fiscal capacity and financial programming for the projects and submit the draft CIP to the Planning Board for evaluation in July. After review, the Planning Board shall adopt the CIP Project List and submit its recommendations along with the CIP to the City Council through the City Manager. A copy of the adopted CIP is also filed with the NH Office of Planning & Development in accordance with RSA 675:9.

SCHOOL DISTRICT CIP

The Lebanon School District provided the City with a copy of its Draft Facilities Improvements Plan for 2026-2031. With this information, the City can review proposed City capital expenditures along with proposed School District capital expenditures in order to better understand and evaluate the total impact on the community and to help maintain a level tax rate for the citizens of Lebanon.

ORGANIZATION OF THIS DOCUMENT

This document is organized into just one part, which lists all of the proposed Capital Improvements Program items and Other Capital Projects for review. Proposed projects that meet the Planning Board's definition of a Capital Improvement Program Item are listed in **red** in the attached spreadsheet.

FINANCIAL ANALYSIS

This Overview concludes with a summary of all projects that meet the Planning Board's definition of a Capital Improvement Program Item. The City's Finance Department will estimate the impacts of all individual CIP projects in terms of Operating Costs, Debt Service, and Tax Rate Impacts, where appropriate, as the CIP moves through the review process.

CITY OF LEBANON, NH

PROPOSED 2026-2031 CAPITAL IMPROVEMENTS PLAN (CIP)

Department	Project Name	Total Appropriated	Prior to 2026	2026-2031	2026	2027	2028	2029	2030	2031	2032+
AIRPORT FUND	AIR <i>2026 T-Hangar Construction</i>	\$4,120,000	\$0	\$4,120,000	\$4,120,000	\$0	\$0	\$0	\$0	\$0	\$0
	NEW-AIR Pavement Management Plan	\$85,000	\$0	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0
	NEW-AIR <i>Taxiway A Extension Phase 2</i>	\$3,925,000	\$0	\$3,925,000	\$0	\$3,925,000	\$0	\$0	\$0	\$0	\$0
	NEW-AIR South Apron Rehabilitation	\$1,090,000	\$0	\$1,090,000	\$0	\$0	\$1,090,000	\$0	\$0	\$0	\$0
	NEW-AIR <i>Taxiway A Extension Phase 3</i>	\$3,900,000	\$0	\$3,900,000	\$0	\$0	\$0	\$0	\$3,900,000	\$0	\$0
	NEW-AIR Replace Airfield Electrical Vault	\$1,170,000	\$0	\$1,170,000	\$0	\$0	\$0	\$0	\$0	\$1,170,000	\$0
	TOTAL AIRPORT	\$14,290,000	\$0	\$14,290,000	\$4,205,000	\$3,925,000	\$1,090,000	\$0	\$3,900,000	\$1,170,000	\$0
FACILITIES	GENERAL FUND										
	FIRE <i>Fire Station 2 Replacement</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,200,000
	DPW City Hall Renovations Phase 5	\$6,998,600	\$6,998,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$654,000
FLEET & EQUIPMENT	FIRE Ambulance Replacement	\$900,000	\$0	\$900,000	\$0	\$450,000	\$0	\$0	\$0	\$450,000	\$0
	FIRE Personal Protective Equipment	\$294,000	\$0	\$294,000	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0
	DPW Fleet Replacement	\$4,360,000	\$0	\$4,360,000	\$620,000	\$525,000	\$790,000	\$725,000	\$1,190,000	\$510,000	\$0
ROADS & BRIDGES	DPW <i>Route 120-Etna-Old Etna Road Pedestrian Improvements</i>	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000
	DPW Hanover Street/Route 120 Bridge Replacement #121-117	\$2,848,250	\$2,675,000	\$173,250	\$0	\$173,250	\$0	\$0	\$0	\$0	\$0
	DPW Mack Avenue Infrastructure Improvements	\$80,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000
	DPW Estabrook Circle and Maple Street Stormwater Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,250
	DPW <i>Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction</i>	\$5,835,990	\$425,000	\$5,410,990	\$388,000	\$0	\$37,000	\$0	\$4,985,990	\$0	\$1,950,920
	DPW <i>Mechanic St Sidewalk - Buckingham Pl to Poverty Ln (Phase 1)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DPW <i>Mechanic St Sidewalk - American Legion to Slayton Hill Rd (Phase 2)</i>	\$759,000	\$425,000	\$334,000	\$334,000	\$0	\$0	\$0	\$0	\$0	\$0
	DPW <i>Mechanic St Sidewalk - Rivermill Bus Stop to Slayton Hill Rd (Phase 3)</i>	\$2,518,690	\$0	\$2,518,690	\$0	\$152,230	\$0	\$139,380	\$2,227,080	\$0	\$0
	DPW <i>Hanover Street Reconstruction - Route 120 to Mascoma Street</i>	\$513,590	\$0	\$513,590	\$0	\$513,590	\$0	\$0	\$0	\$0	\$5,453,020
	DPW <i>Mechanic Street - High Street - Mascoma Street Roundabout</i>	\$5,025,548	\$4,669,748	\$355,800	\$355,800	\$0	\$0	\$0	\$0	\$0	\$2,727,740
	DPW Green Street and Shaw Street Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$635,170
OTHER	DPW Elm Street and Union Street Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DPW <i>School St / Meriden Rd Safety Improvements</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DPW Trues Brook Road Bridge Replacement #066-059	\$5,602,550	\$5,369,330	\$233,220	\$233,220	\$0	\$0	\$0	\$0	\$0	\$0
	REC <i>Mascoma River Greenway Extension</i>	\$2,400,000	\$32,000	\$2,368,000	\$433,000	\$1,506,000	\$429,000	\$0	\$0	\$0	\$408,000
	REC <i>MRG to Mascoma Street Path</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	REC Northern Rail Trail Retaining Wall	\$275,000	\$0	\$275,000	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0
	TOTAL GENERAL FUND	\$38,661,218	\$20,924,678	\$17,736,540	\$2,364,020	\$3,595,070	\$1,256,000	\$1,158,380	\$8,403,070	\$960,000	\$32,035,790

CITY OF LEBANON, NH

PROPOSED 2026-2031 CAPITAL IMPROVEMENTS PLAN (CIP)

Department	Project Name	Total Appropriated	Prior to 2026	2026-2031	2026	2027	2028	2029	2030	2031	2032+
DPW-WATER NEW-DPW-WATER	WATER FUND										
	Large Groundwater Well and Water Treatment Facility	\$17,310,000	\$1,910,000	\$15,400,000	\$0	\$15,400,000	\$0	\$0	\$0	\$0	\$942,950
	Hanover Street Reconstruction - Route 120 to Mascoma Street	\$35,420	\$0	\$35,420	\$0	\$35,420	\$0	\$0	\$0	\$0	\$0
	Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction	\$89,790	\$0	\$89,790	\$0	\$0	\$0	\$0	\$89,790	\$0	\$0
	Centerra Water Main Extension	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000
	Mack Avenue Infrastructure Improvements	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
	DPW-WATER Estabrook Circle and Maple Street Stormwater Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$1,012,500
	DPW-WATER Spring Street West Water Main Replacement	\$275,000	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DPW-WATER Farnum Hill Tank – Water Age and Quality	\$390,000	\$0	\$390,000	\$390,000	\$0	\$0	\$0	\$0	\$0	\$0
	DPW-WATER Green Street and Shaw Street Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,338,060
DPW-WATER NEW-DPW-WATER	Elm Street and Union Street Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,211,160
	Water Meter Upgrade	\$929,000	\$0	\$929,000	\$0	\$0	\$0	\$0	\$929,000	\$0	\$0
	TOTAL WATER FUND	\$19,089,210	\$1,970,000	\$17,119,210	\$390,000	\$15,435,420	\$0	\$0	\$1,018,790	\$275,000	\$8,254,670
	SEWER FUND										
	Hanover Street Reconstruction - Route 120 to Mascoma Street	\$41,320	\$0	\$41,320	\$0	\$41,320	\$0	\$0	\$0	\$0	\$1,100,110
	Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction	\$112,220	\$0	\$112,220	\$0	\$0	\$0	\$0	\$112,220	\$0	\$0
	Fleet Replacement	\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0
	DPW-SEWER Estabrook Circle and Maple Street Stormwater Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,250
	DPW-SEWER Green Street and Shaw Street Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,727,740
	DPW-SEWER Elm Street and Union Street Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,579,690
DPW-WATER NEW-DPW-WATER	Water Meter Upgrade	\$929,000	\$0	\$929,000	\$0	\$0	\$0	\$0	\$929,000	\$0	\$0
	Route 12A Pump Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
	TOTAL SEWER FUND	\$1,162,540	\$0	\$1,162,540	\$0	\$41,320	\$0	\$80,000	\$1,041,220	\$0	\$9,588,790
	SOLID WASTE FUND										
	Landfill Phase 3-4 Design, Permitting, and Construction	\$17,370,000	\$1,534,000	\$15,836,000	\$267,000	\$15,300,000	\$0	\$269,000	\$0	\$0	\$40,000,000
	Fleet Replacement	\$1,840,000	\$0	\$1,840,000	\$235,000	\$225,000	\$450,000	\$450,000	\$230,000	\$250,000	\$0
	TOTAL SOLID WASTE FUND	\$19,210,000	\$1,534,000	\$17,676,000	\$502,000	\$15,525,000	\$450,000	\$719,000	\$230,000	\$250,000	\$40,000,000
	TOTAL CITY CAPITAL IMPROVEMENTS PROGRAM	\$92,412,968	\$24,428,678	\$67,984,290	\$7,461,020	\$38,521,810	\$2,796,000	\$1,957,380	\$14,593,080	\$2,555,000	\$89,883,250
	TOTAL LEBANON SCHOOL DISTRICT CAPITAL IMPROVEMENTS PROGRAM			\$12,631,970	\$1,039,400	\$1,683,230	\$3,769,280	\$1,952,210	\$2,057,040	\$3,226,360	\$3,226,360
	TOTAL 2026 - 2031 CAPITAL IMPROVEMENTS PROGRAM			\$80,616,260	\$8,500,420	\$40,205,040	\$6,565,280	\$3,909,590	\$16,650,120	\$5,881,360	\$5,881,360

bold italicized project names reviewed by Planning Board as CIP Program Items.

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

1. **DEPARTMENT:** Airport
2. **PROJECT TITLE:** T-Hangar Construction
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** New Service
5. **LOCATION:** Echo Apron
6. **PROJECT DESCRIPTION/JUSTIFICATION:** All of the airport T-Hangars are full and have been since 2022. There is a waiting list of eight aircraft owners currently looking for storage space.
7. **ONGOING MAINTENANCE & OPERATING EXPENSES** (anticipated costs and funding sources): Annual revenue from one of the existing 10-unit buildings is \$82,700. The estimated bond payment each year for 20 years would be \$32,000 and the current property tax is \$12,000 for total annual payments of \$44,000. The hangars would be revenue positive after construction.

Source	Amount
Federal	\$3,407,898
State	\$206,000
Local	\$506,102
Total	\$4,120,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: T-Hangar Construction

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$740,000	\$0	\$0	\$0	\$0	\$0	\$740,000	\$0
Construction/Implementation				\$3,380,000	\$0	\$0	\$0	\$0	\$0	\$3,380,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$4,120,000	\$0	\$0	\$0	\$0	\$0	\$4,120,000	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Airport		\$506,100	\$0	\$0	\$0	\$0	\$0	\$506,100	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:	Fire Department Vehicle/Equipment		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$3,407,900	\$0	\$0	\$0	\$0	\$0	\$3,407,900	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$206,000	\$0	\$0	\$0	\$0	\$0	\$206,000	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$4,120,000	\$0	\$0	\$0	\$0	\$0	\$4,120,000	\$0



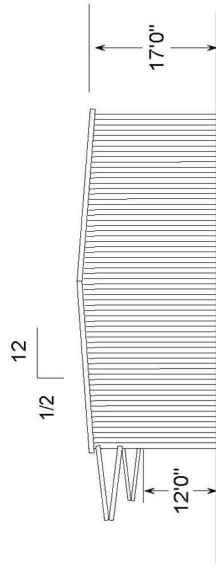
NTS

LEBANON MUNICIPAL AIRPORT
PROPOSED 8-UNIT HANGAR



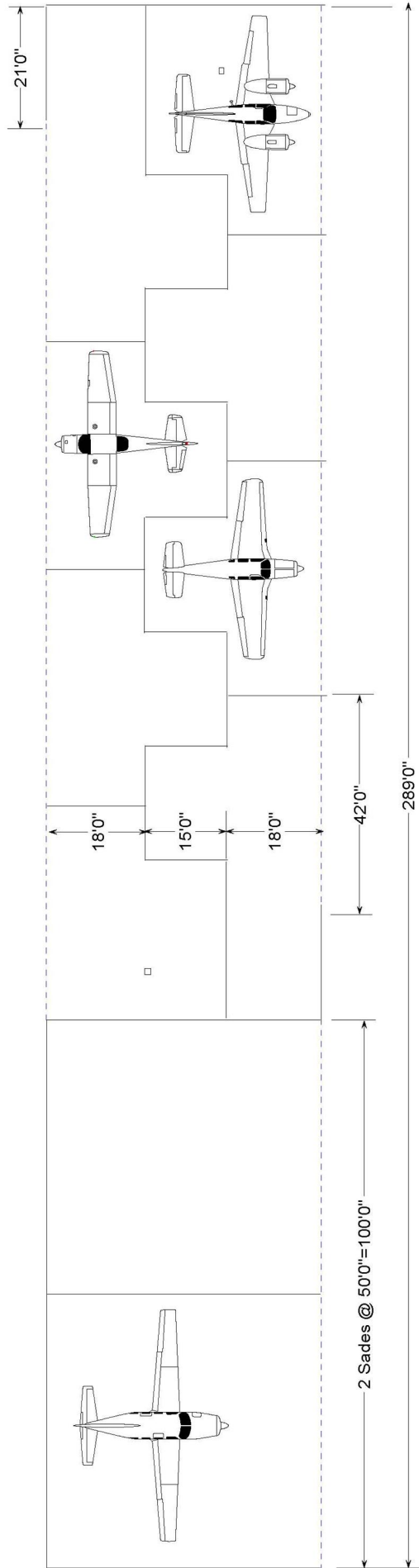
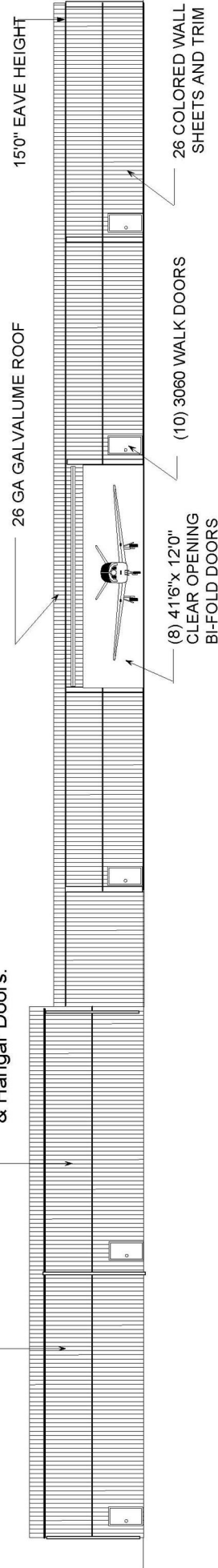
ERECT-A-TUBE, Inc.
Aircraft Hangar Specialists
800-624-9219

Lebanon Airport
 Lebanon, NH
 8 UNIT N51-42 w/ RG51-50
 July 28, 2006



(2) 50'6"x 14'0"
 CLEAR OPENING
 BI-FOLD DOORS

26 Ga Color Sheeting
 on Exterior Walls
 & Hangar Doors.



2026-2031 Capital Improvement Program

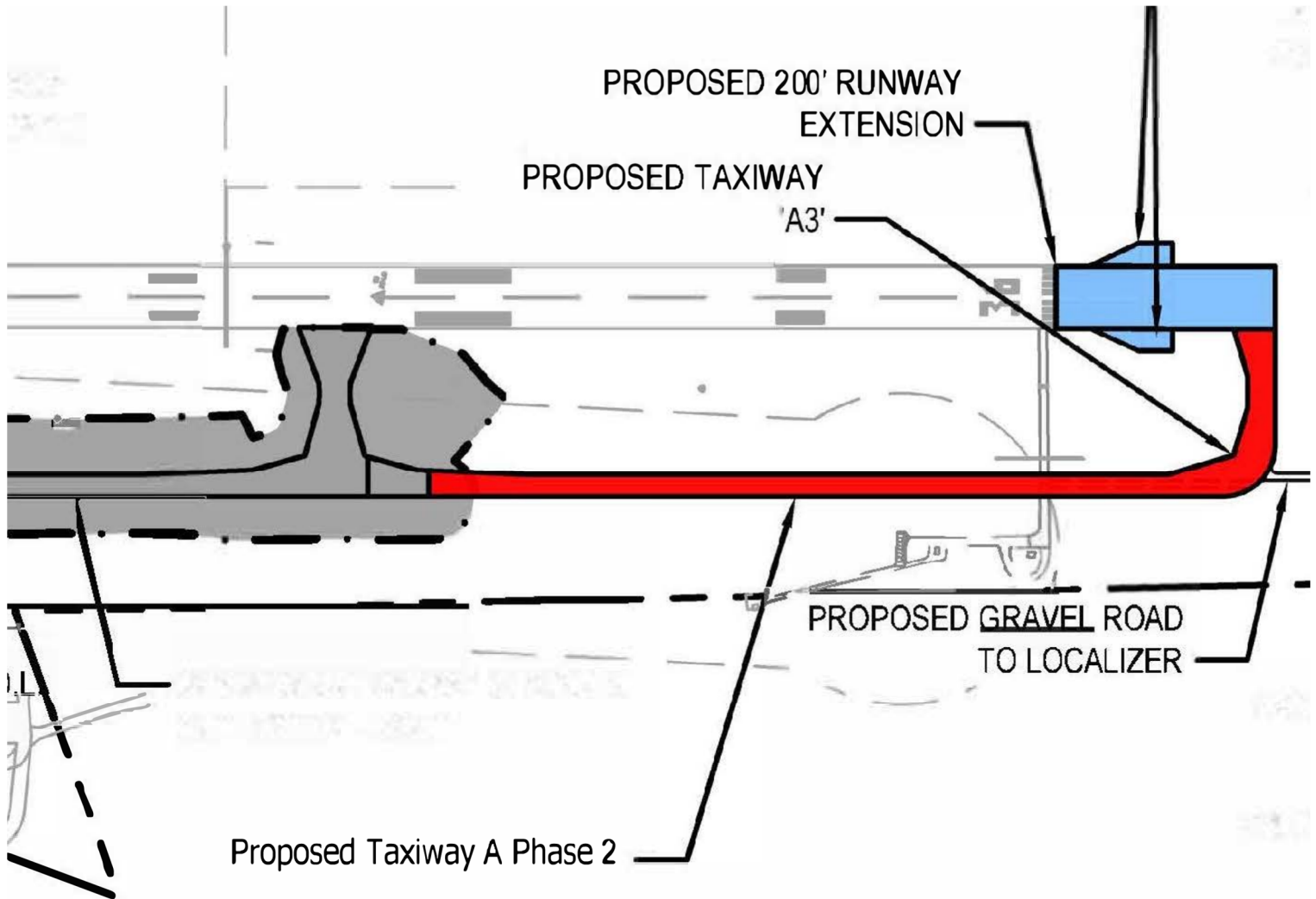
PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

1. **DEPARTMENT:** Airport
2. **PROJECT TITLE:** Taxiway A Extension Phase 2
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Mandatory
5. **LOCATION:** Taxiways
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The project completes the southern extension of parallel taxiway Alpha to runway 18-36. The long back taxi times on the runway are listed as a 'hotspot' on the airport for pilots and air traffic controllers. This removes the hotspot.
7. **ONGOING MAINTENANCE & OPERATING EXPENSES** (anticipated costs and funding sources):
Pavement will be included in the annual expenditures for pavement marking and crack sealing programs.

Source	Amount
Federal	\$3,532,500
State	\$196,250
Local	\$196,250
Total	\$3,925,000

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM Taxiway A Extension Phase 2

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$0	\$825,000	\$0	\$0	\$0	\$0	\$825,000	\$0
Construction/Implementation				\$0	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL				\$0	\$3,925,000	\$0	\$0	\$0	\$0	\$3,925,000	\$0
FUNDING											
Current (Operating Budget)	Specify Fund:	Airport		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Airport Bond		\$0	\$196,250	\$0	\$0	\$0	\$0	\$196,250	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:	Fire Department Vehicle/Equipment		\$0	\$0	\$0	\$0		\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$3,532,500	\$0	\$0	\$0	\$0	\$3,532,500	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$196,250	\$0	\$0	\$0	\$0	\$196,250	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL			\$0	\$3,925,000	\$0	\$0	\$0	\$0	\$3,925,000	\$0

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

1. **DEPARTMENT:** Airport
2. **PROJECT TITLE:** Taxiway A Extension Phase 3
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Mandatory
5. **LOCATION:** Taxiways. Taxiway A between Runway 7-25 and Taxiway B
6. **PROJECT DESCRIPTION/JUSTIFICATION:** Taxiways B1 and B2 have direct access from an apron to a runway. Current FAA design standards recommend the removal of these taxiways to prevent inadvertent runway incursions. Currently taxiway A ends at runway 7-25 and does not extend to the north end of the runway. This construction corrects this deficiency.
7. **ONGOING MAINTENANCE & OPERATING EXPENSES** (anticipated costs and funding sources):

The project will be maintained within the department's annual pavement marking and pavement crack sealing budget.

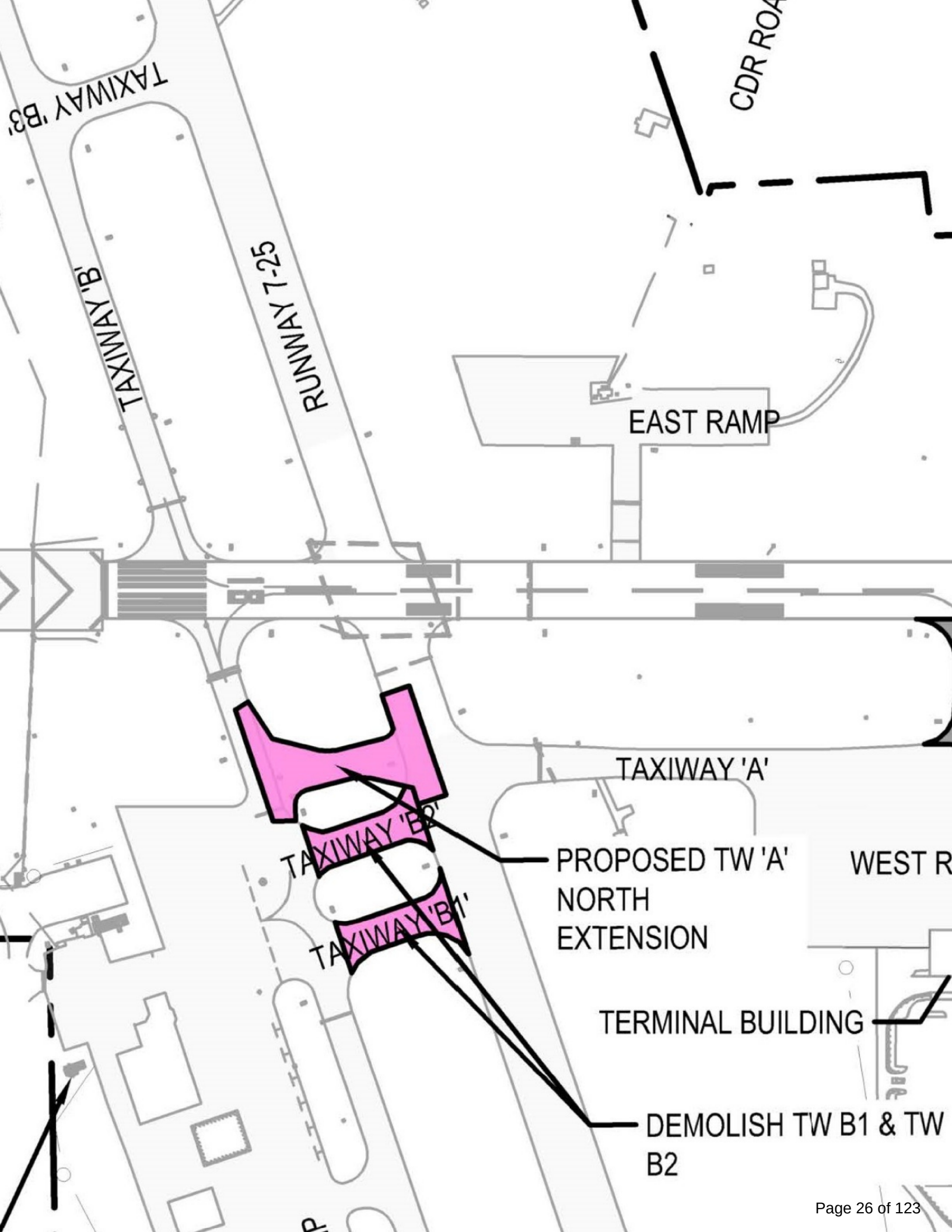
Source	Amount
Federal	\$3,510,000
State	\$195,000
Local	\$195,000
Total	\$3,900,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Taxiway A Extension Phase 3

8. FINANCIAL PLAN AND PROJECT SCHEDULE

			2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES										
Design/Engineering			\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
Construction/Implementation			\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
Property/Equipment Acquisition			\$0	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL			\$0	\$0	\$0	\$0	\$3,900,000	\$0	\$3,900,000	\$0
FUNDING										
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$195,000	\$0	\$195,000	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:	Fire Department Vehicle/Equipment		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$3,510,000	\$0	\$3,510,000	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$195,000	\$0	\$195,000	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$0	\$0	\$0	\$0	\$3,900,000	\$0	\$3,900,000	\$0



CDR ROAD

TAXIWAY 'B3'

TAXIWAY 'B'

RUNWAY 7-25

EAST RAMP

TAXIWAY 'A'

TAXIWAY 'B2'

TAXIWAY 'B1'

PROPOSED TW 'A'
NORTH
EXTENSION

WEST RAMP

TERMINAL BUILDING

DEMOLISH TW B1 & TW
B2

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Lebanon Fire Department
2. **PROJECT TITLE & NUMBER:** Fire Station 2 Replacement
3. **PURPOSE OF PROJECT REQUEST FORM:** To allocate CIP Funds for the replacement of Fire Station 2 in west Lebanon
4. **DEPARTMENT PRIORITY:** High
5. **LOCATION:** West Lebanon
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

In 2019 the City of Lebanon commissioned a Public Safety Facility Study. This study resulted in a recommendation that both current city fire stations be replaced. Both stations have significant health concerns and are no longer sized appropriately for the current needs of the Lebanon Fire Department. The City is currently (2024) in the process of replacing the central fire station. Station 2 is still a high priority and will need to be completed in the coming years. Given the current city debt service this project has been placed in the CIP parking lot for future consideration.

The fire station needs to remain in the same general area in which it's currently located. Currently the West Lebanon district of the city is seeing increased call volume in the North End of the district (Rt. 10 North of the Wilder Dam) all the way to the Hanover Town line. There is expected growth in residential population in that area over the next few years which will only increase the emergency service demand. Currently the Lebanon Fire Department response times in that area of the city are subpar in comparison to national standards and best practice standards in both Fire and Ems. Although the City is preparing for significant growth along the 12A corridor the relocation of the Station any further south from where it is now will more negatively impact the Northern District. The city attempted to complete this project in 2021, however was unsuccessful. The estimated cost of the project in 2021 was 6.5 million dollars. Most construction projects have increased by 5% annually since that time. If this project was to be approved for 2031 that would mean this project would be estimated at 14.2 million not including land acquisition.

Estimated cost (2031+): \$14,200,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Fire Station 2 Replacement

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,200,000
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,200,000
FUNDING											
Current (Operating Budget)											
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt											
Supported by:		Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:		Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:		Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund											
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants											
Specify:		NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:		FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:		NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds											
Specify:		Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:		Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other											
Specify:		Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,200,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:**
Route 120–Etna–Old Etna Road Pedestrian Improvements
3. **PURPOSE OF PROJECT REQUEST FORM:** On-going Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
5. **LOCATION:** Etna Road from Rte 120 to #67-69 driveway (~850 LF)
Old Etna Road from Wolf Road to Rte 120 (~1150 LF)
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

In April 2016, the Lebanon Planning Board approved a 75-unit apartment building at 69 Etna Road, which was subsequently approved for conversion to ownership condominiums in November 2018. The building permit was issued in October 2018 and a final certificate of occupancy for the Treetops condominiums was issued in February 2021. Additional residential and non-residential development has been proposed and approved along Etna Road and Labombard Road nearby in recent years, creating a cluster of new activity on the east side of Route 120.

In the Fall of 2020, NHDOT began the Preliminary Engineering phase for the Route 120/Exit 18 Improvements project (Lebanon 29612), encompassing an area along Route 120 from Hanover Street to Etna/Old Etna Roads. Early in the review process, the City and UVLSRPC provided comments on the importance of accommodating pedestrians and bicyclists within and across through the corridor. The City's comments were derived in part from the efforts of a Route 120 Bicyclist Pedestrian Working Group that met regularly between October 2009 and May 2012 and the City's Master Plan, as well as from the *Walk-Bike-Ride Leb* multi-modal plan. The RPCs comments were drawn in part from the public feedback received as part of its Regional Corridor Transportation Plans completed in 2019-21.

Subsequently, a resident of the Treetops condominiums development contacted NHDOT to request that a pedestrian crossing be installed at the Route 120/Etna-Old Etna Road intersection to allow the new residents on the east side of Route 120 to safely access the existing pedestrian and bicyclist facilities along Hanover Street and Mt. Support Road to reach Downtown Lebanon and DHMC/Centerra and Hanover.

2026-2031 Capital Improvement Program

Through resulting conversations with NHDOT and its consultant working on the Route 120/Exit 18 project, the state has verbally committed to installing pedestrian crossing improvements at the Route 120/Etna Road intersection as part of the overall corridor project, which is anticipated to be constructed in FY2028-29. However, it is expected that the City will provide and maintain necessary pedestrian and bicyclist improvements leading to and from the intersection on each side of Route 120 to support the project. It should be noted that Etna Road is a State Right of Way (ROW) and as such, close coordination with NHDOT is necessary during the design, permitting and construction phases.

The proposed project includes the design and permitting phases of pedestrian and bicyclist improvements, as follows:

Phase 1: Etna Road from Route 120 to the driveway of 67-69 Etna Road (Treetops condominiums and a separate office building). Program year: 2024. Constructed in 2025. Note that the south end of Phase 1 is slightly shortened such that it can be properly constructed with the pending NHDOT Route 120/Exit 18 Project design and construction.

Phase 2: Old Etna Road from Route 120 to Wolf Road, where it connects with the City's existing sidewalk network. Program year: post 2031.

Not counting the crossing improvements within the Route 120 right-of-way to be designed and installed by NHDOT, the City's pedestrian and bicyclist improvements would be approximately 2000 linear feet. The final alignment of the improvements would be determined during the design and permitting process and will factor in wetlands and drainage impacts, right-of-way availability, and other issues.

Throughout the City's 2012 Master Plan there are numerous references to the overall importance of a network of walk-bikeways as a major asset for the City for recreation, improved public health, and as a means to provide some relief for traffic congestion by creating alternative transportation options (Section 2|D-1f). The Master Plan also notes that "improved pedestrian and bicycle circulation is one of the core concepts listed on the first page of this plan and should be one of the City's highest priorities." (Section 3|D-4).

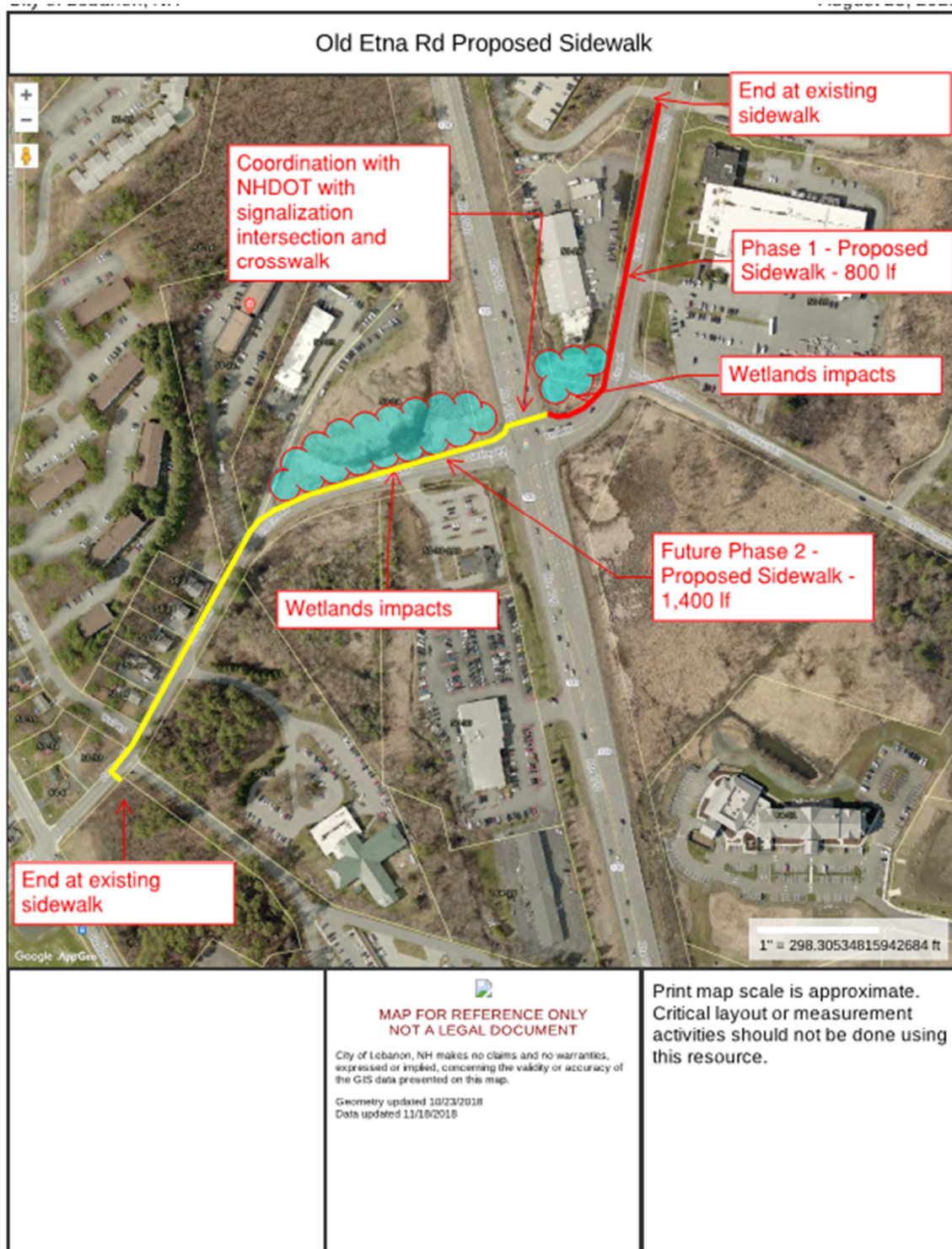
Other Master Plan statements supporting the need for an accessible and well-connected multi-modal transportation network include:

- Section 9|D-3 (Pedestrian and Bicycle Facilities) recommends: "the City should encourage and promote the development of interconnected networks of sidewalks, bicycle routes and paths, and recreational trails that facilitate better transportation throughout the community, especially to meet the needs of the young, elderly and

2026-2031 Capital Improvement Program

other populations who do not drive. This initiative is especially critical to ensure that the City is in compliance with the Americans with Disabilities Act (ADA)."

For cost estimating purposes, it is assumed that the remaining phases of the project will be permitted using the NHDOT LPA process.



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Route 120–Etna–Old Etna Road Pedestrian Improvements

FINANCIAL PLAN AND PROJECT SCHEDULE

Previously Allocated: **\$250,000** (\$50,000 remaining)

				<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering/Permitting				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL			<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,350,000</u>
FUNDING											
										\$0	
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,080,000
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact F		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Development Exactions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Current Allocation		\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL			<u>\$75,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,350,000</u>

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction
3. **PURPOSE OF PROJECT REQUEST FORM:** Modification-Continuation of the ongoing project
4. **DEPARTMENT PRIORITY:** Maintenance and will improve efficiency, safety, and improve multi-modal transit, (Bike, pedestrian, vehicle, EMS and transit)
5. **LOCATION:** Mechanic Street/Slayton Hill Road/Mascoma St. Intersection
6. **PROJECT DESCRIPTION/JUSTIFICATION:** Improvements to Mechanic Street have been in the State's 10-year plan since 1998. An Engineering Study was conducted for the Mechanic Street corridor, from just east of the Interstate 89 Exit 19 southbound ramps to approximately 200-feet east of the High Street intersection at the Mascoma Street bridge, in 2018. Walkabouts, public outreach, and informational meetings were held as part of the study stage to gain public input and select a preferred alternative to present to the State. Due to the cost of the entire corridor project, and lack of funding, the State requested that the City consider separating the project into phases. There are currently two phases included in the 10-year plan. Phase 1 is the Mechanic Street/Mascoma Street/High Street Roundabout project (separate CIP project) and Phase 2 is the Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project.

In April 2019, the Upper Valley Lake Sunapee Regional Planning Commission voted to recommend a roundabout at the Mechanic Street/Slayton Hill Road intersection, with a new pedestrian bridge along the Mascoma River Greenway, to the NHDOT. The project is estimated to cost \$5.62M. The project is municipally managed and receives up to 80% Federal funding by reimbursement. The States 10-year plan includes \$4.91M for the project. The NHDOT will pay 80% of the \$4.91M or \$3.93M. The City is responsible for 100% of the difference between the estimated project cost and the 10-year plan amount which is \$1.69M. The City may have an opportunity to seek other funding sources to supplement the unfunded portion of the project from programs such as TAP funds given the pedestrian safety concerns associated with the underpass and connectivity issues.

If the City would like to pursue the continuation of the Mechanic Street corridor reconstruction beyond the Phases 1 and 2 roundabouts, the NHDOT has indicated that the City would need to apply for the future phases/segments in a future 10-year plan. The

2026-2031 Capital Improvement Program

City is proposing separate CIP sidewalk projects along Mechanic Street from Rivermill to Slayton Hill Road and Buckingham Place to Poverty Lane.

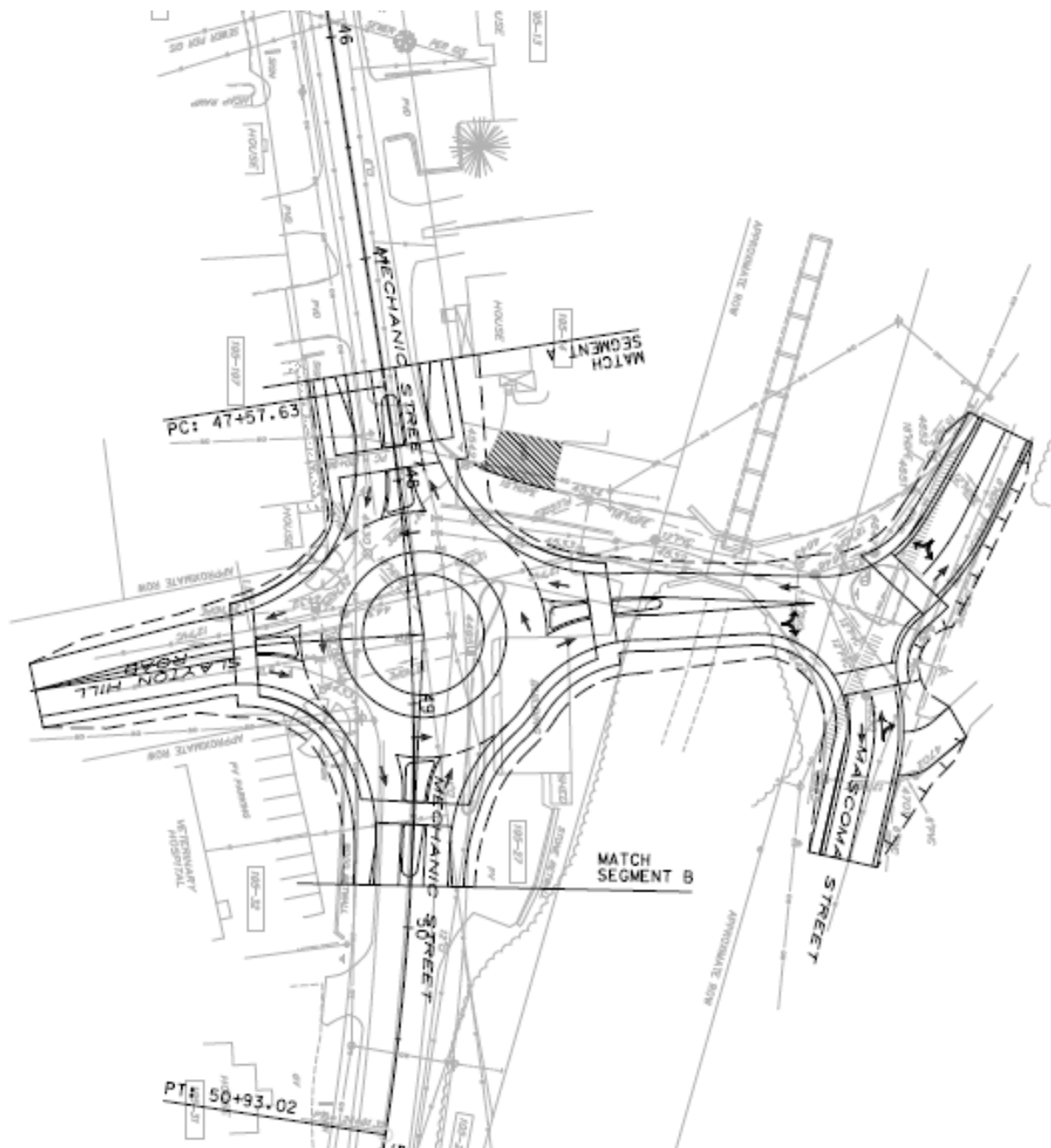
Lebanon's Master Plan calls for sidewalks and bicycle facilities throughout the City including a route from Mechanic Street to West Lebanon. The Master Plan also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project includes these improvements.

The 2026-2031 CIP reflects the funding needed for the Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project including \$388K in Engineering/Design costs in 2026, \$37K in ROW costs in 2028, and \$5.19M in construction costs in 2030.



2026-2031 Capital Improvement Program

Slayton Hill at the Mechanic Street Intersection



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction

7. FINANCIAL PLAN AND PROJECT SCHEDULE

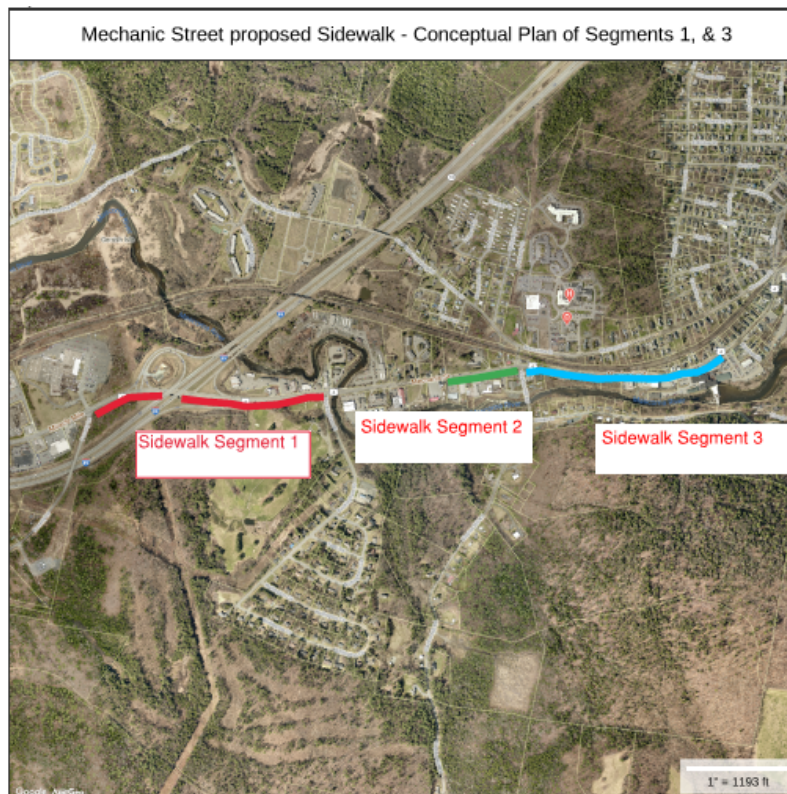
Previous Appropriat				2026	2027	2028	2029	2030	2031	2026-2031
EXPENDITURES										
Design/Engineering				\$388,000	\$0	\$0	\$0	\$0	\$0	\$388,000
Construction/Implementation				\$0	\$0	\$0	\$0	\$5,188,000	\$0	\$5,188,000
Property/Equipment Acquisition				\$0	\$0	\$37,000	\$0	\$0	\$0	\$37,000
TOTAL				\$388,000	\$0	\$37,000	\$0	\$5,188,000	\$0	\$5,613,000
FUNDING										
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$77,600	\$0	\$7,400	\$0	\$1,401,217	\$0	\$1,486,217
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$89,793	\$0	\$89,793
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$112,219	\$0	\$112,219
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants (80%of \$4,712,731)	Specify:	NHDOT		\$310,400	\$0	\$29,600	\$0	\$3,584,771	\$0	\$3,924,771
	Specify:	FAA		\$0		\$0		\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact F		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$388,000	\$0	\$37,000	\$0	\$5,188,000	\$0	\$5,613,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic St Sidewalk - Buckingham Pl to Poverty Ln (Phase 1)
3. **PURPOSE OF PROJECT REQUEST FORM:** Future project
4. **DEPARTMENT PRIORITY:** New Service; Will improve efficiency, safety, and multi-modal transit
5. **LOCATION:** Mechanic Street between Buckingham Place to Poverty Lane
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Master Plan vision calls for sidewalks and bicycle facilities throughout the City. This includes a critical missing link between Buckingham Place and Poverty Lane. The vision also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street Sidewalk project accounts for these visions.

Currently, the 2026-2031 CIP reflects the funding needed for the Mechanic Street Sidewalk from Buckingham Place to Poverty Lane. In March 2024, the City made application for a FY 2025 Congressionally Directed Spending Request through U.S. Representative Ann McLane Kuster's office. The City was informed that funding was not granted.



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Mechanic St Sidewalk - Buckingham Pl to Poverty Ln (Phase 1)

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$325,153
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,625,765
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,918
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,918
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Congressionally Directed Spending Request		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,918

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic Street Sidewalk – American Legion to Slayton Hill Road
3. **PURPOSE OF PROJECT REQUEST FORM:** Future Project
4. **DEPARTMENT PRIORITY:** New Service; Will improve efficiency, safety, and multi-modal transit
5. **LOCATION:** Mechanic Street between the American Legion and Slayton Hill Road
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Master Plan vision calls for sidewalks and bicycle facilities throughout the City. This includes a critical missing link between the American Legion and Slayton Hill Road along Mechanic Street. The vision also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street Sidewalk project accounts for these visions.

On June 1, 2022, the City Council held a public hearing for the purpose of receiving public input and acted to appropriate \$425,000 for Mechanic Street Sidewalk Segment 2 Improvements; and to authorize a transfer in the amount of \$134,750 from unassigned fund balance.

A project solicitation was posted on June 30, 2025, and three bidders submitted bids ranging from \$516K to \$607K to construct the project. The City spoke with one of the bidders as well as a contractor that did not bid on the project. Both noted the limited duration, liquidated damages, and need to work this project into their schedule while closing out existing projects for the fall as reasons for not bidding or higher than anticipated bid pricing. Based on these findings, and understanding that the City does not have sufficient funding for the project as bid, the consultant recommended to not award the contract. The project can be rebid later in the winter

2026-2031 Capital Improvement Program

with a spring construction season start. This will provide more flexibility for contractors to plan and schedule the work. Their ability to incorporate this project into their planning prior to the construction season should allow for more advantageous bidding conditions for the City. NHDOT concurs with the recommendation to rebid the project in fall/winter 2025, for a spring 2026 start date, to provide contractors with greater schedule flexibility and hopefully achieve more competitive pricing.

The 2026-2031 CIP request is to fund the additional costs required due to inflation and construction costs. The 2026-2031 CIP request is for \$334K.

Mechanic Street proposed Sidewalk - Conceptual Plan of Segments 1, & 3

**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

City of Lebanon, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 10/23/2018
Data updated 11/18/2018

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Mechanic St Sidewalk - American Legion to Slayton Hill Rd (Phase 2)

7. FINANCIAL PLAN AND PROJECT SCHEDULE

			Previous Appropriation \$425,000	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$334,000	\$0	\$0	\$0	\$0	\$0	\$334,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$334,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$334,000</u>	<u>\$0</u>
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$334,000	\$0	\$0	\$0	\$0	\$0	\$334,000	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronaut		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$334,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$334,000</u>	<u>\$0</u>

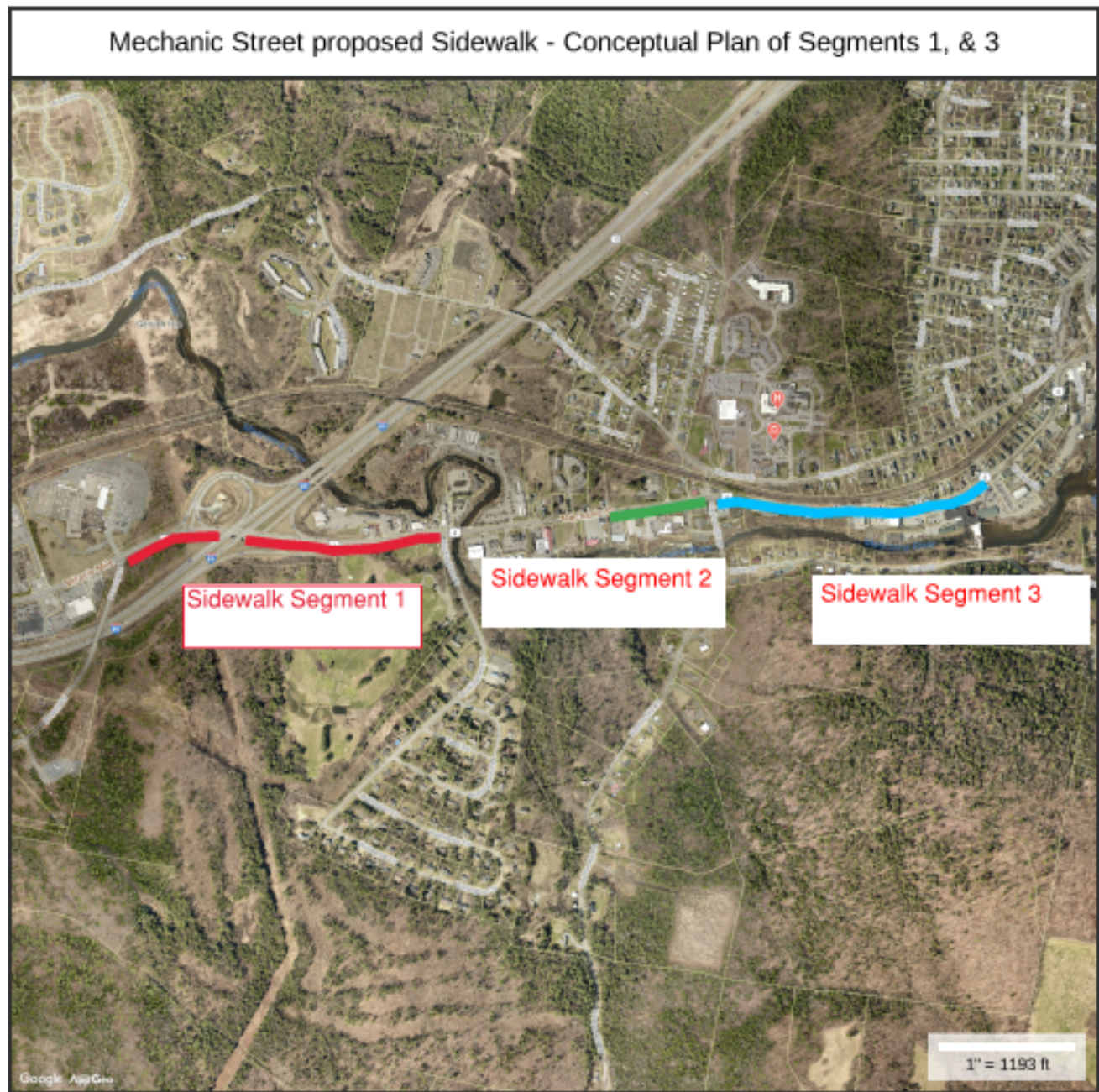
2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic Street Sidewalk – Rivermill Bus Stop to Slayton Hill Road
3. **PURPOSE OF PROJECT REQUEST FORM:** Future project
4. **DEPARTMENT PRIORITY:** New Service; Will improve efficiency, safety, and multi-modal transit
5. **LOCATION:** Mechanic Street between Rivermill Bus Stop and Slayton Hill Road
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Master Plan vision calls for sidewalks and bicycle facilities throughout the City. This includes a critical missing link between the Rivermill Bus Stop and Slayton Hill Road along Mechanic Street. The vision also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street Sidewalk project accounts for these visions.

The City submitted a Transportation Alternatives Program (TAP) Application to the New Hampshire Department of Transportation (NHDOT) on January 24, 2025. The NHDOT and RPC completed scoring of the TAP projects in the spring of 2025. The Mechanic Street Sidewalk – Rivermill Bus Stop to Slayton Hill Road project was the highest scored project in the State and is included in the draft Ten Year Plan. Total funding listed in the Draft Ten Year Plan is \$2,518,682. The NHDOT pays for 80% of the project and the City pays for 20% of the project. Funding is not guaranteed until the Governor signs the plan in Summer of 2026.

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Phase 3 - Mechanic Street Sidewalk from Rivermill Bus Stop to Slayton Hill Road

7. FINANCIAL PLAN AND PROJECT SCHEDULE

			<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES										
Design/Engineering			\$0	\$152,226	\$0	\$71,107	\$0	\$0	\$223,333	\$0
Construction/Implementation			\$0	\$0	\$0	\$0	\$2,227,075	\$0	\$2,227,075	\$0
Property/Equipment Acquisition			\$0	\$0	\$0	\$68,274	\$0	\$0	\$68,274	\$0
TOTAL			<u>\$0</u>	<u>\$152,226</u>	<u>\$0</u>	<u>\$139,381</u>	<u>\$2,227,075</u>	<u>\$0</u>	<u>\$2,518,682</u>	<u>\$0</u>
FUNDING										
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes Gfund	\$0	\$30,445	\$0	\$27,876	\$445,415	\$0	\$503,736	
	Supported by:	Water Rates Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Transportation								
	Specify:	Alternatives Program (TAP)	\$0	\$121,781	\$0	\$111,505	\$1,781,660	\$0	\$2,014,946	\$0
Existing Funds	Specify:	Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			<u>\$0</u>	<u>\$152,226</u>	<u>\$0</u>	<u>\$139,381</u>	<u>\$2,227,075</u>	<u>\$0</u>	<u>\$2,518,682</u>	<u>\$0</u>

2026 - 2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT** Public Works
2. **PROJECT TITLE** Hanover Street Improvements – Road / Sidewalks / Curbing / Drainage / Sewer / Water
3. **PURPOSE OF PROJECT REQUEST FORM** Infrastructure Improvements
4. **DEPARTMENT PRIORITY** Maintenance, Rehabilitation and Replacement
5. **LOCATION** Hanover Street from Route 120 to Mascoma Street
6. **PROJECT DESCRIPTION/JUSTIFICATION**

A visioning study was completed in 2016 for the downtown area including improvements to Hanover Street.

In 2020, several design options to Hanover Street were evaluated including alternatives for the intersections of Route 120, High Street, and Mascoma Street at the entrance to the Fire Station. Proposed improvements to Hanover Street will include the design and reconstruction of the roadway, drainage infrastructure, water and sewer infrastructure, pedestrian and biking accommodations, landscaping, and streetlights.

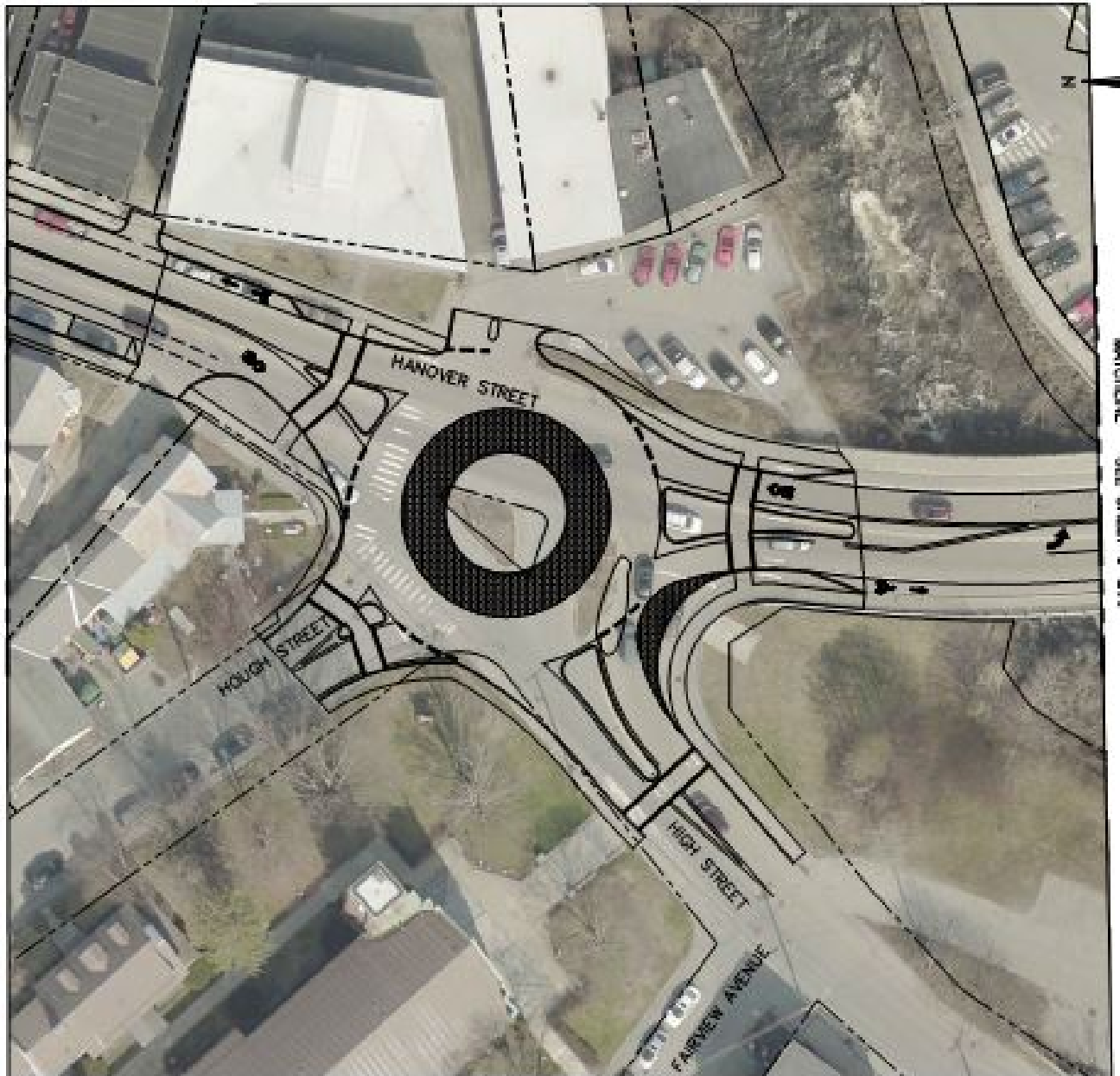
The construction of a reconfigured intersection at Route 120 and Hanover Street is now included in the NHDOT's Exit 18 reconstruction project. The Hanover Street improvements project includes the reconstruction of Hanover Street from the limits of NHDOT's improvements at the intersection of Route 120 to High Street using the complete street cross section, the construction of a new roundabout at the intersection of Hanover Street and High Street, and the realignment of the intersection of Hanover Street and Mascoma Street.

On March 20, 2023, the UVLSRPC TAC preliminarily ranked the Hanover Street reconstruction project as their **#1 regional priority** for inclusion in the NHDOT's Ten-Year Transportation Plan. The NHDOT's Project Review Committee provided summary recommendations for projects proposed by the UVLSRPC for the 2025-2034 NHDOT Ten Year Transportation Plan. The project is recommended to commence with Preliminary Engineering in 2027, with ROW planned in 2031 and Construction beginning in 2033. The proposed project would use \$4,825,172 (80% of \$6,031,466 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan. The project also includes replacement of the water and sewer infrastructure which are not NHDOT eligible. The funding breakdown for the eligible portion of the NHDOT project

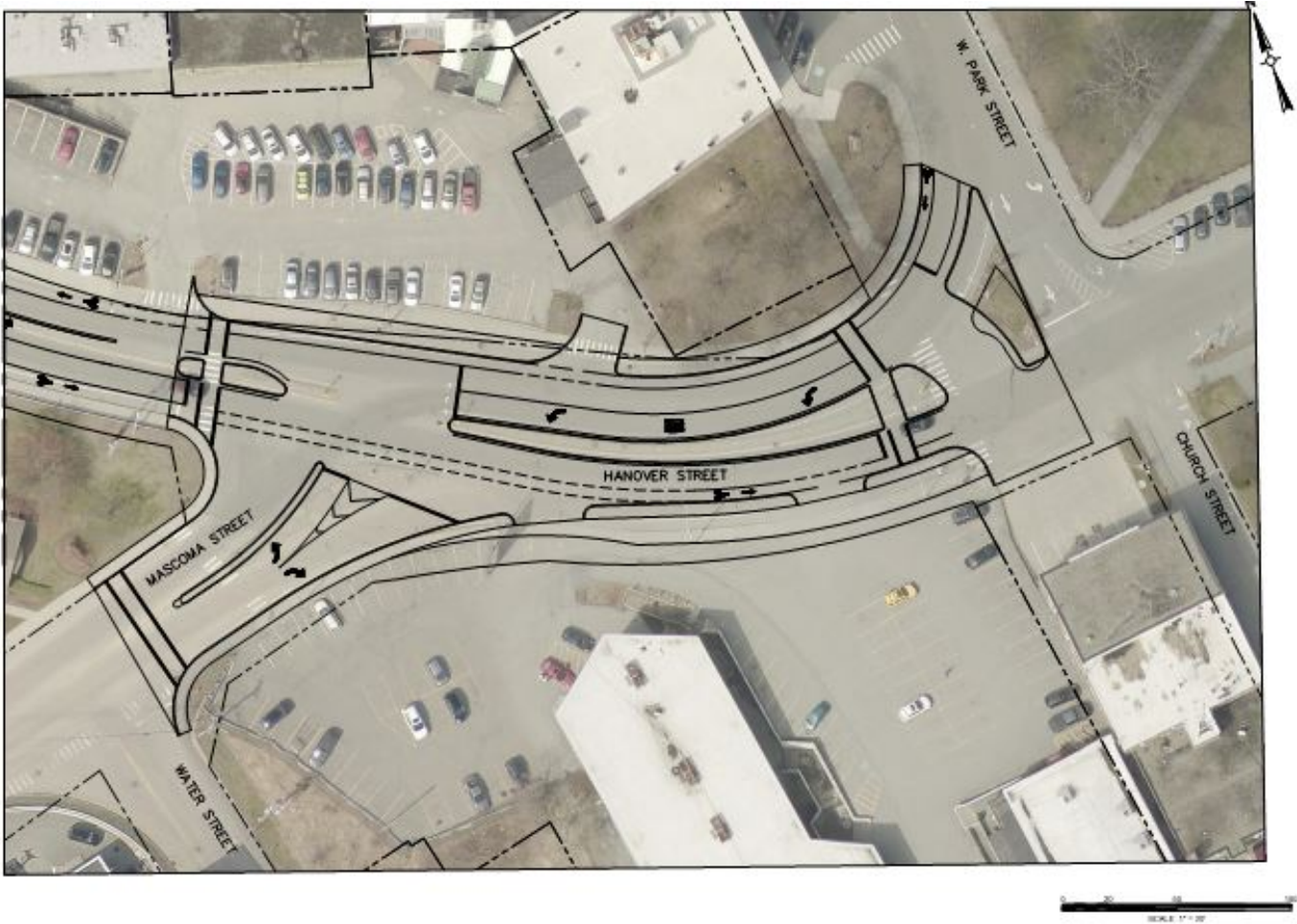
2026 - 2031 Capital Improvement Program

as estimated: \$4,825,172 (Federal funds) + \$1,206,293 (City funds) = \$6,031,466 (total Ten year Plan project costs).

Total project cost, including water and sewer, is estimated to be \$7.50M consisting of \$7.44M for Construction, \$590K for Design, and \$57K for Property/Equipment Acquisition.



2026 - 2031 Capital Improvement Program



2026 - 2031 Capital Improvement Program

PROJECT REQUEST FORM #2

Hanover Street Improvements – Road / Sidewalks / Curbing / Drainage / Sewer / Water

7. FINANCIAL PLAN AND PROJECT SCHEDULE

					2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES												
Design/Engineering					\$0	\$590,336	\$0	\$0	\$0	\$0	\$590,336	\$0
Construction/Implementation					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,438,831
Property/Equipment Acquisition					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,251
TOTAL					\$0	\$590,336	\$0	\$0	\$0	\$0	\$590,336	\$7,496,082
FUNDING												
Current (Operating Budget)					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt												
Supported by: Taxes 35% Gfund					\$0	\$41,324	\$0	\$0	\$0	\$0	\$41,324	\$1,100,112
Supported by: Water Rates 30% Wfund					\$0	\$35,420	\$0	\$0	\$0	\$0	\$35,420	\$942,953
Supported by: Sewer Rates 35% Sfund					\$0	\$41,324	\$0	\$0	\$0	\$0	\$41,324	\$1,100,112
Supported by:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund												
Specify Fund: Sewage Collection and Disposal					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund: Improvements and Equipment					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund: Water Investment Fees					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund: Water Treatment and Distribution Improvements					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants												
Specify: NHDOT (80% of 10-Year Plan Funding)					\$0	\$472,269	\$0	\$0	\$0	\$0	\$472,269	\$4,352,904
Specify: FAA					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify: NHDOT Bureau of Aeronautics					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds												
Specify: Water Investment Fees					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify: Public Facilities Impact Fees					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other												
Specify: Private Contributions					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL					\$0	\$590,336	\$0	\$0	\$0	\$0	\$590,336	\$7,496,082

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic Street - High Street - Mascoma Street Roundabout
3. **PURPOSE OF PROJECT REQUEST FORM:** Modification- Continuation of an ongoing project.
4. **DEPARTMENT PRIORITY:** Maintenance and will improve Efficiency
5. **LOCATION:** Mechanic/Mascoma/High Streets Intersection Reconstruction
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The project consists of a roundabout at the High St/Mechanic St/Mascoma St. intersection. The project is municipally managed and is eligible for up to 80% Federal Funding. The 2026-2031 CIP request is to fund the additional costs of the project due to inflation. The City Council previously appropriated \$4.67M for the project, consisting of \$606K for Design/Engineering, \$305M for Construction, and \$1.0M for Property/Equipment Acquisition. 2026-2031 CIP costs include \$356K for additional Construction costs due to inflation. The estimated schedule for the roundabout project is to advertise for construction bids in June 2025 for construction in 2025 and 2026.



2026-2031 Capital Improvement Program

NHDOT Approved Budget through Amendment No. 6 is \$4,469,591 (80% participating or \$3,575,673). CIP includes the Engineering Study (\$255,389) paid 80% by the NHDOT from a different Project (80% participating or \$204,312). Total is \$4,724,980 (80% participating or \$3,779,984). I believe that the NHDOT will increase the project funding after the bid, including CE services.

PROJECT REQUEST FORM #2: Mechanic Street - High Street - Mascoma Street Roundabout

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		Previous \$4,669,748	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>
EXPENDITURES									
Design/Engineering		\$605,748	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation		\$3,064,000	\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802
Property/Equipment Acquisition		\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL	\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802
FUNDING									
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$355,802	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT - Project Agreement	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL	\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** School St / Meriden Rd Safety Improvements
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Safety and Connectivity
5. **LOCATION:** Start at the School Street - Messenger Street intersection and extend to the Goodwin Park Entrance
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The intent of the “Meriden Road Safety Improvements” project is to construct a 5-foot wide, approximately 700-foot-long paved shoulder to serve bicycle lane from where Messenger Street connects to School Street (Meriden Road) and extends down to the Goodwin Park entrance on Meriden Road. This shoulder widening would be as wide as possible while minimizing impacts to Right-Of-Way (ROW), and costs such as extensive retaining walls or slope cut.

NH Route 120, Meriden Rd., is a north-south major collector through Lebanon with an AADT of approximately 3,550. This area primarily serves significant through traffic to downtown Lebanon and surrounding residential neighborhoods. The existing typical section includes two 11-foot-wide travel lanes, 6” to 3’ shoulders going southbound and 1 foot to 4-foot shoulders in the northbound direction. The posted speed limit is 25 mph and pedestrian, and bicycle facilities exist north of the Messenger St. /Meriden Rd. intersection. Guardrail exists on the southbound side of the road for the length of the project, with breaks for driveway openings. Overhead utilities, a closed drainage system and City water services are located on the northbound side.

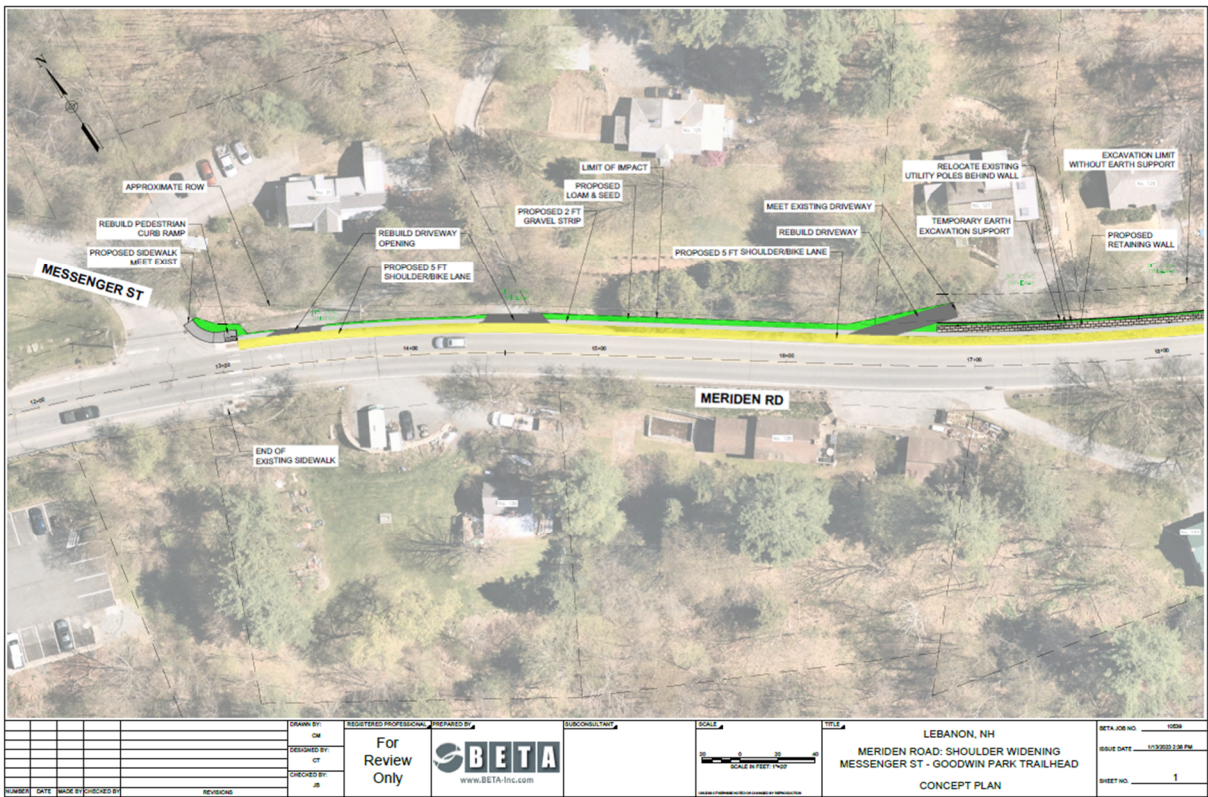
Existing connectivity in this area is lacking. The existing sidewalk and bike lane ends north of the proposed project location. Many residents living in-town wish to access Goodwin Park and many residents that live just outside of the sidewalk area wish to access the amenities of downtown using alternative modes of transportation. Connecting the southeast side of downtown Lebanon will also allow residents to access the Goodwin Park trail system and thus Storrs Hill Ski area safely without having to use their vehicles.

2026-2031 Capital Improvement Program

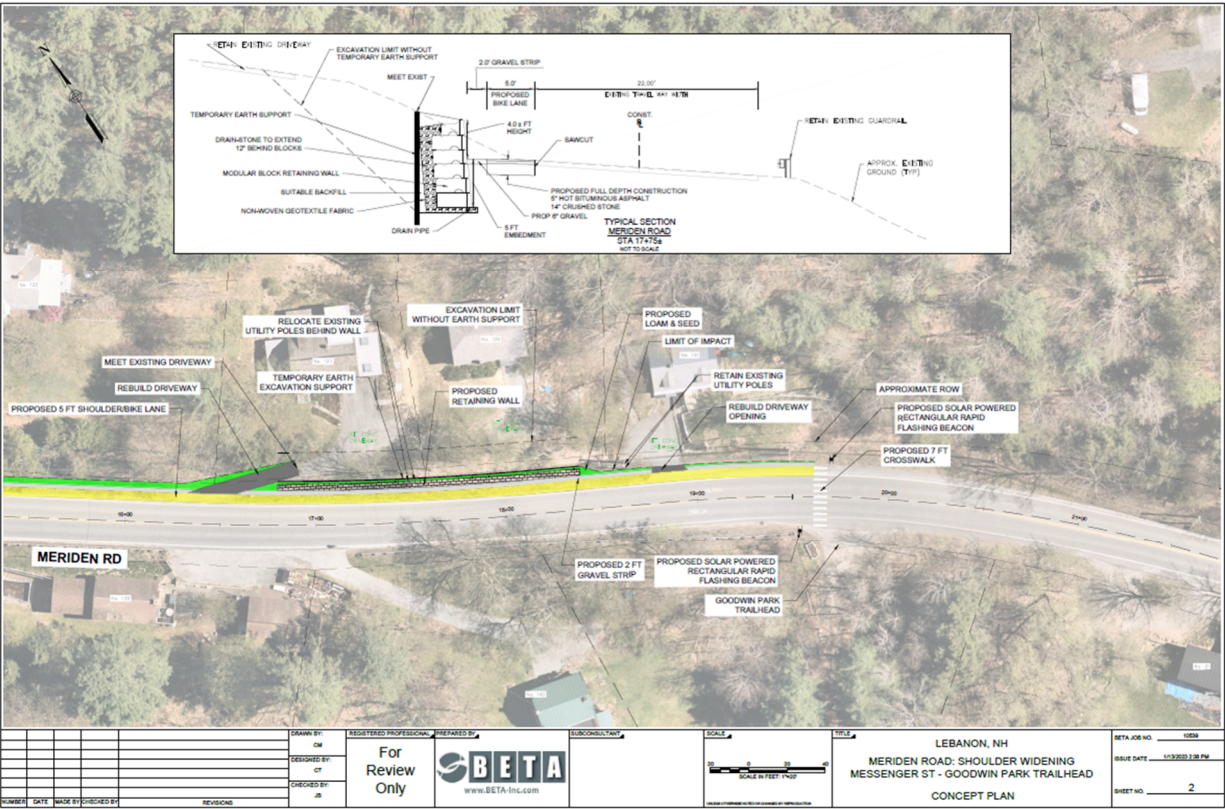
Improvements and widening to the eastern shoulder of Meriden Rd. from Messenger St. to the entrance of Goodwin Park is recommended versus the western shoulder as this is the most feasible side to provide a connection from the existing pedestrian and bike facilities along Meriden Rd. Given existing roadway features, alignment, dimensions, and the local terrain, it is not economically viable to add pedestrian and bike accommodations on both sides of the road without extensive impacts to abutters. The proposed construction on the east side of Meriden Rd. will require full depth box widening, excavation, utility pole relocation, a retaining wall, surface restoration and shoulder restriping to accommodate a 5-foot bike lane and 2-foot clear zone. This connection from Messenger St. to Goodwin Park will provide a safer and more inviting experience for bicyclists.

The *Walk Bike Ride Lebanon Plan* (WBRL; final draft, May 2023) identified this project as a priority. The WBRL plan includes a more detailed description of engineering review, and conceptual project costs that are enclosed here. Total project cost (including engineering, survey, permitting, right of way and construction) is approximately \$456,00 in 2023 dollars and \$635,000 in 2035 dollars using 2.8% inflation per year. 10% indirect costs have been added to the project costs for administration and construction engineering. It assumes LPA process and associated cost escalation, should the project be funded in part with a federal grant.

Concept Plan:



2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: School St / Meriden Rd Safety Improvements

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032+</u>
EXPENDITURES										
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$ 90,540.00
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$ 535,570.00
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$ 9,060.00
			TOTAL	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$ 635,170.00</u>
FUNDING										
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$ 635,170.00
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Grants	Specify:	NHDOT (TBD)		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:	___ Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Other	Specify:	___ Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$ -
			TOTAL	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$ 635,170.00</u>

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Recreation Arts & Parks
2. **PROJECT TITLE & NUMBER:** Mascoma River Greenway Extension
3. **PURPOSE OF PROJECT REQUEST FORM:** Continuation of an existing project
4. **DEPARTMENT PRIORITY:** Maintenance
5. **LOCATION:** Glen Road Western Terminus to Rt 12A
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Mascoma River Greenway (MRG) is currently 2.3 miles long, but envisioned as a 4 mile long section of the Northern Rail Trail, already identified as a high recreation and transportation priority for the city. It follows the former Boston and Maine corridor from the previous terminus of the Northern Rail Trail at Spencer Street, and moves west to the current terminus at Glen Road. As a 10-12 foot wide paved path, completed in 2018, and hosting 240 users in an average day (according to UVLSRPC 2020 counts), the strategic East-West alignment provides residents and visitors a viable non-motorized method to both recreate and reach places they want to go. With the completion of this proposed expansion to 12A, and future expansions to River Park, the MRG will be the core transportation corridor for bikes and pedestrians through the heart of Lebanon and West Lebanon, connecting Lebanon's neighborhoods with workplaces, schools, child care centers, open spaces, shopping areas, medical center and transit stops.

The City of Lebanon entered into an Agreement for Trail Use with the NH DOT in the Fall of 2012 for the existing MRG. It allows for our perpetual use of the corridor assuming the corridor remains officially "abandoned". We have been actively pursuing NH DOT's participation in the process of extending that Agreement for Trail Use and rail abandonment to the area adjacent to Riverside Community Park, where we will slope down off the rail corridor and into Lebanon's most popular park. Upgrading the existing riverfront trail within Riverside Community Park to the Powerhouse Mall enables us to reach Rt 12A with a riverside path through the Powerhouse Mall property. NH DOT has disengaged with the City and railroad operator since September 2023, during the final

2026-2031 Capital Improvement Program

stage of the abandonment application process. The project cannot proceed until this step is complete.

The project also includes a new Rt 4 link to the MRG via Lebanon Ford's land. The City will have an easement crossing the small section of land owned by Lebanon Ford connecting us to the NH DOT bridge over the MRG. The bridge will be reconditioned with new decking and railings, and the path from the bridge to the MRG will be upgraded to MRG standards.

The City applied for and was awarded 80/20 funding from the Congestion Mitigation Air Quality (CMAQ) Federal funding program starting November 2024 and ending September 2028.

The Mascoma River Greenway is mentioned or referenced throughout the Master Plan. It positively impacts Conservation Lands, Air Quality, Energy Conservation, Linkages of Parks and Green Infrastructure, Community Health - in particular the health of children, and Providing Transportation Choice:

- Support efforts to enhance the character of existing centers and improve public health by upgrading and increasing recreational facilities such as parks, green spaces, and walk-bikeways. (2.1.S7)
- Encourage the Rail Road to consider the needs of residents and business owners, and recognize the benefits of using railroad rights-of-way as bicycle pedestrian trails. (2.1.S12)
- Support efforts to promote the Mascoma River as a scenic and recreation asset. (2.4.S2)
- Develop system of paths and bikeways connecting neighborhoods, parks and CBD. (3.1.S13)
- Improve access to Mascoma River frontage. (3.1.S17)
- Create and improve bikeway linkages, such as extending the Northern Rail Trail/Mascoma River Greenway to West Lebanon. (3.1.S18)
- Identify bike routes off main streets in an effort to make transportation more accessible for riders. (3.1.S19)
- Focus on the Mascoma River and highlight it through urban design. (3.1.S26)
- Invest in the West Lebanon downtown by constructing and upgrading the infrastructure, including parks. (4.1.S3)
- Promote linkages with West Leb CBD as well as recreation areas and Lebanon CBD with bike and pedestrian pathways. (4.1.S17)
- Support land use patterns that promote alternatives to vehicles. (5.1.S13)
- Cooperate with groups, such as Friends of the Northern Rail Trail and the Upper Valley Trails Alliance, to maintain and extend the existing rail trail from Lebanon to West Lebanon. (9.3.S1)
- Promote improved pedestrian facilities throughout the City. (9.4.S4)
- Develop additional safe multi-use trails to offer connectivity throughout the City and to other UV towns. (10.1.S10)

2026-2031 Capital Improvement Program

- Provide opportunities along walking and biking trails for non-structured uses. (10.1.S12)
- Address walkability and bikability in conjunction with traffic planning. (10.1.S14)
- Continue to provide recreational opportunities for all users, including people with disabilities and others needing special accommodation. (10.2.S1)
- Support efforts to extend the Northern Rail Trail/Mascoma River Greenway from downtown Lebanon to West Lebanon. (11.1.S13)

Lebanon's Principals for a Sustainable Community

Principle #2: Sense of Place

Principle #3: Environmental Responsibility and Energy Efficiency

Principle #4: Intelligent, Coordinated Development and Transportation

Principle #5: Economic Vitality

Project phases are described below. The estimate on Form 2 is based on cost estimates provided by Stantec in 2022 and adjusted for inflation to 2025.

Engineering design and permitting: 2026

PHASE 1: 2026

- Design and construct the Lebanon Ford trail and bridge connector to the MRG.

PHASE 2: 2027

- Complete design/engineering for rail trail section and Powerhouse Mall section.
- Powerhouse Mall path along the easement, in conjunction with the Powerhouse Mall repaving project.

PHASE 3: 2028

- Work will begin at the western end of the bridge over the Mascoma River under Route 4. A portion of the existing stone dust trail will be regraded and paved, new trail will begin at the second crossing of the existing path and the railroad. Approximately 1,000 feet.

From that point, the trail will follow the existing rail corridor ending at Riverside Park. The trail will leave the rail corridor after the second Mascoma River Crossing, sloping down to meet existing grades at Riverside Park. This estimate assumes that portion of the trail will be built into the existing side slope of the rail corridor. The trail will be wide enough to allow pickup truck access, and will attempt to meet full ADA requirements. Approximately 1,800 feet, including the path to the park. There are approximately 250 feet of bridges in this segment.

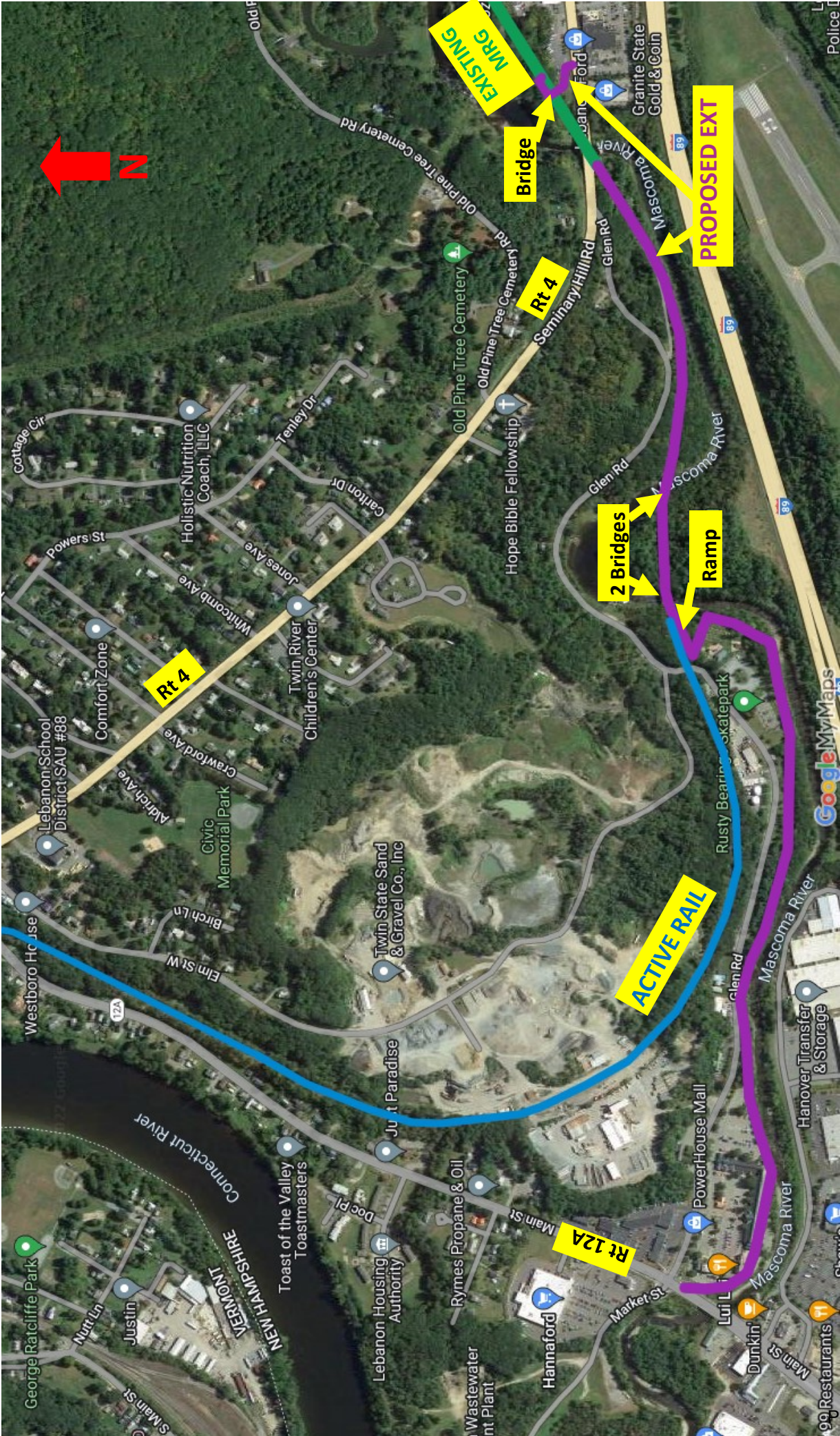
- Widen the existing riverwalk along the Mascoma River at Riverside Community Park to at least 8' but preferably 10'. This is approximately 2,650 feet to the

2026-2031 Capital Improvement Program

Powerhouse Mall. An additional 500 feet of trail is included as a potential secondary route in order to bypass pinch points that will not allow the minimum widening.

- Paving

MASCOMA RIVER GREENWAY EXTENSION



- Proposed Extension and connector
- Existing MRG extends East to Lebanon and Concord
- Active Railroad

500 feet

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Mascoma River Greenway Extension

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering				\$43,000	\$296,000	\$29,000	\$0	\$0	\$0	\$368,000	\$0
Construction/Implementation				\$390,000	\$1,210,000	\$400,000	\$0	\$0	\$0	\$2,000,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL				\$433,000	\$1,506,000	\$429,000	\$0	\$0	\$0	\$2,368,000	\$0
FUNDING											
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0		\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	CMAQ Grant		\$347,000	\$1,204,000	\$343,000	\$0	\$0	\$0	\$1,894,000	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Recreation Impact Fees Fund		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private contributions held by UV		\$86,000	\$20,000	\$0	\$0	\$0	\$0	\$106,000	\$0
	Specify:	Capital Campaign		\$0	\$82,000	\$86,000	\$0	\$0	\$0	\$168,000	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$433,000	\$1,506,000	\$429,000	\$0	\$0	\$0	\$2,368,000	\$0

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Planning and Development
2. **PROJECT TITLE & NUMBER:** MRG to Mascoma Street Path
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency & Connectivity
5. **LOCATION:** start: 226 Mascoma St and end: Mascoma River Greenway, just west of I-89 MRG overpass
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

The intent of the “Mascoma Street Connector” project is to construct a 10-foot wide, approximately 1,000-foot-long paved bicycle path from just north of the bridge where the Mascoma River Greenway crosses I-89 to Mascoma St., along the north side of the I-89 right of way corridor (adjacent to Valley Cemetery). The path will then cross along the western boundary of property recently purchased by the City and connect to the access driveway of the Boston Lot trails/conservation area onto Mascoma St.

The Mascoma River Greenway (MRG) is a 4-mile multi-use separated pathway starting from the current terminus of the Northern Rail Trail at Spencer Street in downtown Lebanon. The MRG is a core transportation corridor for bikes and pedestrians through the heart of Lebanon and West Lebanon, connecting Lebanon’s neighborhoods with workplaces, schools, open spaces, shopping areas, restaurants, a medical center and transit stops. There are current projects planned that will connect the MRG to 12A at Powerhouse Mall. The Boston Lot Conservation area comprises 436 acres with seven miles of trail and recreational access to Dartmouth Hitchcock Medical Center and surrounding neighborhoods.

The proposed path alignment is currently wooded and undeveloped land, sloping upwards from I-89 to the back portion of the Valley Cemetery, and flat grades on top of the highway embankment from the cemetery to Mascoma St. There are remnants of an old access road that part of the new path will be located on. The exact location of NHDOT and City right of way (ROW) is unknown, ROW lines have been obtained from tax map information but a more accurate re-establishment of the ROW through deed research and survey will be needed in the future. The City Planning and RAP departments have talked to the State DOT about permitting for this project and they seem favorable. There is an existing chain link fence that runs along the eastern boundary of the cemetery to Mascoma St. The City of Lebanon has recently purchased the property of 226 Mascoma St. and anticipates using a portion of the property to build the bike path.

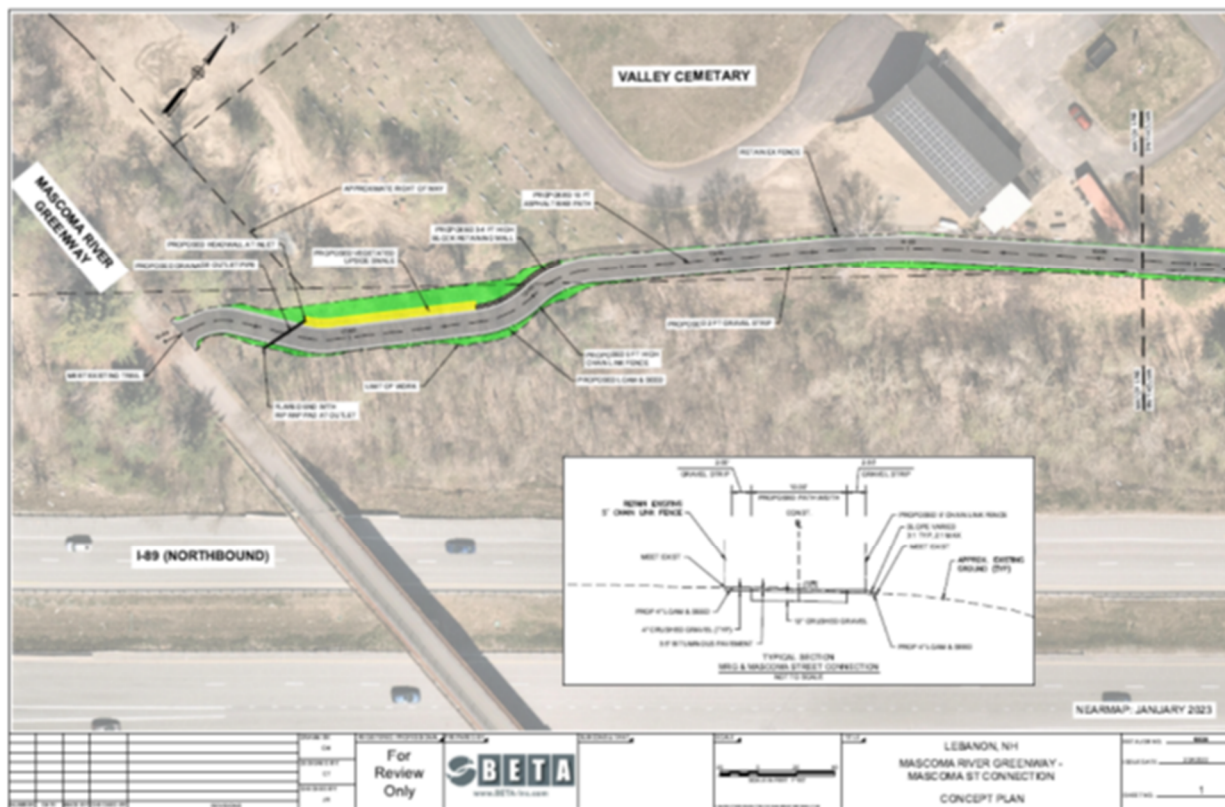
The *Walk Bike Ride Lebanon Plan* (WBRL; final draft, May 2023) identified this project as a priority through an extensive engagement process that included interdepartmental City staff and

2026-2031 Capital Improvement Program

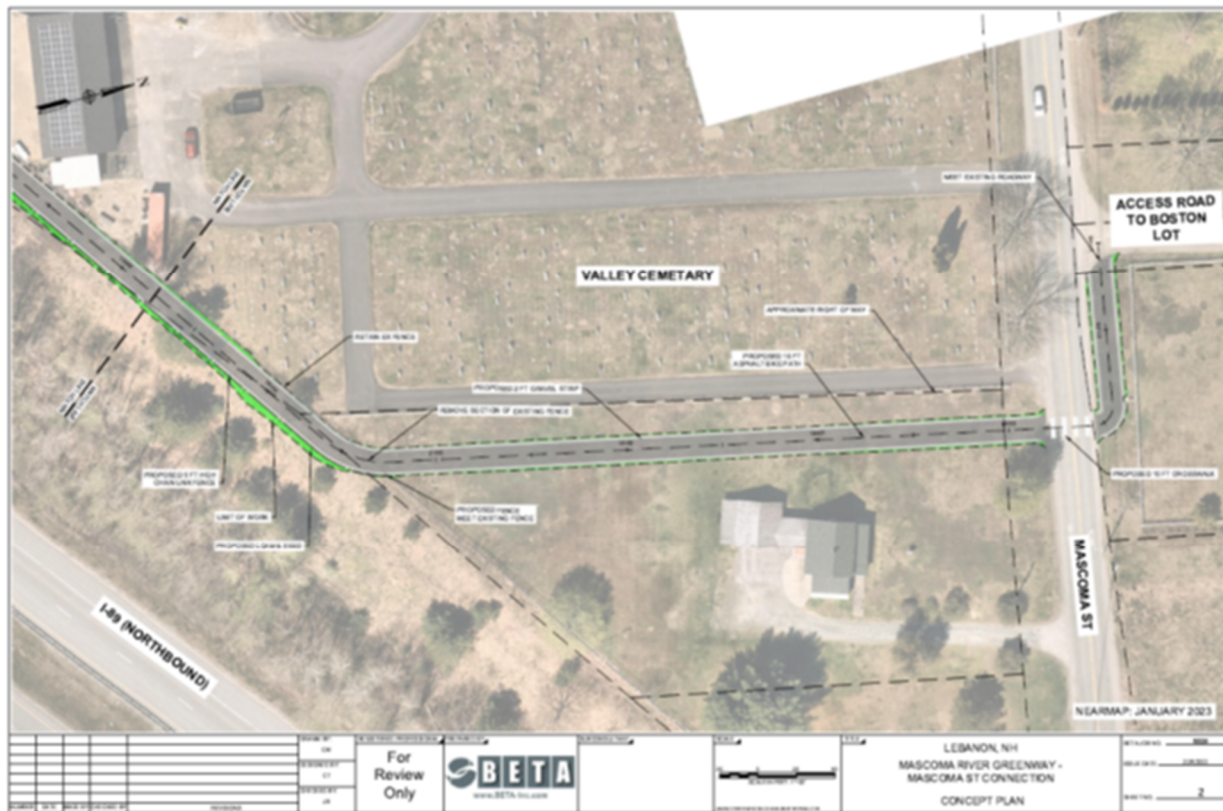
multiple public outreach efforts. This path connection will provide Mascoma Street-area residents access to the MRG and allow MRG users a safe and convenient access to the Boston Lot, which is open to hiking, biking, snowshoeing, ski touring, as well as hunting, fishing, and camping. As a matter of equity, the path would provide direct non-vehicular access to the Boston Lot, which currently is accessed most readily by vehicles. The project will also help address a long-standing City concern about people cutting through the cemetery to travel between the MRG and Mascoma Street/Boston Lot and causing related damage to that land. This path will also help connect the residential developments on Mascoma Street/Old Pine Tree Cemetery Road to access the MRG and thus Downtown, Alice Peck Day Hospital, and 12A/West Lebanon.

The WBRL plan includes a more detailed description of engineering review, and conceptual project costs that are enclosed here. Total project cost (including engineering, survey, permitting, right of way and construction) is approximately \$293,000 in 2023 dollars and \$408,000 in 2035 dollars using 2.8% inflation per year. 10% indirect costs have been added to the project costs for administration and construction engineering. It assumes LPA process and associated cost escalation, should the project be funded in part with a federal grant. Private contributions are anticipated to be an important factor in the successful funding of this project, to provide any local match requirements to the greatest extent possible, focusing on stakeholders with recreational interests.

Concept Plan:



2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: MRG to Mascoma Street Path

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,200
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,800
Property/Equipment Acquisition				\$0	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,000
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$328,000
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0		\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	Rec Trails Program (RTP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works - Water Distribution
2. **PROJECT TITLE & NUMBER:** Large Groundwater Well and Water Treatment Facility
3. **PURPOSE OF PROJECT REQUEST FORM:** The purpose of this project is to study, design, permit, and construct a new drinking water source for the City. The existing water supply for the City is surface water from the Mascoma River.
4. **DEPARTMENT PRIORITY: High –** Implementation of a primary groundwater source to mitigate the existing surface water source susceptible to drought and cyanobacteria outbreaks.
5. **LOCATION:** Confluence of the Connecticut River and Mascoma Rivers.
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The development of a large groundwater well, as the City's primary water source, provides water system redundancy. Having a single water source places the City in a potentially vulnerable situation. However, it is noted that there are emergency interconnections available with the Towns of Hanover and Hartford if a water emergency were to occur. In fact, a water booster pump station and pressure reducing valve (PRV) bypass is under construction this year capable of pumping water to the Dartmouth Hitchcock Medical Center/Centerra water storage tank as well as back feeding the Town of Hanover's Greensboro Road pressure zone through a PRV during emergency or maintenance situations.

This project began in 2001 when a second source water study was completed identifying several potential high-yield alternative groundwater sources. During this phase of the project, three locations along the Connecticut River were studied as potential alternative high-yield groundwater supply sites. Each site was evaluated by installing small diameter test wells and completing short-term pump tests. Of these three sites, one site showed potential yields that could serve all the City's drinking water needs well into the future.

In 2021, the City Council appropriated \$145,000 to evaluate the potential of the new groundwater well using Riverbank Infiltration Technology.

In 2023, the City Council appropriated an additional \$175,000 for the installation of a large groundwater production well, long term pump testing, water quality

2026-2031 Capital Improvement Program

analysis, and installation of four nearby monitoring wells. The large groundwater production well is schedule to be installed this summer. The water quality analysis will allow NHDES to determine treatment that will be required as part of the permitting process.

The proposed location of the large groundwater production well is at the confluence of the Connecticut River and Mascoma Rivers and within the FEMA regulated floodway. A meeting was held between DPW and FEMA to understand the required permitting for the wellhead. The wellhead area will be filled to raise the site to the 500-year elevation and to construct the access road. The fill pile will be armored with stone rip rap and the wellhead protected with concrete-filled steel bollards. The electrical panel will be remote, outside of the floodway, as well as any control building or treatment plant. The fill volume within the floodway will need to be offset by an excavated area expanding the floodplain to provide a compensatory storage volume. Compensatory storage will be required so that the City can complete a 'no rise' certificate to FEMA. Additionally, FEMA will require a Conditional Letter of Map Revision based on Fill (CLOMR-F) to remove the wellhead area from the floodway and a Hydrologic and Hydraulic (H&H) Study.

In 2024, the City Council appropriated an additional \$150,000 to complete a topographic survey of the wellhead site and the compensatory storage volume area and the H&H study.

In 2025, the City Council appropriated an additional \$1,440,000 to complete the permitting of the well with the NHDES. Once the well is permitted, the engineering design of the water treatment facility, booster pump station, and infrastructure to tie the water source into the existing Prospect Hill pressure zone can occur.

In 2027, we will be requesting funding to purchase a property to locate the water treatment facility and construct the water treatment facility, booster pump station, and infrastructure.

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Large Groundwater Well and Water Treatment Facility

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				Previous Appropriation	2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES												
Design/Engineering				\$1,910,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation					\$0	\$14,400,000	\$0	\$0	\$0	\$0	\$14,400,000	\$0
Property/Equipment Acquisition					\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0
				TOTAL	\$0	\$15,400,000	\$0	\$0	\$0	\$0	\$15,400,000	\$0
FUNDING												
Current (Operating Budget)		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt		Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:	Water Rates	Wfund	\$0	\$15,400,000	\$0	\$0	\$0	\$0	\$15,400,000	\$0
		Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants		Specify:	NHDES Strategic Planning Grant		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	DWSRF Loan		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds		Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				TOTAL	\$0	\$15,400,000	\$0	\$0	\$0	\$0	\$15,400,000	\$0

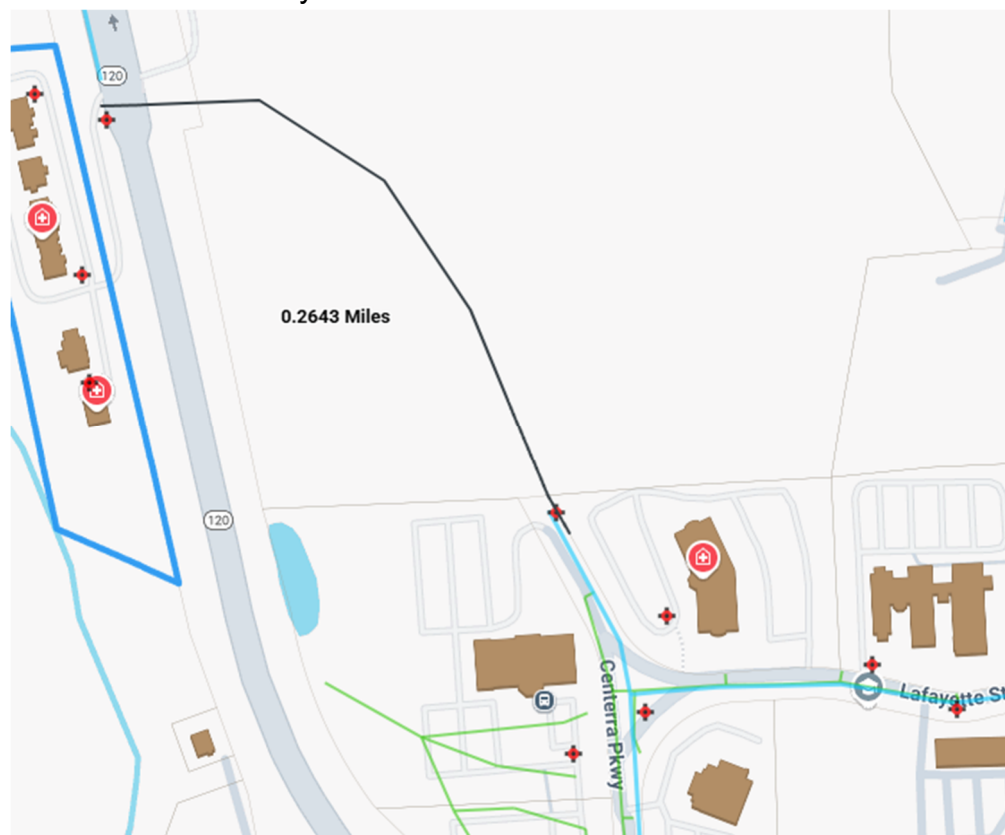
2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

CENTERRA WATER MAIN EXTENSION

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Centerra Water Main Extension
3. **PURPOSE OF PROJECT REQUEST FORM:** Extend Cities Infrastructure to generate water supply redundancy and reliability.
4. **DEPARTMENT PRIORITY:** Redundancy
5. **LOCATION:** Centerra Park to Route 120
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

This project would be to construct an 8" municipal water main from its current terminus at the north end of Centerra Parkway to the existing water main located within the Route 120 corridor near 367 NH Route 120. Currently, Centerra Business Park and Altaria are serviced by a single 12" water main extending from Lahaye Drive across Route 120. This water main extension would create a water main loop which would create redundancy (a way to back feed) in the event that there is a water main failure or break within the Lahaye Drive corridor or in almost any location within the Centerra Business Park.



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Centerra Water Main Extension

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		Allocation							2026-	
		n	2026	2027	2028	2029	2030	2031	2031	2032+
EXPENDITURES										
Design/Engineering			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Construction/Implementation			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Property/Equipment Acquisition			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000
FUNDING										
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	DH/SAD		\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works/Solid Waste Division
2. **PROJECT TITLE & NUMBER:** Landfill Expansion Phase 3 and 4 Design, Permitting & Construction
3. **PURPOSE OF PROJECT REQUEST FORM:** Extend the life expectancy of the landfill and evaluate additional disposal capacity at the Lebanon landfill.
4. **DEPARTMENT PRIORITY:** This project is a high priority as the Lebanon Regional Solid Waste Facility (Landfill) has an estimated remaining life capacity of 5 years. It is imperative that the City complete the design and permitting phase to obtain approval from NHDES in accordance with their Solid Waste Rules to increase the Landfill's lifespan. Construction should be started at least 2 years before the end of its current life capacity/expectancy of the existing cell capacity as construction schedule will be a two-year period for the new Phase 3 cell.
5. **LOCATION:**Lebanon Landfill – Phase 3 and Phase 4
6. **PROJECT DESCRIPTION/JUSTIFICATION:** Based on recent Landfill waste capacity reports, a conservative estimate of the airspace remaining at the Landfill is approximately 5 years. Because the Landfill is only permitted through Phase II-C, the City will need to go through the NHDES permitting process to permit additional capacity (Phase III and IV) to meet its long-term solid waste management goals. Phase III is expected to be located south of Phase II-C and Phase IV is expected to be located to the north of Phases I-A and I-B, the location of the existing unlined landfill. The unlined landfill was identified as an environmental burden to the city and the proposed redevelopment is expected to address environmental concerns. The comprehensive permitting process can take years, and, to provide a buffer between the next phase of construction and airspace depletion, the city started the data gathering portion of the permitting process in 2020.

In 2020 the first step was initiated to start the permitting process. This step continued into 2021 and involved a hydrogeological work plan. A study to characterize site geologic and hydrogeologic conditions of the new development areas began in 2023 and is ongoing. For the Phase III and IV areas, the hydrogeological study will:

2026-2031 Capital Improvement Program

- 1) Evaluate the suitability of the area for landfill development
- 2) Provide data for landfill design; and
- 3) Serve as the basis for recommendations regarding the locations for groundwater monitoring wells.

In 2025, the final permitting and design of Phases III and the feasibility study for Phase IV will be completed. 2025 & 2026 is planned for NHDES to review the application. 2026 would be the Phase III Type II Permit Application and Construction Documents and the fall of 2027 work is planned to start on Phase III. 2029 Phase IV Design and Type II Permit Application and Construction Documents with a projected start date for Phase IV of 2031. This work also represents the development of all necessary permits for landfill expansion and disposal capacity to 2080.

Env-Sw 808 of the Rules also requires the City to prepare a feasibility study as part of the landfill reclamation process. This feasibility study is similar in nature to a hydrogeological study but will be used to characterize the existing landfill conditions and assess its viability for reclamation. A report will need to be prepared that summarizes the feasibility study and makes the determination of whether or not it is feasible to reclaim the landfill. Assuming that the reclamation project is feasible, a reclamation work plan will then be prepared and submitted to NHDES prior to proceeding with reclamation activities.

Based on recent hydrogeological work performed in the State of New Hampshire at other landfill sites, and the similarities between what we anticipate being required by the NHDES, the following tasks will be required as part of the design and permitting of Phase 3 and Phase 4 of the landfill (Tasks are shown in escalated Dollars):

- 1) Phase III Type II Permit Application and Construction Documents and permit Support. \$267,000
- 2) Phase IV Type II Permit Application and Construction Documents. \$269,000

The Phase 3 area is approximately 14.5 acres and approximate construction costs are about \$15,300,000 and will take approximately 2 years to construct. Phase 4 construction is the current area of the unlined landfill and is approximately 20 acres. To cover costs associated with excavation, material processing, management of soils, landfill gas, and leachate, and new landfill construction of Phase IV, a total of \$40,000,000, is projected based on escalated costs and the consideration that a design has yet to be prepared. This project will span several years as the landfilled waste will need to be excavated and sorted. The Phase 4 project may begin as early as 2031.

2026-2031 Capital Improvement Program



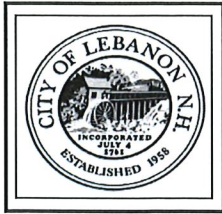
2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Landfill Expansion Phase 3 and 4 Design, Permitting & Construction

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$267,000	\$0	\$0	\$269,000	\$0	\$0	\$536,000	\$40,000,000
Construction/Implementation				\$0	\$15,300,000	\$0	\$0	\$0	\$0	\$15,300,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$267,000	\$15,300,000	\$0	\$269,000	\$0	\$0	\$15,836,000	\$40,000,000
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Solid Waste Fund	SWFund	\$267,000	\$15,300,000	\$0	\$269,000	\$0	\$0	\$15,836,000	\$40,000,000
Capital Reserve Fund	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$267,000	\$15,300,000	\$0	\$269,000	\$0	\$0	\$15,836,000	\$40,000,000

Page 76 of 123



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Lebanon Planning Board

FROM: Planning and Development Department Staff

RE: 2025-2026 Proposed Zoning Amendments

DATE: August 21, 2025

Attached is the list of proposed zoning amendments for the 2025-2026 cycle.

The purpose of the Planning Board's review of the amendments now is to allow staff to answer any questions and to bring up any concerns or comments the Board might have before Council orders them to be reviewed by all the land use boards. The Planning Board will have another review of the amendments in November.

The amendments included in this packet include:

1. Section 408: Historic District (Heritage Commission Sponsored)
2. Section 608: Signs; Definitions – Window Signs – regulatory streamlining
3. Section 411: Pattern Zones Overlay District
4. Statutory Amendments:
 - a. HB1361: Manufactured Homes
 - b. HB631: Multifamily Residential
 - c. HB284: Residential Parking Requirements
 - d. HB577: ADUs
5. Misc & Technical Amendments
 - a. Section 1000
 - b. Definition of **Lot**
 - c. Care and Treatment of Animals broken down & change of corresponding use tables.
6. Food Truck Ordinance
7. Northern Lebanon Map Amendments
 - a. Centerra/Alteria
 - b. LaBombard/Hatch Property
 - c. Heater Rd
8. Cottage Cluster - Barrow St. / Keene Examples
9. EV Regulations (LEAC Sponsored)

Staff asks the Planning Board to review the proposed amendments and give feedback before Staff takes them before Council. Drafts of all these amendments, except those highlighted in yellow, are attached on the following pages. Those highlighted will be

STAFF MEMORANDUM

Proposed Zoning Amendments

August 21, 2025

Page 2 of 2

distributed to the Planning Board Members before the September 8, 2025 meeting for their review.

The Council is scheduled to order the zoning amendments to the Land Use Boards on October 1, 2025. Before this date, Staff will be editing changes recommended by the Planning Board. There is time for the Planning Board to review the proposed one more time on September 8, 2025, if needed. The entire schedule for the 2025-2026 Zoning Amendment Cycle is shown below:

Amendment	Date	Who	Staff Responsibility
2025-26 Amendments	8/18/2025	Planning Staff	Get packet to Crystal for PB meeting
2025-26 Amendments	8/25/2025	Planning Board	PB Final Consideration Meeting
2025-26 Amendments	9/2/2025	Planning Staff	Get packet to Crystal for PB meeting
2025-26 Amendments	9/8/2025	Planning Board	Extra: PB Final Consideration Meeting, if needed
2025-26 Amendments	End of Aug - Beginning of Sept	Planning Staff	Staff Complete Writing Draft Ordinances
2025-26 Amendments	9/22/2025	Planning Staff	Packet due to David for City Council Meeting
2025-26 Amendments	10/1/2025	City Council	Order to Land Use Boards
2025-26 Amendments	10/9/2025	Planning Staff	Send to Legal for Review
2025-26 Amendments	10/27/2025	Legal	Legal Review Letters Due
2025-26 Amendments	10/27/2025	Planning Staff	Get ZBA Packet to Tiffany
2025-26 Amendments	11/3/2025	ZBA	ZBA Review of Amednments
2025-26 Amendments	11/6/2025	Planning Staff	Get ConCom Packet to Crystal
2025-26 Amendments	11/13/2025	Conservation Commission	ConCom Review of Amendments
2025-26 Amendments	11/17/2025	Planning Staff	Get PB Packet to Crystal
2025-26 Amendments	11/24/2025	Planning Board	PB Review of Amendments
2025-26 Amendments	12/18/2025	Planning Staff	Due: Public Notices and RSA written and reviewed
2025-26 Amendments	12/29/2025	Planning Staff	Get Packet to David for Countil Meeting
2025-26 Amendments	1/7/2026	City Council	Council call for Public Hearing
2025-26 Amendments	1/8/2026	Planning Staff	RSA Letters go out
2025-26 Amendments	1/12/2026	Planning Staff	Get Packet to David for Countil Meeting
2025-26 Amendments	1/21/2026	City Council	Council Public Hearing
Planning Board Meeting			
City Council Meeting			
ZBA Meeting			
ConCom Meeting			

SECTION 408 HISTORIC DISTRICT.

408.1 Authority.

This section is enacted pursuant to RSA 674:46. The City of Lebanon Heritage Commission shall have the authority granted to it by RSA 674:44-a through d, et. seq., and this Ordinance.

408.2 Purposes.

The purpose of this Ordinance is to preserve the ~~heritage~~ historic and cultural resources of the City of Lebanon and, particularly, the City's structures and places of historic, architectural and community value in order to:

- A. Establish and preserve districts in the City which reflect elements of its cultural, social, economic, political, community, and architectural history;
- B. Conserve property values in such districts;
- C. Foster civic beauty;
- D. Strengthen the local economy; and,
- E. Promote the use of historic districts for the education, pleasure, and welfare of the citizens of the City.

408.3 Delineation of Historic Districts.

The areas and boundaries of the Historic Districts are shown on the Historic District Map of the City of Lebanon and made a part of this Ordinance and the Official Zoning Map of the City of Lebanon. The Historic District Map is attached hereto as Appendix C.

408.4 Certificate of Approval Required.

A Certificate of Approval shall be obtained from the Heritage Commission in the manner set forth herein prior to the commencement of any of the following activities within any Historic District:

- A. The construction of any new ***building***;
- B. The addition to, alteration, or repair of any existing ***building, lot or structure*** which would require the issuance of a building permit pursuant to the provisions of the Lebanon Building Code, unless such addition, alteration, or repair does not, in any way, alter the exterior ***or appearance*** of such ***building, lot or structure***;

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C. The following activities, whether or not a building permit is required for such activities:

1. Roofing or re-roofing if it involves a change of design, materials or the roof plane is changed;

2. Siding, including new and re-siding, if it involves a change of design or materials;

3. Painting if applied to a previously unpainted surface;

43. Replacement of doors and windows if it involves changes in the material, size, location, or number of openings in the exterior or facade of a building;

54. Replacement or enclosure of porches, decks, and patios if it involves a change in size, location, design, and/or materials;

65. Replacement of exterior stairs, landings, and overhangs if it involves a change in size, location, design, and/or materials;

7. Construction of or alteration to fences, walls, fountains, sculptures, monuments, permanent freestanding lighting, or similar manmade features if it involves a change of location, design or materials;

86. Demolition or moving of a building or accessory building.

No building permit (when applicable) shall be issued prior to the receipt of a Certificate of Approval for the above-described activities.

408.5 Activities Not Requiring Certificates of Approval.

The following activities are exempt from review by the Heritage Commission, and no Certificate of Approval shall be required:

A. Any repairs, alterations, or improvements that do not require a building permit pursuant to the Lebanon Building Code with the exception of the activities described in Section 408.4 herein;

B. Any repairs, alterations, or improvements to the interior of the *building*;

~~C. The re-roofing of a *building*, provided that the roof plane remains the same;~~

~~D. Painting or re-painting of the interior or exterior of any *building*; and,~~

~~E. Landscaping or fencing.~~

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408.6 Criteria For Review.

In determining whether or not to grant a Certificate of Approval, the Heritage Commission shall keep in mind the purpose set forth in Section 408.2 herein and shall consider, among other appropriate factors, the following:

- A. The historical or architectural value of a **building** and its setting;
- B. In connection with additions, repair or restoration of any existing **building**, the compatibility of the exterior design, arrangement, texture, and materials proposed to be used in relationship to this existing **building**, its setting, and the Historic District as a whole; and,
- C. The size, scale, and design of proposed construction in relationship to the existing surroundings, including consideration of such factors as a **building's** overall height, width, street **frontage**, number of stories, type of roofs, facade openings (windows and doors), and **architectural details**.

When the Heritage Commission determines that it is necessary or advisable in order to preserve or protect historically and/or architecturally significant buildings, the Commission may require preservation and/or accurate reproduction of exterior architectural features. Preservation and/or reproduction measures shall be completed pursuant to the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."

Applications for Certificates of Approval may be denied if such denial is required to prevent construction or development which would conflict with the stated purposes of Section 408.2 herein.

408.7 Application Procedures.

The following procedures and any rules of procedure duly adopted by the Heritage Commission shall be followed in processing applications for Certificates of Approval:

- A. Written application for Certificates of Approval shall be made no later than 12:00 noon of the 15th calendar day prior to a regularly scheduled meeting of the Heritage Commission (to include the meeting date of the Commission) on forms provided by the Zoning Administrator, and the applicant shall pay an application fee as adopted by the City Council. The application may be filed simultaneously with any other application or request for City land use permits, and the issuance of a Certificate of Approval shall not be a precondition to the issuance of any other City land use permit with the exception of a building permit, when applicable.
- B. There shall be a public hearing on all applications for Certificates of Approval. The applicant and all **abutters** shall receive a notice of the public hearing by certified mail, and a public notice of the hearing shall be posted in at least two public places

and shall be published in a newspaper of general circulation in the City of Lebanon. Said notice shall be given not less than five days, nor more than 30 days, before the date of the hearing.

C. At its meeting, the Commission shall review the application for completeness as specified in Section 408.8 herein. If the application is determined to be complete, then the Commission shall vote to accept the application and commence with the public hearing. If the application is not complete, then consideration of the application shall be suspended until it is complete.

D. The Commission shall review the application using the criteria set forth in Section 408.6 herein, and then shall act to approve, approve with conditions, or disapprove the application. In reviewing the application, the Commission may request reports and recommendations regarding the feasibility of the applicant's proposal from the Planning Board, Fire Chief, Building Inspector, Health Officer, and other administrative officials who may possess information concerning the impact of the proposal on the Historic District. The Commission may also seek advice from professional, educational, cultural, or other groups or persons as may be deemed necessary for the determination of a reasonable decision.

E. Within 45 calendar days from the filing of the application, unless the applicant agrees, in writing, to a longer review period, the Commission shall notify the applicant, in writing, of its action by means of the Certificate of Approval or Notice of Disapproval sent by certified mail. In case of disapproval, the Commission shall clearly set forth in a Notice of Disapproval the reasons for its action, with specific reference to standards contained in this Section.

F. Simultaneously with notifying the applicant, the Commission shall file a copy of the Certificate of Approval with the Zoning Administrator and the Building Inspector. The Building Inspector shall not issue a building permit for any activity in an Historic District requiring a Certificate of Approval until receipt of said Certificate. In the case of a disapproval, the Notice of Disapproval shall be binding on the Building Inspector or other duly delegated authority and no permit shall be issued.

G. Failure of the Commission to file said Certificate within the specified period of time shall constitute approval by the Commission.

408.8 Submittal Requirements.

All applications for a Certificate of Approval shall contain a written description of the work or activity for which approval is requested, together with plan and elevation drawings to scale and, where appropriate, photographs which, together, shall be sufficient to reasonably inform the Heritage Commission as to the type or nature of the activity applied for, the location of the activity, and the effect or impact on the exterior of the building(s) involved.

408.9 Removal or Demolition of Buildings.

No **building** shall be demolished or moved off its **lot** within any Historic District until, following receipt of a Certificate of Approval, at least one publication of notice of such demolition or removal has been published by the owner in a newspaper of general circulation in the area in which the **building** and **lot** are located, such notice to be published not less than 30 days prior to the date of such demolition or removal.

The purpose of this provision is to further the purposes of Section 408.2 and to afford a person or organization the opportunity to acquire, or to arrange for the preservation of, such **building**.

Notwithstanding the above, upon application to the City Building Inspector, any **building** substantially damaged as a result of fire or other disaster or constituting a public safety hazard shall be exempt from the provisions of this section.

408.10 Appeal.

Any person aggrieved by a decision of the Heritage Commission shall have the right to appeal said decision to the Zoning Board of Adjustment as provided by RSA 677:17. Such appeals shall be filed with the Zoning Board of Adjustment within 20 days of the filing of the Certificate of Approval or Notice of Disapproval with the Building Inspector.

408.11 Enforcement.

The provisions of this Section 408 shall be enforced as provided by State law and pursuant to Section 903 of this Ordinance.

SECTION 608 SIGNS.

608.1 Purpose and Intent.

The purpose of this Section is to create the legal framework for a comprehensive and balanced system of **signs** in order to:

- further the goals of the Lebanon Master Plan;
- preserve the right of free speech and expression;
- provide easy and pleasant communication between people and their environment;
- avoid excessive levels of visual clutter or distraction that are potentially harmful to property values, business opportunities, and community appearance;
- assure that public benefits derived from expenditures of public funds for the improvement and beautification of streets, and other public structures and spaces, are protected by exercising reasonable controls over the character and design of **sign** structures;
- help to allow the free flow of traffic and protect pedestrians, bicyclists, and motorists from injury and property damage caused by, or which may be fully or partially attributable to cluttered, distracting, or illegible signage; and
- promote the use of **signs** which are aesthetically pleasing, of appropriate scale, and integrated with surrounding **buildings** and landscape, in order to meet the community's expressed desire for quality development.

With these purposes in mind, it is the intent of this Section to authorize the use of **signs** that are:

- compatible with their surroundings;
- appropriate to the activity that displays them;
- expressive of the identity of individual activities and the community as a whole;
- legible in the circumstances in which they are seen;
- unlikely to distract drivers to a dangerous degree; and
- able to preserve the right of free speech and expression.

608.2 General Provisions.

A. Signs Prohibited. **Signs** are prohibited in all zoning districts unless the **sign** is:

1. Constructed pursuant to a valid building permit when required under this Section; and
2. Authorized under this Section or the City of Lebanon Code Ch. 152, Article IV and in compliance with all applicable regulations of this Section.

B. Building Permit Required. A building permit from the Planning Department is required prior to the display and erection of any **sign**, except as provided in Section 608.7 ("Signs Allowed Without a Building Permit"). Every building permit application shall include:

1. A photograph of any existing **signs** to be replaced, and the **sign area** and dimensions of each **sign** to be replaced.

2. A drawing to scale of each proposed **sign**. Each rendering shall identify:
 - a. the total **sign area** in square feet;
 - b. the dimensions of the **sign** in feet and inches;
 - c. the height of the **sign**;
 - d. the proposed location of the **sign** on the **building**, if applicable;
 - e. construction materials; and
 - f. landscaping specifications, if applicable.
 3. A scaled plot plan of the **lot** depicting the proposed location of any **freestanding sign**.
 4. Specifications for the construction or display of the **sign** and for its illumination and mechanical movement, if any.
 5. Where **internal illumination** is proposed, documentation necessary to demonstrate compliance with Section 608.4.A.6 ("Illumination").
- C. Enforcement. Any **sign** displayed or erected which is not authorized by this Section and/or is not in compliance with all applicable regulations set forth herein shall be removed, and shall be subject to all available enforcement options pursuant to NH RSA Chapter 676.

In the course of investigating brightness of luminance complaint, the Planning and Development Department may request a certification if the brightness of luminance by an independent contractor. If the investigation and certification indicate that the sign exceeds any applicable brightness or luminance levels specified in Section 608, the owner of the sign shall turn off the sign within twenty-four (24) hours of a request to do so by the City, and the sign shall remain off until the brightness or luminance of the sign is brought into compliance.

- D. Clear Vision & Movement. No **sign** may obstruct visibility or movement of vehicles or pedestrians, or otherwise cause any hazard to any person or property, and all **signs** are subject to the requirements of Article II, Section 206, "Sight Distance at Street Intersections".
- E. Maintenance. All **signs** shall be maintained in good condition and repair at all times. Such maintenance shall not require a building permit unless the repairs include electrical work.
- F. Sign Setback. The requirements of ARTICLE II, "General Provisions," shall not prohibit the location of a **sign** in a **front, side or rear yard**, nor shall those minimum setbacks apply to **signs**.
- G. No Discrimination Against Non-Commercial Signs or Speech. The owner of any **sign** which is otherwise allowed under this Section and which has obtained a building permit may substitute non-commercial copy in lieu of any other commercial or non-commercial copy. This substitution of copy may be made without any additional approval or permitting. The purpose of this provision is to prevent any inadvertent favoring of commercial speech over non-commercial speech, or favoring of any particular non-commercial message over any other non-

commercial message. This provision prevails over any more specific provision to the contrary. This provision does not create a right to increase the total amount of **sign area** permitted on a **lot**.

H. Outdoor Recreational Facilities. **Outdoor recreational facilities** are exempt from this Section except that:

1. any **sign** erected on the **lot** of an **outdoor recreation facility** shall be subject to the prohibition of **non-static signs** set forth in Section 608.3.D, the requirements of Section 608.2.D ("Clear Vision & Movement"), and the requirements of Section 608.2.E ("Maintenance");
2. all **signs** shall be principally oriented towards the playing field or seating areas, except that one (1) sign having a **sign area** of no greater than thirty (30) square feet may be permitted without such restriction; and
3. one (1) **digital sign** is allowed per **outdoor recreation facility** provided that the **digital sign** is principally oriented towards the play field or seating area, and provided that a building permit is obtained in accordance with Section 608.2.B ("Building Permit Required"). Such **sign** shall be illuminated only during an activity or event taking place on the field, and shall have no greater than 102 square feet of **sign area** and, if **freestanding**, a height of no greater than twelve (12) feet.

608.3 Prohibited Signs.

The following are prohibited:

- A. **Off-premise signs**, except as may be permitted per Sections 608.6.A.1 and 2. A **sign advertising** an on-site use that has ceased operation or vacated the **lot** shall be considered an **off-premise sign** after a period of 180 consecutive days following the discontinuance of the use and shall be removed as required by Section 608.8.C.3.
- B. **Signs** located within **public streets**, except as set forth in Section 608.4.A.5.b (projecting signs in the CB and LD Districts) and Section 608.6.A.6 (**sandwich board sign** regulations) and as may otherwise be allowed pursuant to Chapter 152 ("Streets and Sidewalks") of the Code of the City of Lebanon.
- B. **Illumination** of **signs** except as may be permitted by and in accordance with Section 608.4.A.6 ("Illumination").
- C. **Non-static signs**, except **digital signs** as may permitted according to Section 608.2.H.3 and Section 608.4.A.7 ("Freestanding Digital Signs").
- D. **Portable signs**, except **temporary signs** as may permitted by Section 608.6 ("Temporary Signs").
- E. Feather flags, balloons, inflatables, pennants, ribbons, streamers, and spinners or other similar devices which may move or swing as a result of wind pressure, whether part of a **sign** or not, except as may be permitted by Section 608.6

("Temporary Signs").

- F. **Signs** of a size, location, movement, coloring, or manner of illumination which may be confused with or construed as a traffic control device or which hide from view any traffic or street **sign** or signal.
- G. **Roof signs.**
- H. Laser displays.

608.4 Non-Residential Uses.

- A. Non-Residential Uses in Commercial and Industrial Districts. Signage for non-residential uses in the **commercial** and **industrial districts** shall be subject to the following requirements:

- 1. Maximum Permitted Sign Area.

- a. Sign Area for a Principal Building. The maximum **sign area** permitted for a **principal building** is the greater of either:
 - i. the product of the following formula: [linear width, or **frontage**, of the **principal facade** in feet] multiplied by 0.8 = [x] square feet; or
 - ii. the product of the following formula: [total area of the **principal facade**] multiplied by .05 = [x] square feet.

There is no limit on the number of individual **signs** that may be affixed or attached to a **principal building** provided that the total **sign area** of all such **signs** combined does not exceed the maximum permitted **sign area** determined pursuant to the above formula.

- b. Sign Area for Freestanding Signs. **Sign area for freestanding signs** shall be determined pursuant to Section 608.4.A.4 and shall be allowed in addition to the maximum permitted **sign area** for a **principal building** determined pursuant to Section 608.4.A.1.a.
- c. Sign Area for Lots Having No Buildings. A **lot** without **buildings** may display up to 15 square feet of **sign area**.
- d. Strip Plazas. For purposes of calculating maximum permitted **sign area** pursuant to Section 608.4.A.1.a, a **façade** of a **strip plaza** that faces interior to the **lot** may be considered the **principal façade** in place of any other **principal façade**.
- e. Multi-Tenant Buildings. The maximum **sign area** permitted for a **multi-tenant building** in existence as of January 20, 2021 is the greater of either:
 - i. the total **sign area** allowed pursuant to Section 608.4.A.1.a; or

- ii. the total **sign area** of all existing legal **signs** on the **building** as of January 20, 2021. For any vacant tenant spaces as of January 20, 2021, the **sign area** utilized by the immediate prior tenant may be included in the calculation of permitted **sign area** under this subsection.
 - f. Multiple Principal Facades. Where a **building** has multiple **principal facades**, the **facades** may be combined for purposes of calculating the maximum permitted **sign area** per Section 608.4.A.1.a.
 - g. Window Signs: Each business having windows shall not cover more than fifty (50) percent of the glass area of each window with signage/advertising.
2. Sign Types Permitted. The following **sign** types are permitted in the **commercial** and **industrial districts**:
- a. **wall signs**;
 - b. **freestanding signs**; and
 - c. **projecting signs**.
 - d. **Window signs**
3. Wall Signs. **Wall signs** in the **commercial** and **industrial districts** shall be subject to the following regulations:
- a. One or more **wall signs** may be displayed on any wall of any principal **building** on a **lot**, provided that the total **sign area** displayed on any single **building** wall is limited to the total **sign area** that would be permitted for that wall based on the formula set forth in Section 608.4.A.1.a, whether or not it is a **principal façade**.
 - b. The **sign area** of a **wall sign** may not exceed 100 square feet.
 - c. **Wall signs** shall not extend above the highest point of the main roof or **parapet** of the **building** or be affixed to a **parapet** more than four feet above the roof of the **building**.
4. Freestanding Signs. A **lot** in the **commercial** and **industrial districts** may display one **freestanding sign** subject to the following regulations:
- a. Sign Area and Height Regulations.
 - i. **Freestanding signs** must comply with the dimensions set forth in the following table:

	Zoning District					
Maximum	GC & GC-1	CB	LD	IND-L	IND-RA	IND-H
height	25 ft.	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.
sign area	64 sq. ft.	32 sq. ft.	24 sq. ft.	64 sq. ft.	64 sq. ft.	64 sq. ft.

- ii. Strip Plazas and Multi-Tenant Buildings. A **freestanding sign** for a property improved with a **strip plaza** or **multi-tenant building** may exceed the maximum **sign area** set forth in Section 608.4.A.4.a.i by up to 50 percent, except in the CB and LD Districts.
 - iii. Height. For purposes of measuring the height of a **freestanding sign**, height shall mean the vertical distance measured from grade at the edge of the adjacent right-of-way to the highest point of the **sign** structure.
 - iv. The size of a **freestanding sign** may exceed the maximum **sign area** set forth in Section 608.4.A.4.a.i by up to 15 percent in order to accommodate numerals identifying the property address or building address, or for a **freestanding sign** on a property improved with a **strip plaza** or **multi-tenant building**, by up to 15 percent in addition to the increase in **sign area** allowed per Section 608.4.A.a.ii.
- b. Design Standards.
- i. Landscaping. A landscaped area located around the base of a **freestanding sign** equal to two and one-half square feet for each square foot of **sign area**, is required for all **freestanding signs**. The landscaped area shall contain living landscape material consisting of native shrubs and/or annual or native perennial **ground cover** plants placed throughout the required landscape area and having a spacing of not greater than three (3) feet on center. Where appropriate, the planting of required deciduous or evergreen **trees** installed in a manner which frames or accents the **freestanding signs** structure is encouraged.
 - ii. Spacing. **Freestanding signs** must be spaced at least 150 feet apart on **public streets** with posted travel speeds under 40 miles per hour, and at least 300 feet apart on **public streets** with posted travel speeds of 40 miles per hour and over.
- c. A PUD or **planned business park** may have a **freestanding sign**, which **sign** shall have a maximum size and height as set forth above and shall be subject to all other applicable regulations herein.
 - d. A lot within 100 feet of the Interstate 89 right-of-way with an existing **freestanding sign** that is legal non-conforming due to its height and which has a minimum height of 50 ft. may have one additional

freestanding sign which shall have a maximum size and height as set forth above and shall be subject to all other applicable regulations.

e. Freestanding Digital Signs. **Freestanding Signs** may incorporate a **digital sign** subject to the following:

- i. **Freestanding digital signs** are only allowed in the General Commercial (GC) district on properties with frontage on the following streets:
 - Mechanic Street
 - Miracle Mile
 - Plainfield Road
 - South Main Street
- ii. No more than one (1) display per hour shall be allowed
- iii. Displays shall contain static messages only
- iv. **Freestanding Digital Signs** shall be programed to automatically freeze in a single display in the even of a malfunction or computer/system error.
- v. The Planning and Development Department shall be provided with an on-call contact person and phone number for each **freestanding digital sign**. The contact person must have the ability and authority to make immediate modifications to the displays and lighting levels should the need arise.
- vi. The **digital sign** and **freestanding digital sign** may be no larger than 50% on the **sign area** of the **freestanding digital sign**
- vii. No **Freestanding digital sign** may be located within one hundred (100) feet of a residential dwelling
- viii. **Freestanding digital signs** shall operate with no more than 0.3 footcandles at the property line
- ix. If a **freestanding digital sign** is located in the line of sight of a residential dwelling, such sign shall not operate at brightness levels of more than one-tenth (0.1) foot candles above ambient light levels (at measurement conditions) as measured to the nearest property line of the residential dwelling from the electronic sign.

5. Projecting Signs.

- a. GC District, GC-1 District, and Industrial Districts. Projecting signs in

the GC District and the **industrial districts** shall be subject to the following regulations:

- i. One or more **projecting signs** may be displayed on any wall of any **principal building** on a **lot** provided that the total **sign area** displayed on any single **building** wall is limited to the total **sign area** that would be permitted for that wall based on the formula set forth in Section 608.4.A.1.a, whether or not it is a **principal façade**.
 - ii. The **sign area** of a **projecting sign** shall not exceed sixteen (16) square feet.
 - iii. **Projecting signs** shall project from the wall at an angle of ninety (90) degrees.
 - iv. **Projecting signs** shall not extend above the highest point of the main roof or **parapet** of the **building** nor be affixed to a **parapet** more than four (4) feet above the roof of the **building**.
- b. CB and LD Districts. Because of **building coverage** and development density in the CB and LD Districts, businesses located therein may not be able to erect **freestanding signs** or **projecting signs** which do not hang over a public sidewalk. Thus, within the CB and LD Districts **projecting signs** may hang over a public sidewalk, subject to the following limitations:
- v. A **building** may have no more than one such **projecting sign** for each **building** entrance which accesses a business located at sidewalk level.
 - vi. No such **projecting sign** shall be larger in size than twelve (12) square feet if used to advertise only one business or sixteen (16) square feet if used to advertise more than one business.
 - vii. No part of any such **projecting sign** or the fixture to which it is attached shall be lower in height than eight feet six inches (8 feet 6 inches) above the sidewalk nor higher than fifteen (15) feet from the sidewalk. However, in no case shall any part of such a **sign** or fixture be located above the bottom of the second floor window sill.
 - viii. No part of any such **projecting sign** or fixture to which it is attached shall project over a public sidewalk more than the greater of three (3) feet or fifty percent (50%) of the width of the public sidewalk, but in no case shall it extend more than six (6) feet over the sidewalk.
 - ix. Such **projecting signs** shall not have **internal illumination**.

6. Illumination. **Signs** may have either **external illumination** or **internal**

illumination, subject to the following:

- a. Lighting Plan. An applicant for a permit to illuminate a **sign** must submit a plan to the Planning Department showing the illumination plan including the effect of the illumination on any other property that might be affected by the light.
 - b. External Illumination. The use of floodlights or spotlights used for the **external illumination** of **signs** shall be mounted above the **sign** targeted for lighting, and illumination shall be properly focused upon and confined to the area of the **sign**.
 - c. Internal Illumination. **Internal illumination** of **signs** shall be designed with an opaque background so that only the lettering, symbols (i.e. logos), or design shall appear to be lighted.
 - d. Maximum Luminance. An illuminated sign shall operate with no more than 0.3 fc at the property line.
 - e. Glare. Fixtures used to illuminate **signs** shall be located, aimed, and shielded so as to produce no glare, undue distraction, confusion or hazard to the surrounding area or to vehicular traffic. Glare shall not be perceptible to drivers, pedestrians, bicyclists, and other passers-by within adjacent streets or rights-of-way.
 - f. Shielding. Any lighting fixture on a **sign** that is located within ten (10) feet of a **residential district**, or an existing residential use shall be (i) aimed away from the **residential district** or existing residential use; and (ii) shielded on the side closest to the **residential district** or existing residential use.
 - g. Hours of illumination. **Signs** may be illuminated any time between 6:00 a.m. and 9:00 p.m. Between 9:00 p.m. and 6:00 a.m. a sign may only be illuminated if and when the business is open to the public.
7. Window Signs: Window signs in the commercial and industrial districts, or commercial uses in a residential district shall be subject to the following regulations:
- a. Animated illumination or effects, electronic, blinking, flashing, and/or scrolling window signs shall be prohibited.

Add to Definitions:

Window sign: Any sign that is affixed to the interior or exterior of the window or windowpanes or within five (5) feet of the interior of the window or windowpanes and is visible from the exterior of the structure.

Section: 411 Pattern Zones Overlay District

Section 411.1 Purpose

The purpose of the Pattern Zone overlay district is to create additional housing that fits the character of the existing neighborhood in Downtown Lebanon and Downtown West Lebanon, to establish and preserve the characteristics of the historical downtown areas of Lebanon and West Lebanon, and to increase density and housing choices in the district.

Section 411.2 Description of Pattern Zones Overlay District

The areas and boundaries of the Pattern Zone Overlay District are shown on the Pattern Zone Overlay District Map of the City of Lebanon and made a part of this Ordinance and the Official Zoning Map of the City of Lebanon. The Pattern Zone Overlay District Map is attached hereto as Appendix D.

Appendix D NEEDS TO BE ADDED ONLINE

Section 411.3 Permitted Uses

The Overlay District regulations are intended to only be used for uses allowed within the Pattern Zone Overlay District Table of Uses Table of Uses. Any nonresidential uses shall adhere to regulations set forth in Article III based on the underlying zoning district.

Pattern Zone Overlay District Table of Uses

Permitted Uses	Special Exception
Residential: 1. Up to 2 One-Family Detached Dwellings 2. Two-Family Dwelling 3. Accessory Dwelling Unit per Section 610	Residential: 1. Tri-Plex (3 units) 2. Quad-plex (4 units) 3. Townhouses / Rowhomes up to 4 units Commercial/Non-Residential: 1. Any listed in the Base Zoning District pursuant to Article III.
Commercial/Non-Residential 1. Any listed in the Base Zoning District pursuant to Article III.	Conditional Use Permit
	Residential: 1. Cottage Development per Section 509 with a minimum 20,000 sq ft lot

Section 411.4 Table of Areas, Dimensions, and Coverage

Minimum Lot Requirements					Maximum Limitations	
Area	Frontage	Front Yard	Side Yard	Rear Yard	Lot Coverage % of impervious surface	Height
4,000 sq ft	40' on lot that abuts a street; 15' on a flag shaped lot* and; 0' if on rear split lot *Pursuant to 411.6	10' OR pursuant to 411.11 Front Yard	5' / 7.5' (side of structure on a street frontage)	10'	60% 80% with special exception pursuant to 411.8	45'

Section 411.5 Parking

A minimum of one on-site parking space per dwelling unit is required.

Section 411.6 Creating New Lots in the Overlay District

- A. Notwithstanding underlying zoning districts, new lots within the overlay may be created utilizing the overlay lot dimensional requirements.
- B. Creating a flag lot split shall provide 15' of frontage and meet the minimum lot area requirements.
 1. Front yard setback requirements shall begin at the point where the lot widens.
- C. The creation of a rear lot without the street frontage required by RSA 674:41 may only be approved if all of the following conditions are met:
 1. A perpetual deeded easement in favor of the rear lot to use a driveway across a lot which does have legally-sufficient frontage and identifying maintenance responsibilities shall be submitted with the application for approval by the Planning Board. If the subdivision is approved, the execution and recording of the easement in the registry of deeds shall be a condition of approval.
 2. The driveway shall be shown on the subdivision plan.
 3. The Planning Board shall determine that the driveway is sufficient for access to the rear lot.

Section 411.7 Shading and Buffers

- A. Preservation of a property's existing trees is encouraged to maintain a natural shade canopy upon the property.
- B. Properties shall be landscaped to achieve a minimum of 30% ***shade coverage***.
- C. New houses located with the minimum 5' side yard setback from a property line must have a vegetative buffer.

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Section 411.8 Impervious Cover

- A. Within the overlay district, impervious cover shall be limited as follows:
1. The maximum impervious cover shall be up to 60% by right.
 2. Maximum impervious cover up to 80% may be permitted by Special Exception pursuant to Section 801.3.
 3. For purposes of this overlay district impervious cover shall be defined as: A structure or land surface with a low capacity for infiltration, including but not limited to pavement, roofs, roadways, and compacted soils, that has a Curve Number of 98 or greater.
 4. Impervious cover determinations when in question shall be made by the City Engineer.
- B. An applicant for a Special Exception to allow impervious cover up to 80% shall meet the criteria of Section 801.3 in addition to the following:
1. A stormwater management plan shall be provided to the Board. The plan must demonstrate that all stormwater is managed and treated onsite with a preference for low impact development stormwater management methods. Applicants may tie into the City's stormwater drain system as may be permitted by the City Code.

Section 411.9 Snow, Garbage, Fuel Tanks

- A. A snow storage plan shall be submitted with the application and, if approved, shall be a condition of the approval.
- B. Garbage/recycling receptacle storage plan shall be submitted with the application and, if approved, shall be a condition of approval.
1. Garbage/recycling shall not be stored in the front yard of the property.
 2. Applicable screening shall be provided.
 3. If a dumpster is used then it shall be enclosed, stored on a hard surface and meet screening requirements. A dumpster shall meet setback requirements, not interfere with parking, be located in the rear or side yard and beyond the front line of the structure and meet the setback requirements.

C. Exterior fuel storage within the overlay shall:

1. Meet all zoning setback requirements.
2. Fuel storage tanks shall be located within the rear yard.
3. Underground fuel storage may be located in the front, side or rear yard provided they meet the required yard setbacks.
4. Above ground fuel tanks may not be located in the front yard

Section 411.10 ~~Pattern Book Requirements~~ Design Requirements

~~The architectural plan for a building within the overlay pursuant to these requirements shall be selected from the Pattern Zones Book (a catalog of preapproved house plans available through the Lebanon Planning and Development Department from 2025-2026).~~

A. ~~Design Characteristics make sure any new development matches the existing neighborhood. The following requirements should be followed:~~

1. ~~Site changes, such as buildings, driveways, and other new features must not alter the historic character of a neighborhood.~~
2. ~~The location of new construction must be considered carefully in order to follow height and setbacks of existing buildings in the neighborhood.~~
3. ~~New Construction must not destroy character defining attributes or features of the neighborhood.~~
4. ~~New Construction must match scale, size, massing, and architectural features of existing buildings in the neighborhood.~~
5. ~~Relationship between the new construction and existing structures must be protected. Existing buildings must not be isolated from one another by new construction.~~
6. ~~Garages must be located at least 5' behind the front line of the residential structure.~~
7. ~~The applicant must provide evidence that their design matches the character of other residential structures on the street.~~
8. ~~Common Characteristics found in the Overlay District:~~
 - a. ~~Pitched Roof~~
 - b. ~~Street facing primary entrance.~~
 - c. ~~Front porch or stoop~~
 - d. ~~Non-split-level designs~~
 - e. ~~Clapboard, shingle siding (board and batten, brick, rock?) exteriors~~

B. ~~Review of Design~~

1. ~~Permitted Uses~~

- a. ~~Those residential projects allowed under Permitted Uses (Section 411.3) will have the design reviewed by Heritage Commission Planner. Staff as part of the building permit application process. Design and Plans must be completed by and stamped by New Hampshire a design professional. The Heritage Commission Planner shall issue a determination as to the proposed plans adherence with the (411.10) design criteria. An applicant may appeal the determination as to adherence with the design~~

criteria made by the Heritage Commission Planner to the Heritage Commission within 30-days of the determination. Upon Appeal the Heritage Commission shall stand in the shoes of the Heritage Commission Planner and determine if the proposed design meets the design requirements of Section 411.10 and approve or deny the permit.

2. Special Exception or CUP

- a. Those residential projects requiring a Special Exception or CUP (Section 411.4) will have to submit architectural drawings designed by and stamped by a licensed design professional to be reviewed by the Heritage Commission pursuant to Section 408.7. The Heritage Commission will use the criteria listed in Section 411.10(A) to determine the appropriateness of the design and issue a written recommendation to the Zoning Board or Planning Board for their consideration of the Special Exception or Conditional Use Permit. Any appeal of the Heritage Commissions determination shall be filed with the Zoning Board of Adjustment within 30 days of the decision by the Heritage Commission. Design and Plans must be completed and stamped by a licensed design professional.

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Section 411.11 Front Yard

- A. The required front yard may be reduced to the average front yard of the existing buildings on the same side of the street in the same block and located within 300 feet of the subject lot, provided that there are at least 2 such buildings. This reduction shall not be allowed for lots fronting on a state highway.
- B. On lots with more than one frontage on an indeterminate lot, the front yard will be determined by the Zoning Administrator based on the orientation of the principal structure on the lot. The corner side with frontage will be considered a side yard and have a setback that is the average of the established front and side setbacks).
- C. On lots with no frontage, the front yard is determined by the Building Official or Zoning Administrator based on the orientation of the principal structure on the lot and the access easement location.

Section 411.12 Approved Design

- A. The Heritage Commission shall maintain a book of Architecturally designed pre-approved plans available for use by the people of Lebanon. Use of a pre-approved plan set shall qualify for the enhanced zoning considerations under the pattern zones overlay.
- B. Prerequisite to being listed as a preapproved plan a plan shall be:
- a. Approved by the Heritage Commission.
- b. Reviewed by and deemed compliant with New Hampshire State Building Code requirements by the Chief Building Official.
- c. Designed by and stamped by a New Hampshire licensed design professional.

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C. If a property owner wishes to use their own plan set, they must receive a special exception from the Zoning Board of Appeals and have their plan approved by the Heritage Commission according to Section 411.10.

Commented [CH1]: What do you think about this? I still don't like requiring people to 100% use our plans. I want them to have some freedom because we can't have a solution to every project that comes our way - ie. are we going to have multiple tri-quad plex plans? What if it's a weird shaped lot?

SHADE COVERAGE: The percentage of land area covered by leaves, branches, and stems of canopy/shade trees when viewed by above during the summer. New plantings should be measured based on their size at maturity.

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2024 HB 1361 – Manufactured Homes

This bill requires municipalities that adopt land use control measures to provide reasonable and realistic opportunities for the siting of manufactured housing on individual lots and in manufactured housing parks and subdivisions within residential districts. The bill also directs municipalities to provide reasonable and realistic opportunities for expansion of existing manufactured housing parks.

1 Local Land Use Planning and Regulatory Powers; Manufactured Housing. RSA 674:32, I is repealed and reenacted to read as follows:

I.(a) Municipalities shall afford reasonable and realistic opportunities for the siting of manufactured housing as required in subparagraph

(b) and a municipality shall not exclude manufactured housing completely from the municipality by regulation, zoning ordinance or by any other police power.

(b) A municipality that adopts land use control measures shall allow, in its sole discretion, manufactured housing to be located:

(1) On individual lots in most, but not necessarily all, land areas and lots in districts zoned to permit residential uses within the municipality; or

(2)(A) In manufactured housing parks, as defined in RSA 205-A:1, II, in most, but not necessarily all, land areas and lots in districts zoned to permit residential uses within the municipality; and

(B) In subdivisions created for the placement of manufactured housing on individually owned lots in most, but not necessarily all, land areas and lots in districts zoned to permit residential uses within the municipality; or

(3) In all 3 types of locations.

(c) Manufactured housing located on individual lots pursuant to subparagraph (b)(1) shall comply with lot size, frontage requirements, space limitations and other reasonable controls that conventional single-family housing in the same district must meet. No special exception or special permit shall be required for manufactured housing located on individual lots pursuant to subparagraph (b)(1) or manufactured housing subdivisions pursuant to subparagraph (b)(2)(B) unless such special exception or permit is required by the municipality for single family housing located on individual lots or in subdivisions.

(d) Municipalities permitting manufactured housing parks pursuant to subparagraph (b)(2)(A) shall afford reasonable and realistic opportunities for their development. In order to provide such opportunities, lot size and overall density requirements for manufactured housing parks shall be reasonable and realistic.

(e) Municipalities shall allow reasonable and realistic opportunities for the expansion of manufactured housing parks existing as of July 1, 2024. For expansion of existing manufactured housing parks, municipalities shall not require standards stricter than NFPA 501A, "Standard for Fire Safety Criteria for Manufactured Home Installations, Sites, and Communities".

SECTION 209 MANUFACTURED HOUSING.

Manufactured housing units are permitted only in manufactured housing parks or in manufactured housing PURDs. See Section 503 ("MANUFACTURED HOUSING PARKS") and Section 504

("MANUFACTURED HOUSING PURDs"). Manufactured Housing Units shall also be allowed in zoning districts that allow one-family dwellings with the following conditions:

1. The Manufactured housing unit shall be a one-family dwelling

2. The manufactured housing unit shall be on a foundation

3. A manufactured housing unit shall not be used as ADU
4. Design elements such as landscaping, porches, pitched roofs, and stone or bricks accents are encouraged
5. The manufactured housing unit shall follow all setbacks, parking, and regulations of the zoning district

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In Response to HB 631

HB 631 requires municipalities to allow multi-family residential development on commercially zoned land, provided, that adequate infrastructure for roads, water and sewerage systems are available to support that development. Municipalities may still restrict residential development in zones where industrial and manufacturing uses are permitted. Nevertheless, municipalities may require that the ground floor space in the commercially zone property may be required to be dedicated in whole or in part to retail or similar uses. Where an existing building is being repurposed to adaptive reuse for residential purposes, municipalities shall afford exemptions to setbacks, height or frontage of a building, provided these dimensional elements do not change. When implementing this new mandate locally, the definitions in the statute must be adhered to in determining whether the proposed use must be permitted; however, municipalities are not required to update their zoning ordinances with these definitions.

SECTION 315 MEDICAL CENTER DISTRICT (MC).

315.2 Table of Uses.

<u>Permitted Uses</u>	<u>Uses by Special Exception</u> (see Section 801.3)
	1. Recovery Houses
	<u>Uses by Conditional Use Permit</u> (see Section 302.4)

<u>Commercial/Non-Residential</u> 1. Essential service 2. Group day care facility per Section 604 3. Health club 4. Hospice 5. Medical center complex per Section 506 6. Medical office building 7. Medical research facility 8. Renewable energy system per Section 612 9. Retail product pickup	<u>Commercial/Non-Residential</u> 1. Drive-through facility 2. Financial institution 3. Inpatient rehabilitation facility 4. Motel 5. Hotel 6. Office 7. Parking facility 8. Personal service 9. Restaurant 10. Retail store 11. Multi-Family Residential <u>Planned Developments</u> 12. Commercial PUD per Section 501
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In response to HB 284

SECTION 607 PARKING.

607.1 Table of Minimum Off-Street Parking Requirements.

- A. Except as otherwise provided below, a **lot** shall provide the minimum number of **off-street parking spaces** as set forth in the following "Table of Minimum Off-Street Parking Requirements." For uses not listed in the table, the minimum requirement shall be that of the closest similar use as determined by the Zoning Administrator.
- B. The minimum number of required **off street parking spaces** for **lots** with more than one principal use shall be determined per Section 607.6 ("Shared Parking").
- C. The minimum number of required off-street parking spaces for **accessory uses** shall be calculated separately from the principal use where the minimum parking requirement for the **accessory use** is less than that required for the **principal use**.
- D. For residential uses as defined in RSA 676:16-a, I, an alternative parking solution as that term is defined in RSA 676:16-a, I, may be authorized by the Planning Board notwithstanding the requirements of the Table of Minimum Off-Street Parking Requirements pursuant to RSA 676:16-a ("On Site Parking Requirements").

TABLE OF MINIMUM OFF-STREET PARKING REQUIREMENTS
(Rounded down to the nearest whole - See Section 607.2)

TYPE OF USE	UNITS OF MEASUREMENT	PARKING SPACES PER UNIT (I.E. RATIO)
RESIDENTIAL		
Dwelling, One-family/Two-family detached and attached	Dwelling units	1.02-0
Dwelling , Studio Apartment	Dwelling units	1.0
Dwelling , Apartment, One-bedroom and up	Dwelling units	1.04-5
Senior Housing	Dwelling units	1.0
Group residence	Residents	0.33
Lodging house	Rental units	2.0 base + 1.0/bed
Cottage Development	Cottage	1.0
INSTITUTIONAL, ETC.		
Medical center complex	Gross floor area	1.0/425 sq. ft.
Hospital, nursing home	Beds & Employees on largest shift	0.33/bed & 0.33/employee

<u>TYPE OF USE</u>	<u>UNITS OF MEASUREMENT</u>	<u>PARKING SPACES PER UNIT (I.E. RATIO)</u>
Houses of worship and other places of public assembly (i.e. theaters, auditoriums, recreational facilities, conference or meeting facilities and the like.)	Seats or <i>gross floor area</i> of assembly area if no seats	0.33/seat or 1/20 sq. ft.
Group day care	Employees and clients	1.0/employee & 1.0/8 clients
<i>Membership club</i>	<i>Gross floor area</i>	1/300 sq. ft.
SCHOOLS		
Elementary, Jr. High	Classrooms	3.0
Senior High	Classrooms	5.0
Post secondary and Voc-Ed	<i>Gross floor area</i>	1/300 sq. ft.
COMMERCIAL		
<i>Motel, hotel</i>	Rental Units	1.2 plus <i>restaurant</i> component, if applicable.
<i>Tourist home</i> , bed and breakfast	Rental units	2.0 (base) + 1.0 per unit plus <i>restaurant</i> component, if applicable.
<i>Restaurant</i>	Seats	0.33
Bowling alleys	Lane	4.0
<i>Office</i>	<i>Gross floor area</i>	1.0/250 sq. ft.
Retail	<i>Gross floor area</i>	1.0/200 sq. ft.
Retail- e.g. convenience store, bakery, take-out food establishments	<i>Gross floor area</i>	1.0/200 sq. ft.
<i>Personal service</i>	<i>Gross floor area</i>	1.0/250 sq. ft.
Banks	<i>Gross floor area</i>	1.0/250 sq. ft.
Furniture store, major appliance store, carpet store, <i>vehicular sales</i> , nursery, greenhouses	<i>Gross floor area</i>	1.0/600 sq. ft.
Automotive services (i.e. repair facilities, tire sales and mounting)	Service bays	4.0/Bay
Funeral home	<i>Gross floor area</i> in assembly rooms	1.0/75 sq. ft.
Other commercial	<i>Gross floor area</i>	1.0/600 sq. ft.
<i>Alternative Treatment Center</i>	<i>Gross Floor Area</i>	1.0/250 sq. ft.
<i>Alternative Treatment Center (Cultivation Location Only)</i>	<i>Gross Floor Area</i>	1.0/600 sq. ft.
INDUSTRIAL		

<u>TYPE OF USE</u>	<u>UNITS OF MEASUREMENT</u>	<u>PARKING SPACES PER UNIT (I.E. RATIO)</u>
Warehouse (includes self-storage) and truck/ bus terminal	Gross floor area	1.0/1,000 sq. ft.
Light industry & Research lab	Gross floor area	1.0/600 sq. ft. or 1.0/employees for the largest shift (whichever is larger)
Outdoor storage and sales	Gross area of storage/sales	1.0/2,000 sq. ft.

607.2 Reduction of Minimum Required Parking Spaces.

The Planning Board may allow by **conditional use** permit a reduction of up to 30% in the number of **off-street parking spaces** required to be built, provided an area is reserved on the approved site plan to accommodate the minimum number of required **off-street parking spaces** should they become necessary in the future. The construction of any unbuilt parking spaces shall be reviewed and approved by the Planning Board as a modification of the approved site plan.

607.3 Maximum Off-Street Parking Requirement.

- A. The maximum off-street parking allowed is 120% of the minimum requirement set forth in Section 607.2. (For example, if a use or development is required to have 100 **off-street parking spaces**, then the maximum allowed for that use or development is 120 **off-street parking spaces**.) The maximum parking requirement shall not apply to **one-family** and **two-family dwellings**.
- B. Off-street parking in excess of 120% but not more than 150% of the minimum requirement set forth in Section 607.2 may be permitted as set forth below.
 - 1) The following categories of parking spaces shall not be counted towards the 120% maximum set forth in subsection A, but shall be subject to the 150% cap set forth in subsection B:
 - a. Spaces provided within a **parking structure**.
 - b. Spaces dedicated for vehicles participating in a carpool, vanpool, or car-share program. Such spaces shall be reserved and used only for carpool, vanpool, or car-share program parking, and shall be signed or marked accordingly.
 - 2) For spaces other than those described in subsection B.1), the Planning Board may approve parking in excess of the 120% maximum set forth in subsection A by **conditional use** permit provided that the following criteria are met:
 - a. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;
 - b. The proposed development demonstrates that its design and intended uses will continue to support high levels of existing or

- planned transit and pedestrian activity; and,
- c. The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.
- d. In no case shall the Planning Board approve parking for any use or development that exceeds 150% of the minimum requirement as set forth in Section 607.2.

- C. Exception. The maximum parking requirements set forth in subsections A and B shall not apply to any change of use within an existing **building** which does not require Site Plan review or where no additional parking spaces are proposed or required per Section 607.1.

607.4 CB, LD and PB Parking.

Uses in the CB District, LD District, and the PB District are subject to the maximum off-street parking requirements of Section 607.3, but are exempt from the minimum off-street parking requirements of Section 607.1 because of the availability of public parking. However, parking requirements in these districts shall be as required by the Planning Board through its Site Plan Review of new uses or changes or expansion of use.

607.5 Off-Lot Parking.

Parking shall be provided on the same **lot** as the use for which the parking is accessory, except as follows:

- A. In the IND-L, IND-H, IND-RA, GC, GC-1, CB, LD, RO, RO-1, PB, and MC Districts, the Planning Board may approve private off-lot parking as a **conditional use** permit. Instead of the findings required by Section 302.4, the Board shall determine that:
 - 1. The minimum number of required **off-street parking spaces** as calculated pursuant to Section 607.1, and per Section 607.4 for developments in the CB, LD, and PB Districts, cannot feasibly be accommodated on-site.
 - 2. The off-lot use to be served is an allowed use in the zoning district in which the off-lot parking area will be located.
 - 3. The off-lot parking area is in an appropriate location for the use served by the parking and will not be detrimental to abutting properties.
 - 4. Such parking arrangements are either permanently deeded and recorded or conveyed by an irrevocable 99-year lease or some other legal instrument, acceptable to an attorney representing the City, and submitted with the Conditional Use Permit application for approval by the Planning Board. Such legal agreement shall ensure that such parking arrangement will remain as long as the need exists.
 - 5. The off-lot parking will not constitute a hazard to traffic or pedestrians.
- B. For conversions of **one- or two-family dwellings** to **multi-family dwellings** or where adding additional **dwelling units** to an existing **multi-family dwelling**, the

Planning Board may approve private off-lot parking, as a **conditional use** permit. Instead of the findings required by Section 302.4, the Board shall determine that:

1. The minimum number of required **off-street parking spaces** cannot feasibly be accommodated on-site.
 2. The off-lot parking area is on a lot that is (i) adjacent to the **dwelling** involved, and (ii) located in a zoning district that allows **multi-family dwellings** to the same extent as allowed in the zoning district where the **multi-family dwelling** is located.
 3. The off-lot parking area is appropriately screened from abutting properties.
 4. The off-lot parking will not be detrimental to abutting properties.
 5. Such parking arrangements are permanently and irrevocably deeded and recorded or conveyed by an irrevocable 99-year lease or some other legal instrument, acceptable to an attorney representing the City, and submitted with the Conditional Use Permit application for approval by the Planning Board. Such legal agreement shall ensure that such parking arrangement will remain as long as the need exists.
6. The off-lot parking will not constitute a hazard to traffic or pedestrians

SECTION 610 ACCESSORY DWELLING UNIT (ADU).

Accessory dwelling units are intended as an option for homeowners to offer separate and independent living space for their extended families, or to offer small **dwelling units** as rentals to offset the expense of maintaining the **dwelling**.

An **accessory dwelling unit** shall comply with the following criteria:

- A. An **ADU** is allowed on any **lot** in any zoning district with a **one-family dwelling** or two-family dwelling. ~~For lots in any zoning district with a two-family dwelling, a detached or attached ADU is allowed.~~ Only one such **ADU** is permitted per **lot**. The dwelling unit density requirements of the underlying zoning district shall not apply to ADUs.
- B. ~~If attached, the appearance and character of the existing or proposed ADU shall remain single family in nature if converting a one-family dwelling to a one-family dwelling with an ADU, and shall remain two-family in nature if converting a two-family dwelling to a two-family dwelling with an ADU. If detached, the A detached~~ **ADU** shall maintain the primary building's architectural style, proportional mass, size, and height to ensure it is not taller than the principal building on the lot. A **detached ADU** may be permitted to be taller than the principal building by **special exception**.
- C. The property owner must occupy one of the **dwelling units** as their permanent residence. A temporary leave of absence of no more than one (1) year by the property owner is allowed, provided the owner-occupied unit is not rented or occupied by anyone other than the property owner during the temporary leave or absence.

Prior to the issuance of a zoning permit, the owner shall record in the Grafton County Registry of Deeds an Accessory Dwelling Unit Owner Occupancy Restriction, in a form satisfactory to the Zoning Administrator, in order to put prospective buyers on notice of the prohibition against renting out both units. All recording fees shall be the responsibility of the applicant.
- D. ~~The ADU must be located in the same building as the principal dwelling unit(s) unless the lot meets or exceeds the minimum required lot size for the respective zoning district. If the lot meets or exceeds the required minimum lot size, the ADU may be located in a separate detached accessory structure such as a garage or barn, provided the existing accessory structure conforms with the minimum required yard requirements for the respective zoning district. An ADU may also be in a new structure. By special exception, the Zoning Board of Adjustment may allow an ADU to be located in a detached structure on a lot that is non-conforming to the minimum lot size and/or to be allowed in an existing accessory structure that is legally non-conforming to the applicable minimum yard requirements.~~
- E. ~~If the ADU is located within or by an addition to the existing principal building, an interior door shall be provided between the ADU and the principal dwelling unit~~

~~or between the ADU and one of the principal **dwelling units** if the principal building is a **two-family dwelling**.~~

- F. If applicable, the owner must seek a permit from the State of NH Dept. of Environmental Services Subsurface Systems Bureau, in accordance with NH RSA 485-A:38 and NH RSA 674:72, V, for any increased load on an existing sewage disposal system as a result of the addition of an **ADU** to the **lot**.
- G. Size of ADU.
1. One-family dwellings. If the **gross living area** of the principal **dwelling unit** is 1,500 square feet or less, the **gross living area** of the **ADU** shall not exceed 750 sq. ft. ~~may be no greater than 750 sq. ft. 65% of the gross living area of the principal dwelling unit.~~ If the **gross living area** of the principal **dwelling unit** is greater than 1,500 square feet, but less than 3,000 square feet, the **gross living area** of the **ADU** shall not exceed 960 square feet. If the principal **dwelling unit** is greater than 3,000 square feet, the **gross living area** of the **ADU** can exceed 960 square feet provided the **ADU** is no greater than 33% of the **gross living area** of the principal **dwelling unit**. If the **ADU** is located on a parcel of land greater than 4 acres a **detached ADU** can exceed 960 square feet provided that the **detached ADU** is no greater than 50% of the gross living area of the principal dwelling unit.
 2. Two-family dwellings. If the **gross living area** of the smaller of the two principal **dwelling units** is 1,500 square feet or less, the **gross living area** of the **ADU** shall not exceed 750 sq. ft. ~~may be no greater than 65% of the gross living area of the smaller of the two principal dwelling units.~~ If the **gross living area** of the smaller of the two principal **dwelling units** is greater than 1,500 square feet, but less than 3,000 square feet, the **gross living area** of the **ADU** shall not exceed 960 square feet. If the smaller of the two principal **dwelling units** is greater than 3,000 square feet, the **gross living area** of the **ADU** can exceed 960 square feet provided the **ADU** is no greater than 33% of the **gross living area** of the smaller of the two principal **dwelling units**.
- H. ~~Any necessary additional entrances or exits to the principal building, to serve the ADU, shall be located to the side or rear of the building.~~ All new or altered **structures**, intended to be used as an **ADU**, must be located behind the **front building line** of the existing **principal building** except by **special exception** if the Zoning Board finds that the placement of the **ADU** on the **lot** will not adversely affect the character of the neighborhood; traffic on roads and highways; safety of pedestrians, and will not create a hazard or nuisance to abutting property owners.
- I. In addition to the ~~two-one~~ (21) parking spaces required for each principal **dwelling unit**, one (1) additional parking space for the **ADU** must be provided either on-site or at a legally dedicated off-site location, at the property owner's discretion.
- J. An **ADU** located within the **principal building** shall have interconnected smoke and carbon monoxide alarms.
- A. An ADU Permit application submission shall include a minimum of the following

materials and exhibits demonstrating compliance with the applicable Zoning Ordinance requirements:

1. Existing and proposed site conditions and parking plan.
2. Existing and proposed floor plans for all dwelling units and structures.
 - a. If applicable this floor plan shall show compliance with **ADU entrance, interconnection and the** smoke and carbon monoxide alarm plan requirements.
3. A gross living area square footage calculation which includes existing and proposed floor plans, and a square footage calculation for both the primary dwelling and ADU demonstrating adherence with 610.G ADU Size pursuant to the definition of gross living area within Appendix A Definitions.
4. A signed, recordable "Accessory Dwelling Unit Owner Occupancy Restriction".
5. A bank or business check or money order for all recording fees made payable to the Grafton County Registry of Deeds.
6. If applicable a copy of the State of NH Dept. of Environmental Services Subsurface Systems Bureau Approval and plans.
7. If applicable a Water Connection Permit Application.
8. If applicable a Sewer Connection Permit Application.
9. Impact Fee Invoice Acknowledgment.

APPENDIX A DEFINITIONS

ACCESSORY BUILDING: A **building** subordinate and customarily incidental to the main **building** on the same lot. The term "accessory building", when used in connection with **agriculture** shall include all buildings customarily used for farm purposes.

ADU-ACCESSORY DWELLING UNIT (ADU): This term shall have the meaning as set forth in RSA 674:71, I, as amended, except that an ADU may also be located on a lot containing a two-family dwelling and the definition set forth in RSA 674:71, I, shall be interpreted and applied accordingly. A separate complete housekeeping unit that is either contained within or is attached to a **one-family dwelling**, or within a detached **accessory building** on the same lot, for which the title is inseparable from the primary **dwelling**. (See Section 610)

ADU, ATTACHED: This term shall have the meaning as "attached unit" as set forth in RSA 674:71, II, as amended.

ADU, DETACHED: This term shall have the meaning as "detached unit" as set forth in RSA 674:71, III, as amended.

DRAFT

**LEBANON PLANNING BOARD
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE
MONDAY, JULY 14, 2025 6:30PM**

MEMBERS PRESENT: Andrew Faunce (Chair), Richard Ford Burley (Vice Chair), Eric Stacy, Kellen Appleton, Jeremy Rutter, Patrick Kennelly, Karen Zook (City Council Rep), Kathie Romano (alt)

MEMBERS ABSENT: None

STAFF PRESENT: Tim Corwin (Deputy Planning Director), Nathan Reichert (Director of Planning & Development), Brian Vincent (City Engineer)

1. CALL TO ORDER

Chair Faunce called the meeting to order at 6:32pm. Mr. Corwin reviewed the City's meeting in-person and REMOTE attendance policies and procedures. Chair Faunce appointed Ms. Romano as a regular voting member for this meeting.

2. NOTICE OF REGIONAL IMPACT

The following applications were received by the Planning and Development Department on or before May 12, 2025:

- **Marek North, LLC, 402 Mount Support Road (Tax Map 24, Lot 9), zoned R-1:** Applicant requests modifications to the phasing plan for a 204-unit multi-family complex, originally approved on February 14, 2022 (PB2021-33-SPR), reapproved on October 9, 2023 (PB2023-34-SPR), and further modified on July 7, 2025 (PB2024-29-SPA). PB2025-38-SPA
- **343 Mount Support Rd (Tax Map 24, Lot 1) & 0 Mount Support Road (Tax Map 24, Lot 1, Plot 100), zoned R-1 & RL-3:** Applicant requests a Boundary Line Adjustment to the existing lot lines and a Minor Subdivision of the subject properties into three (3) lots. PB2025-39-BLAMIN
- **Brady Sullivan Prospect Hills, LLC, 0 Prospect Street (Tax Map 108, Lot 2), zoned R-3:** Applicant requests approval of a hauling plan for the Prospect Hills Phase 2 development. Submission of the hauling plan is made pursuant to condition of approval as set forth in the Planning Board's June 9, 2025, Notice of Action for PB2025-23-FMAJA. PB2025-40-SPA

Mr. Corwin said Staff recommends the applications do not have the potential for regional impact.

A MOTION was made by Richard Ford Burley that the applications of Marek North, LLC, 402 Mount Support Road (Tax Map 24, Lot 9), PB2025-38-SPA; 343 Mount Support Rd, (Tax Map 24, Lot 1) & 0 Mount Support Road (Tax Map 24, Lot 1, Plot 100), PB2025-39-BLAMIN; and Brady Sullivan Prospect Hills, LLC, 0 Prospect Street (Tax Map 108, Lot 2,

Summary of Comments on 7-14-25 PlnBrd_Minutes-DRAFT1pr JBR edits1.pdf

Page: 1

 Number: 1 Author: Jeremy Rutter Date: 8/2/2025 10:27:00 AM
Date should be changed to one in July, either July 14 or the preceding business day, July 10?

1 ***PB2025-40-SPA do not have the potential for regional impact. The MOTION was seconded by***
2 ***Jeremy Rutter.***

3
4 ****The MOTION was approved (8-0).***

5
6 **3. PUBLIC HEARING ITEMS**

7 Chair Faunce said Item 3B will be heard before Item 3A, which is out of the order of the
8 meeting's agenda. Chair Faunce and Ms. Romano recused themselves from the discussion.

9
10 **B. XYZ Dairy, LLC & Lyme Properties 2, LLC, River Park Drive (Tax Map 44, Lots 21 -**
11 **30 & 7), zoned CB, IND-L and R-3: Applicant requests a two (2)-year extension of the**
12 **River Park Site Plan approval (PB2010-25-SPR), as most recently amended on**
13 **September 9, 2019 (PB2018-34-SPA). PB2025-25-EXT - Continued from June 9, 2025**
14

15 Acting Chair Ford Burley said the applicant requested that this application be continued to the
16 August 11, 2025 Planning Board meeting.

17
18 ***A MOTION was made by Patrick Kennelly that the application of XYZ Dairy, LLC & Lyme***
19 ***Properties 2, LLC, River Park Drive (Tax Map 44, Lots 21 - 30 & 7), zoned CB, IND-L and R-***
20 ***3: Applicant requests a two (2)-year extension of the River Park Site Plan approval (PB2010-***
21 ***25-SPR), as most recently amended on September 9, 2019 (PB2018-34-SPA). PB2025-25-EXT***
22 ***be continued to the August 11, 2025 Planning Board meeting. The MOTION was seconded by***
23 ***Eric Stacy.***

24
25 ****The MOTION was approved (6-0).***

26
27 Chair Faunce and Ms. Romano rejoined the meeting.

28
29 **A. Recreo, LLC, 2 Mascoma Street (Tax Map 91, Lot 254), zoned LD: Applicant received**
30 **Site Plan approval on July 11, 2022 (PB2022-17-SPR) for a phased redevelopment of**
31 **the property including construction of two (2) multi-family dwellings containing a total**
32 **of 152 units together with associated site improvements, which was extended on July 8,**
33 **2024 (PB2024-25-EXT). Applicant now requests (1) a waiver from Section 4.10.C of the**
34 **Site Plan Review Regulations providing that the Planning Board shall grant no more**
35 **than one extension for any site plan, (2) an additional extension of the timelines**
36 **associated with obtaining a building permit and for constructing required site**
37 **improvements, and (3) an amendment to the approved plan to add an additional phase**
38 **to allow the renovation of the former Village Market space for a proposed food court**
39 **and restaurant use. PB2025-13-EXT Postponed from May 12, 2025.**
40

41 Mr. Corwin gave an overview of the history of this project. He explained that the applicant is
42 seeking to change its phasing plan from two phases to three phases as follows:

- 43 • Phase I: Renovation of former grocery space to include restaurant and food court
- 44 • Phase II: Apartment Building 1
- 45 • Phase III: Apartment building 2

46
47 He said the applicant had submitted new plans on July 8, which Staff has not yet reviewed. Mr.
48 Corwin said the Board could find the application incomplete and continue the discussion to give
49 Staff time to review the materials. He said the other option for the Board is to consider the

This page contains no comments

request by the applicant to grant the applicant an extension and accept the changed dates in the phasing plan and the amended site plan with three phases. The group decided to hear the applicant's request without waiting for Staff review and to make a Condition of Approval that, within seven days from this meeting, the applicant will **represent** the plans to the Board if issues arise during Staff review,

Mr. Tim Sidore and Mr. Jim Wasser were present on behalf of the applicant.

Mr. Wasser said Phases II and III have not changed from the original plans. He said the only change is to Phase I, which involves renovating the former Village Market space to house an Italian Market, a restaurant, and a food court.

The group discussed the following:

- Where and how supplies will be delivered to the restaurant
- Location of emergency egress areas
- Whether adequate parking spaces will be available
- Access to restrooms – Mr. Sidore and Mr. Wasser said they'd be willing to add additional restrooms to accommodate older patrons
- How the food court booths will be secured after closing

The group had a lengthy discussion about the demolition of the Sunrise Buffet building and the final traffic circulation and parking lot design. Ms. Zook informed the group that the City Council voted to restore the two-way traffic on Church Street at the conclusion of construction. Mr. Corwin said median improvements that allow cars to take a left turn into the site from Hanover Street and other traffic circulation improvements should be submitted to the Planning Board for review and approval. The group agreed to make it a Condition of Approval.

Chair Faunce opened the public comment portion of the meeting. No one from the public spoke. Chair Faunce closed the public comment portion of the meeting.

A MOTION was made by Richard Ford Burley that the Lebanon Planning Board approves the application of Recreo, LLC, PB2025-13-EXT, with respect to a Site Plan originally approved on July 11, 2022 (PB2022-17-SPR) for a phased redevelopment of 2 Mascoma Street (Tax Map 91, Lot 254), zoned LD, and extended on July 8, 2024 (PB2024-25-EXT), for (1) an additional extension of the timelines associated with obtaining a building permit and for constructing the required site improvements and (2) for an amendment to the approved plan to add an additional phase to allow the renovation of the former Village Market space for a proposed food court and restaurant use, per application materials submitted and including any and all submissions and testimony provided for and during the public hearing.

In support of its decision, the Board finds that:

1. Per Section 4.10.B, the applicant has demonstrated that an extension of time to obtain a building permit for each phase is warranted, considering the totality of the circumstances, including the extent and complexity of the conditions precedent, the extent of the progress made by the Applicant toward satisfying the conditions-precedent and/or starting construction, and whether the need for more time is attributable to unusual circumstances beyond the control of the Applicant rather than to the Applicant's neglect or failure to proceed with reasonable promptness; and

2. Per Section 8.4.A.3, the applicant has demonstrated good cause for an extension of time to achieve active and substantial development for each phase.

This approval is subject to the following conditions:

1. The applicant shall satisfy and comply with the Planning Board Notice of Action for PB2022-17-SPR, dated July 11, 2022, and all conditions of approval thereof except as may be superseded by the conditions below.

2. Within 7 days of this approval, the Planning & Development Department shall notify the applicant as to any aspect of the amended plans which do not, in the opinion of City staff, comply with applicable regulations. Within 30 days of any such notification, the applicant shall either provide revisions to the satisfaction of the Planning & Development Department or shall file a complete application with the Planning & Development Department appealing staff's determination to the Planning Board and/or requesting an amendment to the approved plans.

3. Within 30 days of this approval, the applicant shall submit plans and specifications for the proposed temporary sidewalk and crosswalk along and across Water Street, to the satisfaction of the Department of Public Works.

4. Within 30 days of the Board's approval, the applicant shall work with Planning & Development Department staff to consolidate the plan sets for each phase with the approved set to create a single plan set for the project, for approval by the Planning Board Chair.

5. Within 30 days of the Board's approval, the applicant shall modify the plans for Phase 2 to provide access between the subject property and the City's adjacent Fire Station property at 12 South Park Street.

6. Condition #18 set forth in the Planning Board Notice of Action for PB2022-17-SPR dated June 27, 2022, and Condition #2 set forth in the Planning Board Notice of Action for PB2024-25-EXT dated July 8, 2024, is hereby stricken and replaced with the following:

Pursuant to Section 4.9 of the Site Plan Review Regulations, the project may be constructed in phases as set forth in the chart below and per the conditions of approval set forth in the Planning Board Notice of Action for PB2022-17-SPR dated June 27, 2022:

	Obtain Building Permit By	Project Initiation	Foundation Excavation	Footings/Earth Retention Complete	Steel Erection Complete	Building Envelope Complete	Landscaping/ Hardscaping Complete	Substantial Completion/ Cert. of Occ.
2025 Extension								
Phase I (Existing Building)								
Italian Market	Obtained	Underway	N/A	N/A	N/A	N/A	N/A	9/15/2025
Food Court	10/15/2025	10/31/2025	N/A	N/A	N/A	3/15/2026	5/15/2026	5/15/2026
Phase II (Building 1)	7/11/2026	9/1/2026	10/1/2026	3/31/2027	6/31/2027	1/31/2028	5/15/2028	4/30/2028
Phase III (Building 2)	10/1/2027	10/31/2027	12/1/2027	4/30/2028	8/31/2028	3/31/2029	6/17/2029	5/28/2029

The MOTION was seconded by Eric Stacy.

*The MOTION was approved (6-0).

4. OTHER BUSINESS

A. ReVision Energy (applicant), Cole Partners, LLC (property owner), 90 Great Brook Road (Tax Map 194, Lot 1), zoned RL-1, RL-2 and RL-3: Conceptual review for a proposed ground-mounted solar array. PB2025-36-CON

 Number: 1 Author: Jeremy Rutter Date: 8/2/2025 10:31:00 AM

Change "is" to "are"? This is difficult because the change is to the language of a motion, but the subject of this verb is clearly PLURAL . . .

Ms. Megan Ulin (ReVision Solar Project Developer) gave an overview of the proposed project, which involves installation of a solar array at 90 Great Brook Rd.

The group discussed the following:

- Wetland areas at the project site
- Plans for the existing house foundation (that dates back to the 1800s) located on the property
- Topographic variations of areas of the site
- Lifespan of the equipment and equipment replacement procedures
- Lawn maintenance around solar equipment
- Snow and ice issues that may affect equipment
- Projected timeframe for construction of the solar array

Ms. Ulin said the equipment has a lifespan of 25-40 years. She said lawn maintenance under the panels may include the use of sheep grazing. The group discussed how this project is the first of its kind in the City, and it may have greater public interest because of that novelty. Ms. Ulin said abutters and neighbors have not yet been contacted for their input and confirmed that this is a permitted use for the zone in which the property is located. The group discussed perimeter screening that may be required. The Board suggested a site visit may be a good way to encourage discussion with neighbors, if the project progresses.

Mr. Reichert suggested the following:

- Water runoff during construction can be a problem for neighbors
- The view from neighbors' properties should be considered

He suggested the applicant consider holding a community meeting with neighbors prior to the official presentation of the project plans to the Planning Board.

Ms. Ulin confirmed that an interconnection study has been completed and she did not anticipate delays in obtaining an interconnection agreement.

At 8:35pm, Chair Faunce called for a recess.

At 8:42pm, the meeting resumed.

5. STUDY ITEMS

A. 2026 Zoning Amendment Preview

Mr. Reichert discussed the proposed zoning amendments (included in the agenda packet) that are to be considered in 2026. He said some were considered in 2025 and are being carried over. He asked the Board members to consider prioritizing the amendments by importance. Chair Faunce suggested any amendments that promote housing development could be high priority. Dr. Ford Burley said amendments that focus on food service could also be high priority.

A MOTION was made by Richard Ford Burley to extend the meeting at 9:40pm. The MOTION was seconded by Kellen Appleton.

**The MOTION was approved (8-0).*

This page contains no comments

1 Mr. Reichert asked the Board members to continue considering the priority of the amendments
2 and to email their comments to Staff.

3
4 **6. APPROVAL MINUTES – May 27, 2025, June 09, 2025, June 23, 2025**

5
6 *A MOTION was made by Karen Zook to approve the May 27, 2025 Planning Board*
7 *Meeting minutes as presented. The MOTION was seconded by Andrew Faunce.*

8
9 **The MOTION was approved (5-0, with Kennelly, Romano, and Rutter abstaining).*

10
11 The group agreed to postpone approving the minutes of June 09, 2025 and June 23, 2025
12 until the August 11, 2025 Planning Board meeting.

13
14 **7. ADJOURNMENT**

15
16 *A MOTION was made by Richard Ford Burley to adjourn the meeting at 9:38pm. The*
17 *MOTION was seconded by Jeremy Rutter.*

18
19 **The MOTION was approved (8-0).*

20
21 The meeting adjourned at 9:38pm.

22
23 Respectfully submitted,
24 Paula Roux
25 Recording Secretary

This page contains no comments