



**LEBANON PLANNING BOARD
MAY 26, 2026 - 6:30 PM
MEETING ROOM 1, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

To participate in this meeting, please join live via Microsoft Teams or call 929-229-9356 (Access Code: 906 081 907#). If you have trouble accessing this meeting, please [email Tim Corwin](mailto:tim.corwin@lebanonnh.gov).

- 1. Call to Order**
- 2. Notice of Regional Impact**
- 3. Study Items**
 - A. Review of Proposed Projects for Inclusion in the 2027-2032 Capital Improvement Plan (CIP)
- 4. 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
 - Planning & Development Department – Task Status
 - C. **Planning Board Subcommittees:**
 - Planning Board Capital Improvement Program
 - Planning Board Development Regulations Update
 - D. Planning Board Development Regulations Subcommittee
 - E. Minor Site Plan Committee
 - F. Housing Task Force
- 5. Other Business**
 - A. Appointment of Planning Board Representatives to Other Boards and Committees
- 6. Approval of Minutes**
 - A. April 13, 2026
 - B. April 27, 2026 - Site Walk

C. April 27, 2026

7. 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.

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

PRELIMINARY 2027-2032 CIP PROJECT LIST

May 18, 2026

1. Airport	Maintenance Shop Roof Replacement
2. Airport	South Apron Rehabilitation
3. Airport	<i>Taxiway A Extension Phase 4</i>
4. Airport	Airfield Electrical Vault Replacement
5. Airport	Taxiway A Relocation
6. Fire	Ambulance Replacement
7. Fire	<i>Station 2 Replacement</i>
8. Fire	PPE Replacement
9. Public Works	City Hall Renovations Phase 5
10. NEW – Public Works	Mascoma River 12A Bridge Expansion Joint
11. Public Works	Route 12A Pump Station
12. NEW – Public Works	East Wilder Road Reconstruction
13. Public Works	Elm Street and Union Street Reconstruction
14. Public Works	<i>Route 120–Etna–Old Etna Road Pedestrian Improvements</i>
15. NEW – Public Works	<i>Great Brook Road Bridge</i>
16. Public Works	Green Street and Shaw Street Reconstruction
17. NEW – Public Works	Hanover Street Culvert Replacement
18. Public Works	Hanover Street/Route 120 Bridge #121-117
19. Public Works	<i>Hanover Street Improvements</i>
20. Public Works	Infrastructure Improvements – Mack Avenue
21. Public Works	Estabrook Circle and Maple Street Stormwater Project
22. Public Works	<i>Mechanic Street Sidewalk – Buckingham Place to Poverty Lane</i>
23. Public Works	<i>Mechanic St Sidewalk – Rivermill Bus Stop to Slayton Hill Rd</i>
24. Public Works	<i>Mechanic Street/Slayton Hill Road/Mascoma Street Intersection Reconstruction</i>
25. Public Works	<i>School Street /Meriden Road Safety Improvements</i>
26. Public Works	<i>Centerra Water Main Extension</i>
27. NEW – Public Works	<i>West Lebanon Main Street Improvements Phase 2: Bridge Street Roundabout</i>
28. NEW – Public Works	West Lebanon Main Street Improvements Phase 2: Bridge Street
29. Public Works	Fleet
30. Public Works	<i>Landfill Expansion Phase 3 and 4 Design, Permitting & Construction</i>
31. Public Works	Spring St. West Water Main
32. Public Works	Water Meter Upgrade
33. Public Works	Westboro Stormwater Holding Facility Demolition
34. NEW – Public Works	Water Treatment Plant Filters Rebuild
35. Public Works	<i>Large Groundwater Well Development</i>
36. Recreation, Arts, & Parks	<i>Mascoma River Greenway Extension</i>
37. Recreation, Arts, & Parks	<i>MRG to Mascoma Street Path</i>
38. Recreation, Arts, & Parks	Northern Rail Trail Retaining Wall

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**.

See CIP instruction memo dated April 1, 2025 for further detail

1. **DEPARTMENT:** Airport
2. **PROJECT TITLE:** Extend TW A to the North, Remove TWs B1 and B2
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.

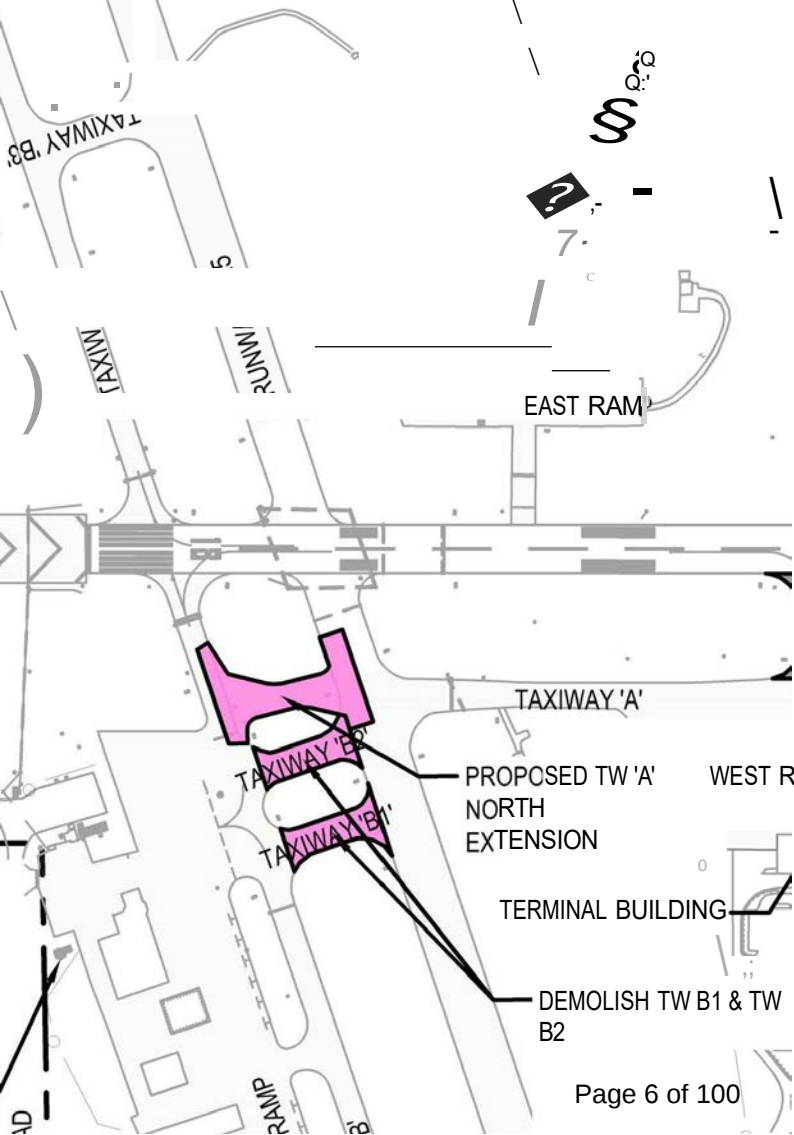
Source	Amount
Federal	\$2,160,000
State	\$120,000
Local	\$120,000
Total	\$2,400,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: *Extend TW A to the North, Remove TWs B1 and B2*

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				\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000	\$0
Construction/Implementation				\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$0</u>
FUNDING											
Current (Operating Budget)	Specify Fund:			\$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:	Fire Department Vehicle/Equipment		\$0	\$0	\$0	\$0		\$0	\$0	\$0
	Specify Fund:	Airport		\$0	\$0	\$0	\$120,000	\$0	\$0	\$120,000	\$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	\$2,160,000	\$0	\$0	\$2,160,000	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$120,000	\$0	\$0	\$120,000	\$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
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,400,000</u>	<u>\$0</u>



2027-2032 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: Lebanon Fire Department**
2. **PROJECT TITLE: Station 2 Replacement**
3. **PURPOSE OF PROJECT REQUEST FORM: Maintenance**
4. **DEPARTMENT PRIORITY: High**
5. **LOCATION: Lebanon Fire Department**
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

CIP Project Number:

2027-2032 Capital Improvement Program

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. There has been no fiscal estimate completed to actually understand what the true cost might be. This is simply a place holder for CIP parking lot.

7. **ONGOING MAINTENANCE AND OPERATING EXPENSES** (anticipated costs and funding sources): Annual costs are limited to repairs from damage received throughout the life of the equipment. The annual maintenance budget for the entire department is \$500 annually.

Estimated Cost = \$14,000,000



2027-2032 Capital Improvement Program



CIP Project Number:

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2: Station 2 Replacement

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>Previous</u> <u>Appropriatio</u> <u>n</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/Equipment Acquisition				\$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>\$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	\$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 Fee	\$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>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

2033+

\$1,000,000
\$13,000,000
\$0
<u>\$14,000,000</u>

[illegible]

2027-2032 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:** New Project
4. **DEPARTMENT PRIORITY:** New Service
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:**

Through 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 (Complete to Labombard Road Intersection): 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

2027-2032 Capital Improvement Program

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:

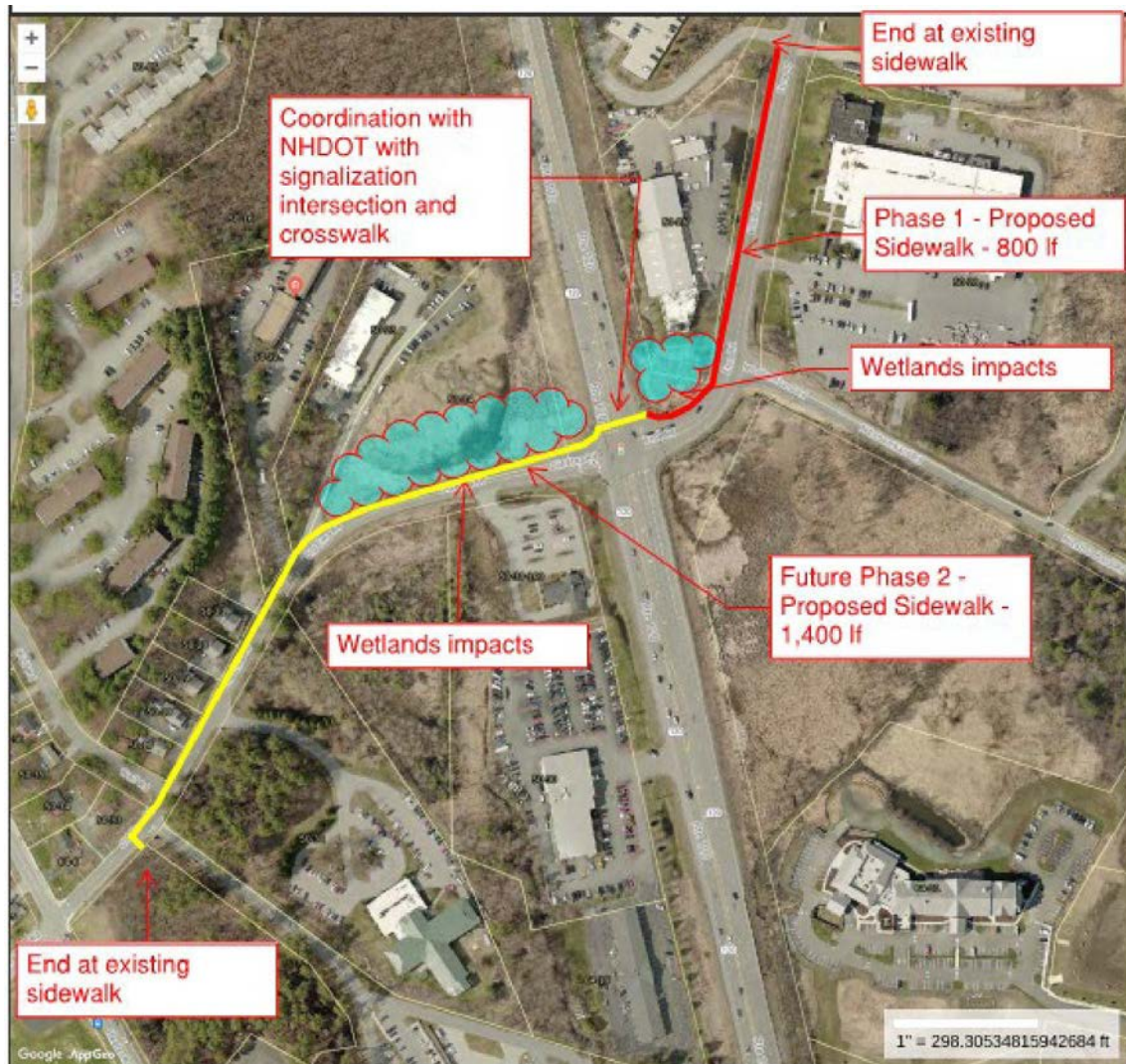
- Section 9|D-3 (Pedestrian and Bicycle Facilities) recommends that the City encourage and promote the development of interconnected networks of sidewalks, bicycle routes and paths, and recreational trails that facilitate better transportation throughout the community, especially to meet the needs of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

7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following comprehensive sidewalk reconstruction—typically constitute a notable long-term budgetary commitment, often requiring annual investments of **1-2% of the total asset replacement value**. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.

2027-2032 Capital Improvement Program

Old Emma Rd Proposed Sidewalk



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Concord, NH
Project No. 2027-2032
Title: Old Emma Rd Proposed Sidewalk

Prepared by: [Name]
Date: [Date]

Print map scale is approximate.
Critical layout or measurement
activities should not be done using
this resolution.

2027-2032 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>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering/Permitting				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,000
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,224,000
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>\$1,377,000</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	\$0	\$0	\$0	\$0	\$0	\$0	\$225,400
	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	\$1,101,600
	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		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$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>\$1,377,000</u>

2027-2032 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:** Public Works
2. **PROJECT TITLE:** Great Brook Road Bridge
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project to replace red-listed bridge.
4. **DEPARTMENT PRIORITY:** Mandatory (RED-LISTED BRIDGE)
5. **LOCATION:** Great Brook Road near the intersection of Meriden Road
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Great Brook Road Bridge is a single-span, one-lane bridge located along Great Brook Road, approximately 350' west of the intersection with Meriden Road/NH Route 120. The bridge was originally constructed in 1936, and crosses over Great Brook. Since 1936, portions of the bridge have been rehabilitated or replaced, including a superstructure replacement in 1993. The existing superstructure consists of longitudinal steel girders supporting a transverse laminated wood deck.

The bridge was placed on the NHDOT Red List following a 2024 inspection by NHDOT. The inspection report rated the deck, superstructure, and substructure at condition level 4 (poor). The most recent bridge inspection was performed by NHDOT on October 30, 2025, and the condition level of both the superstructure and substructure was reduced to 3 (serious). In a critical deficiency letter dated January 23, 2026, NHDOT recommended the City consult professional engineering services for an updated load rating of the bridge, which is currently underway.

The 2027-2032 CIP includes funding for full replacement of the existing superstructure and substructure. The bridge replacement assumes a new two-lane bridge with a slightly longer span than the existing structure, with new abutments and wingwalls having footings protected from scour and frost.

The project would require closure of the road at the bridge site during construction. Estimated construction duration would be 3-4 months, with significant lead time to

2027-2032 Capital Improvement Program

procure materials such as bridge components and rails. The bridge will be designed based on a 120-year lifecycle with proper annual maintenance, bridge preservation, and full rehabilitation after 60 years.

The 2027-2032 CIP includes \$460K for design and engineering in 2028, \$25K for property acquisition in 2029, and \$2.76M for construction in 2030.

7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following bridge reconstruction typically constitute a significant long-term budgetary commitment, often requiring annual investments of 1-2% of the total asset replacement value. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.



2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2: Great Brook Road Bridge

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				2027	2028	2029	2030	2031	2032	2027-2032	2032+
EXPENDITURES											
Design/Engineering				\$0	\$460,000	\$0	\$0	\$0	\$0	\$460,000	\$0
Construction/Implementation				\$0	\$0	\$0	\$2,760,000	\$0	\$0	\$2,760,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$25,000	\$0		\$0	\$25,000	\$0
TOTAL				\$0	\$460,000	\$25,000	\$2,760,000	\$0	\$0	\$3,245,000	\$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	\$460,000	\$25,000	\$2,760,000	\$0	\$0	\$3,245,000	\$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:	Fire Department Vehicle/Equipment		\$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	\$460,000	\$25,000	\$2,760,000	\$0	\$0	\$3,245,000	\$0





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.

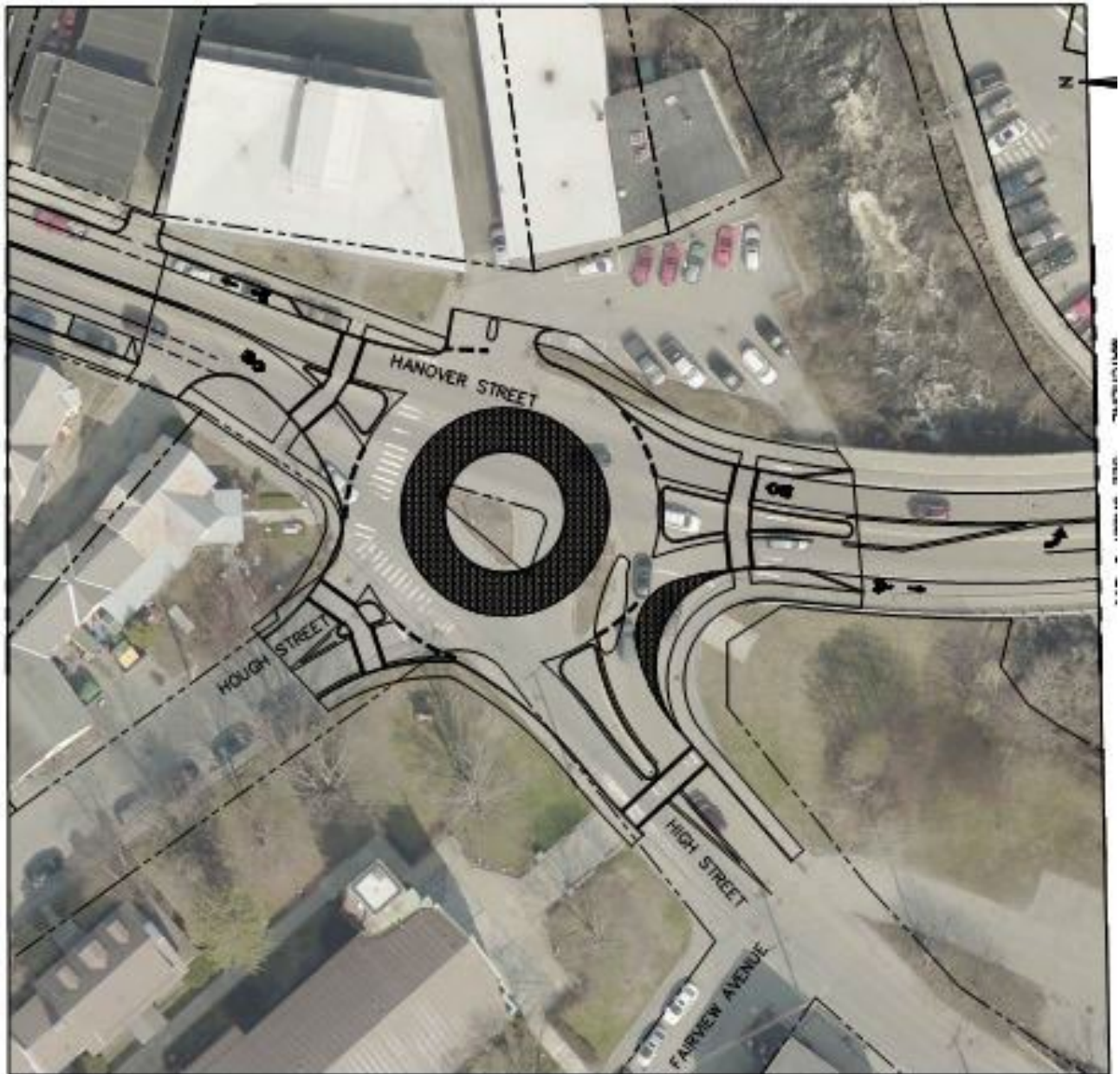
The construction of a reconfigured intersection at Route 120 and Hanover Street is now included in the NHDOT's Exit 18 reconstruction project. The Hanover Street improvements project includes the reconstruction of Hanover Street from the limits of NHDOT's improvements at the intersection of Route 120 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

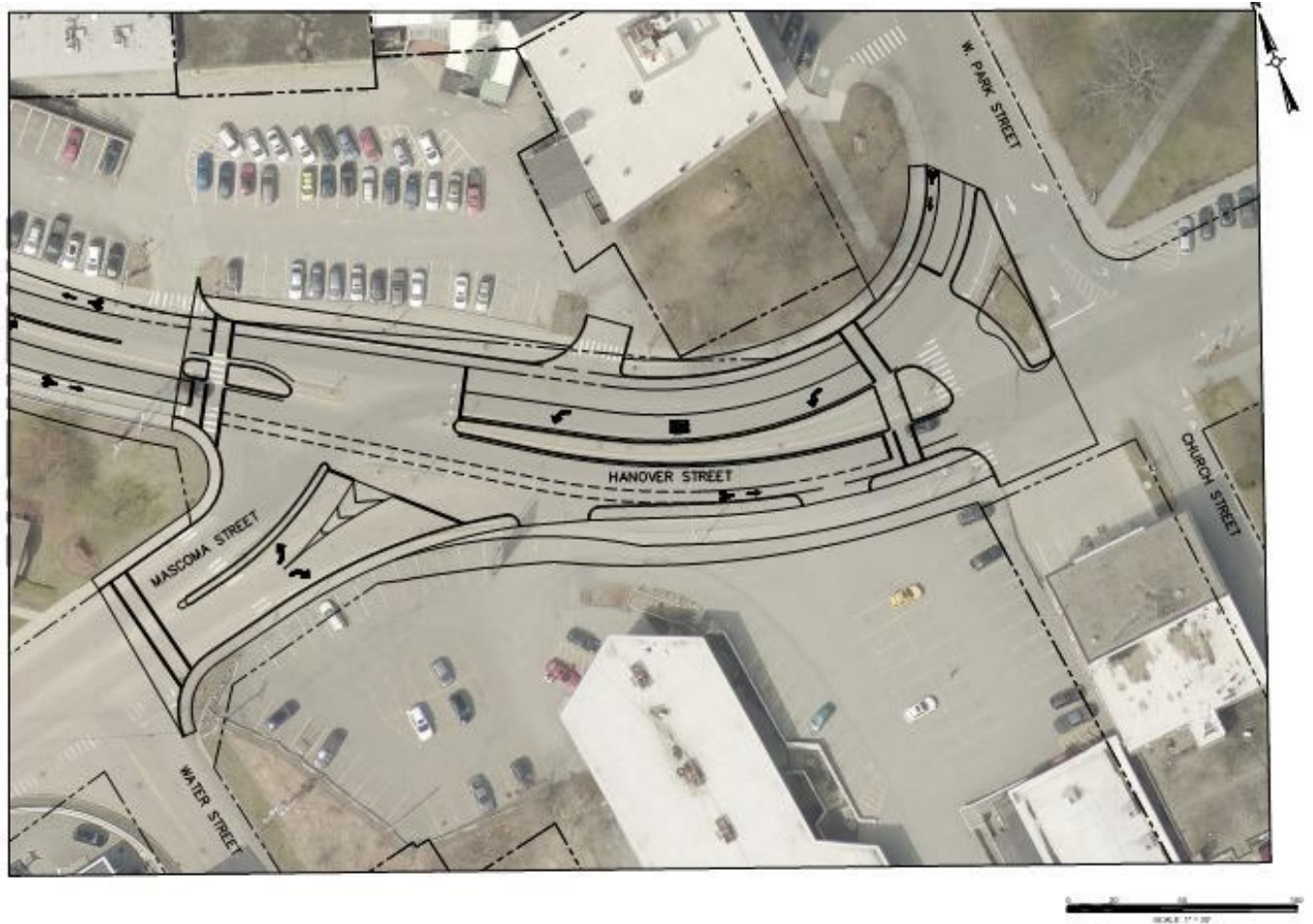
2026 - 2031 Capital Improvement Program

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				<u>\$0</u>	<u>\$590,336</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$590,336</u>	<u>\$7,496,082</u>
FUNDING											
Current (Operating Budget)										\$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				<u>\$0</u>	<u>\$590,336</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$590,336</u>	<u>\$7,496,082</u>

2027 - 2032 Capital Improvement Program

PROJECT REQUEST FORM #2

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

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		Previous approbation: \$355,000.00	2027	2028	2029	2030	2031	2032	2027-2032	2032+
EXPENDITURES										
Design/Engineering			\$0	\$0	\$0	\$648,264	\$0	\$0	\$648,264	\$0
Construction/Implementation			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,292,972
Property/Equipment Acquisition			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,652
TOTAL			<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$648,264</u>	<u>\$0</u>	<u>\$0</u>	<u>\$648,264</u>	<u>\$7,355,624</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 35% Gfund	\$0	\$0	\$0	\$45,378	\$0	\$0	\$45,378	\$882,204
	Supported by:	Water Rates 30% Wfund	\$0	\$0	\$0	\$38,896	\$0	\$0	\$38,896	\$756,175
	Supported by:	Sewer Rates 35% Sfund	\$0	\$0	\$0	\$45,378	\$0	\$0	\$45,378	\$882,204
	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 Improvements and Equipment		\$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	\$0	\$0	\$518,611	\$0	\$0	\$518,611	\$4,835,041
	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			<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$648,264</u>	<u>\$0</u>	<u>\$0</u>	<u>\$648,264</u>	<u>\$7,355,624</u>

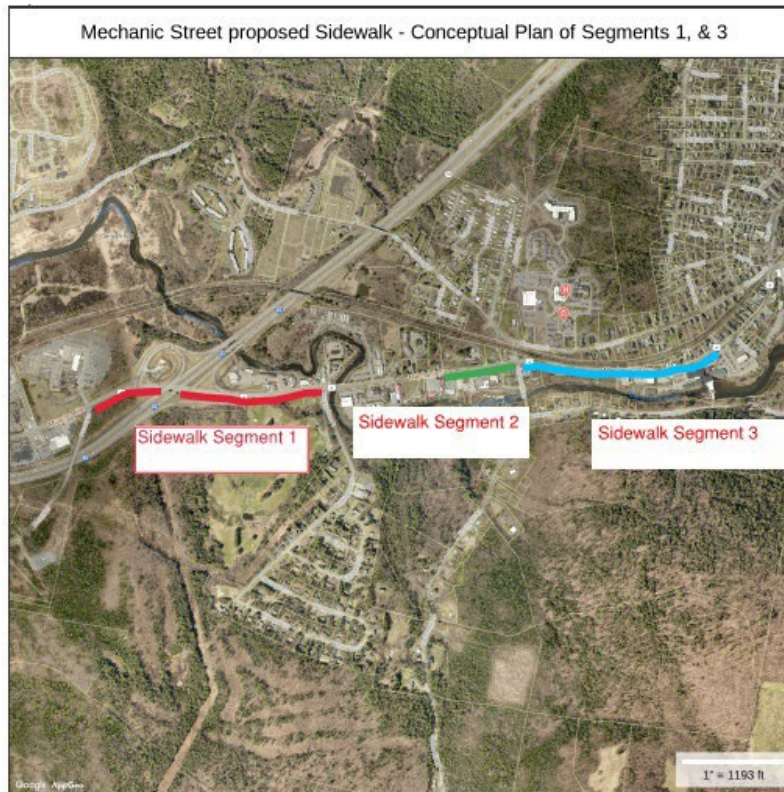
2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic St Sidewalk - Buckingham Place to Poverty Lane (Segment 1)
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
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 2027-2032 CIP reflects the funding needed for the Mechanic Street Sidewalk from Buckingham Place to Poverty Lane. The sidewalk is 2,750' long. The City received a FY 2026 Congressionally Directed Spending Request through U.S. Representative Maggie Goodlander's office. The City was informed that \$250K of funding was granted.
7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following the construction of new sidewalks typically constitute a significant long-term budgetary commitment, often requiring annual investments of 1-2% of the total asset replacement value. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.

2027-2032 Capital Improvement Program



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				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,950,918</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	\$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				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,950,918</u>

2027-2032 Capital Improvement Program

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

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027- 2032</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering				\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$33,225
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,888,166
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$250,000</u>	<u>\$1,921,391</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	\$0	\$0	\$0	\$0	\$0	\$1,950,918
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
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											
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: Congressionally Directed Spending Request					\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$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					<u>\$0</u>	<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$250,000</u>	<u>\$1,950,918</u>

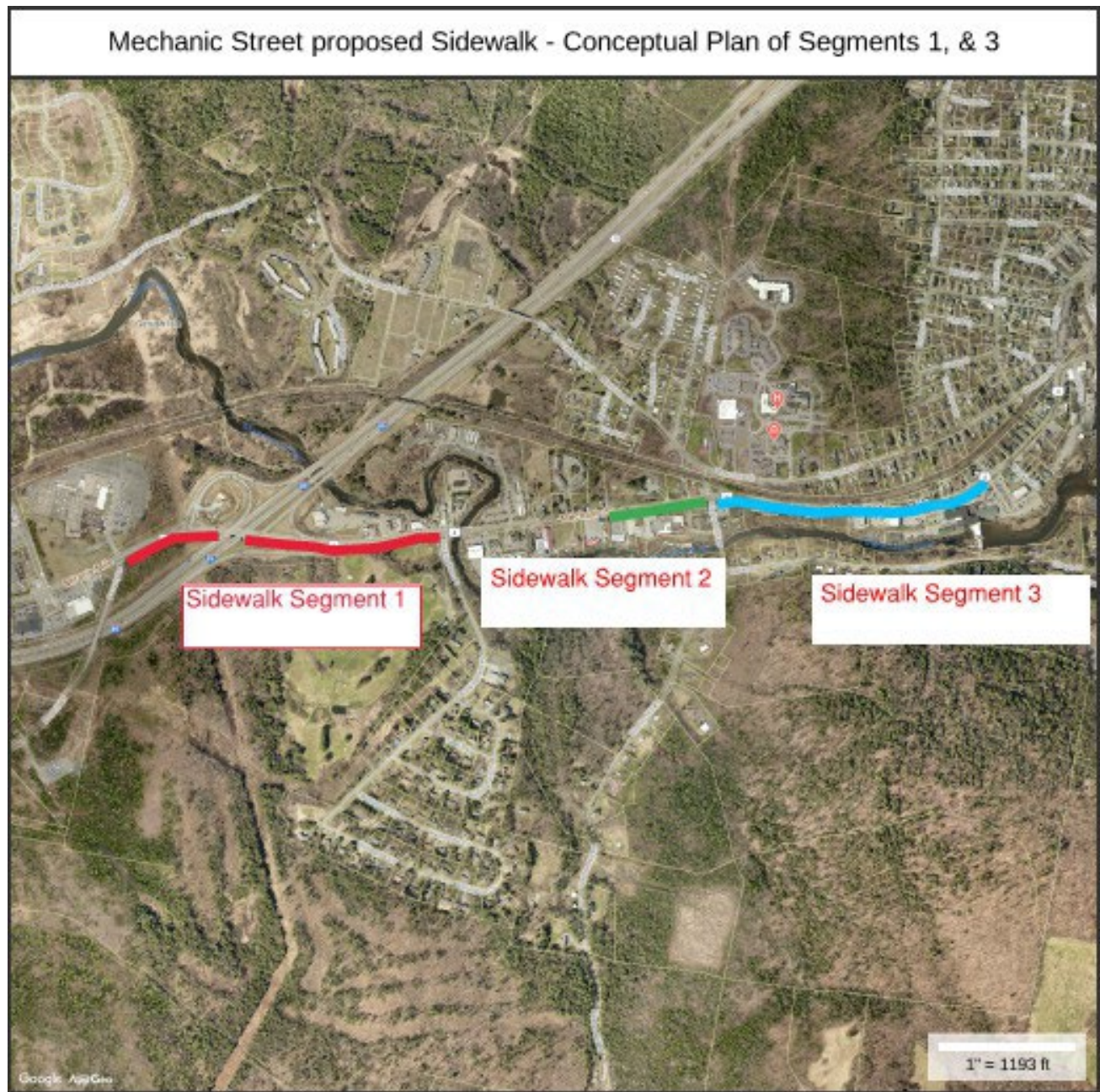
2026-2031 Capital Improvement Program

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

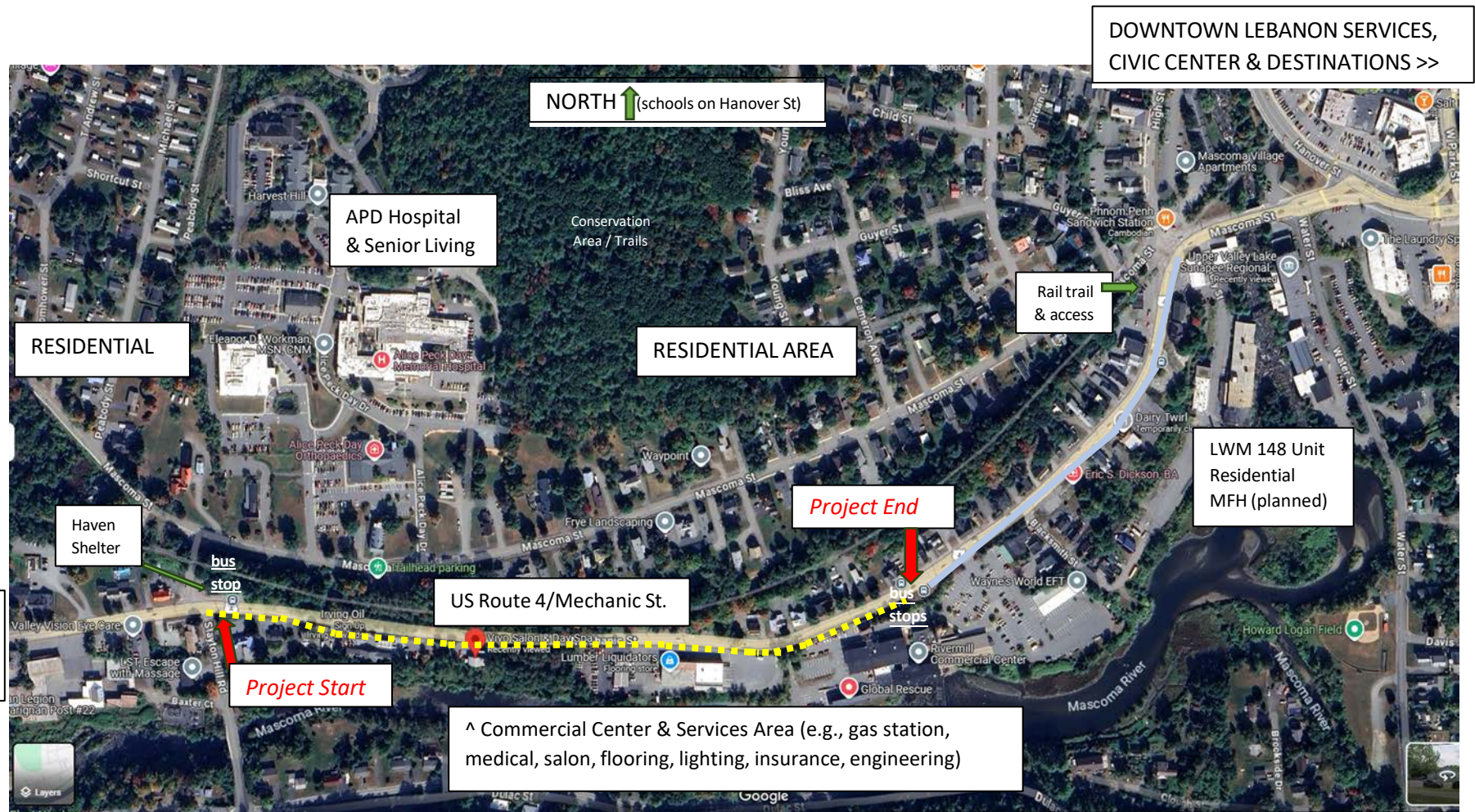
			<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES										
Design/Engineering			\$0	\$152,226	\$0	\$71,107	\$0	\$0	\$223,333	\$0
Construction/Implementation			\$0	\$0	\$0	\$0	\$2,227,075	\$0	\$2,227,075	\$0
Property/Equipment Acquisition			\$0	\$0	\$0	\$68,274	\$0	\$0	\$68,274	\$0
TOTAL			\$0	\$152,226	\$0	\$139,381	\$2,227,075	\$0	\$2,518,682	\$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	\$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			\$0	\$152,226	\$0	\$139,381	\$2,227,075	\$0	\$2,518,682	\$0

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

				2027	2028	2029	2030	2031	2032	2027-2032	2032+
EXPENDITURES											
Design/Engineering				\$152,226	\$0	\$71,107	\$0	\$0	\$0	\$223,333	\$0
Construction/Implementation				\$0	\$0	\$0	\$2,227,075	\$0	\$0	\$2,227,075	\$0
Property/Equipment Acquisition				\$0	\$0	\$68,274	\$0	\$0	\$0	\$68,274	\$0
TOTAL				<u>\$152,226</u>	<u>\$0</u>	<u>\$139,381</u>	<u>\$2,227,075</u>	<u>\$0</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	\$30,445	\$0	\$27,876	\$445,415	\$0	\$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 Alternatives Program (TAP)		\$121,781	\$0	\$111,505	\$1,781,660	\$0	\$0	\$2,014,946	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fee		\$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>\$152,226</u>	<u>\$0</u>	<u>\$139,381</u>	<u>\$2,227,075</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,518,682</u>	<u>\$0</u>



2027-2032 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:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
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.

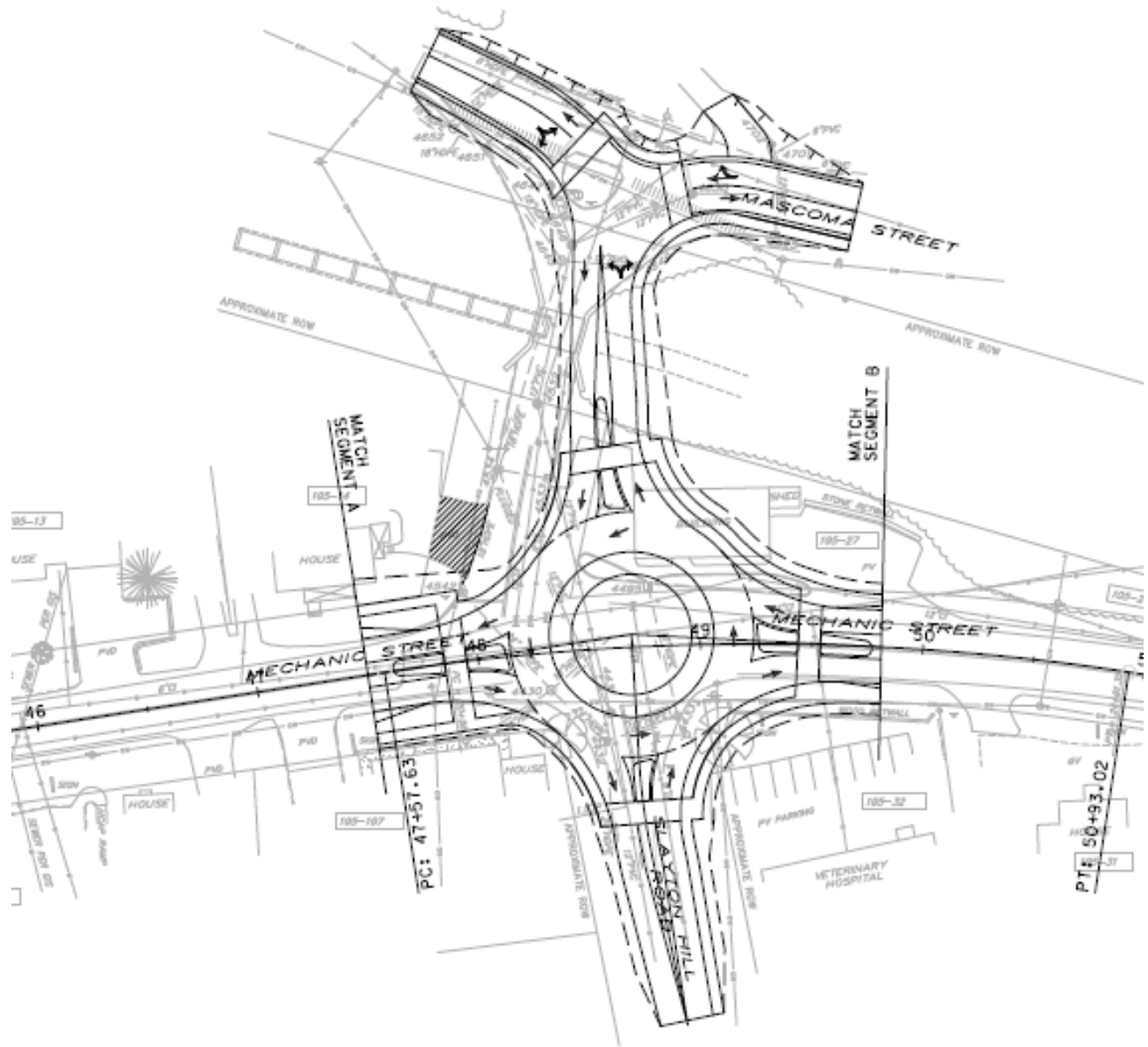
The NHDOT's 10-year plan includes \$5.79M for the Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project. The 2026-2031 CIP reflects the NHDOT's 10-year plan funding including \$426K in Engineering/Design costs in 2031 & 2032, \$290K in ROW costs in 2032, and \$5.08M in construction costs in 2034. The project is municipally managed and receives up to 80% Federal funding by reimbursement.
7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following comprehensive road reconstruction—including new sidewalks, water, sewer, and drainage systems—typically constitute a significant long-term budgetary commitment, often requiring annual investments of **1-2% of the total asset replacement value**. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.

2027-2032 Capital Improvement Program



Slayton Hill at the Mechanic Street Intersection

2027-2032 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2:

Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031
EXPENDITURES										
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$388,000	\$388,000
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				\$0	\$0	\$0	\$0	\$0	\$388,000	\$388,000
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	\$0	\$0	\$0	\$0	\$0	\$77,600	\$77,600
	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
	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		\$0	\$0	\$0	\$0	\$0	\$310,400	\$310,400
	Specify:	FAA		\$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 Fee		\$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	\$388,000	\$388,000

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2:

Mechanic St/Slayton Hill Rd/Mascoma St Intersection Reconstruction

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$291,501	\$134,271	\$425,772	\$0
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,071,447
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$289,205	\$289,205	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$291,501</u>	<u>\$423,476</u>	<u>\$714,977</u>	<u>\$5,071,447</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	\$0	\$0	\$0	\$58,300	\$84,695	\$142,995	\$1,014,289
	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 (80% of \$4,712,731)	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$233,201	\$338,781	\$571,982	\$4,057,158
	Specify:	FAA			\$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 Fee		\$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>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$291,501</u>	<u>\$423,476</u>	<u>\$714,977</u>	<u>\$5,071,447</u>

2027-2032 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 Efficiency
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

2027-2032 Capital Improvement Program

residents to access the Goodwin Park trail system and thus Storrs Hill Ski area safely without having to use their vehicles.

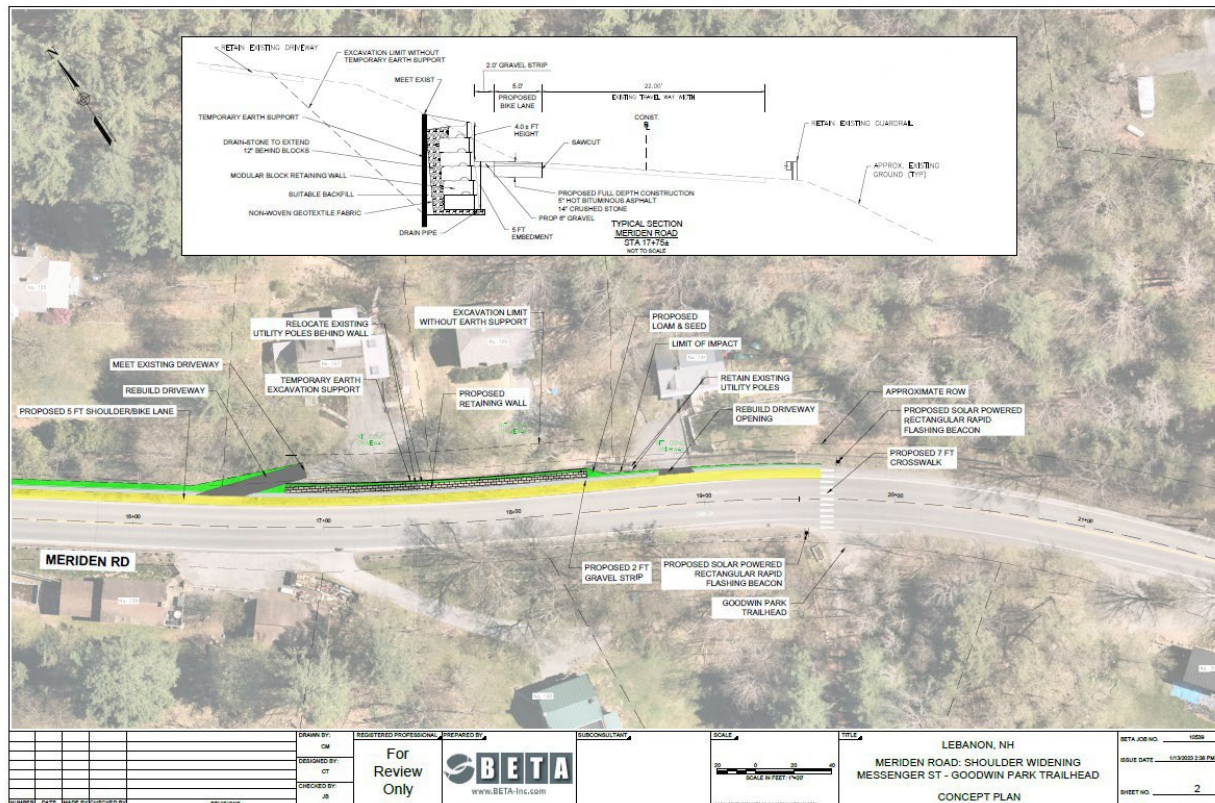
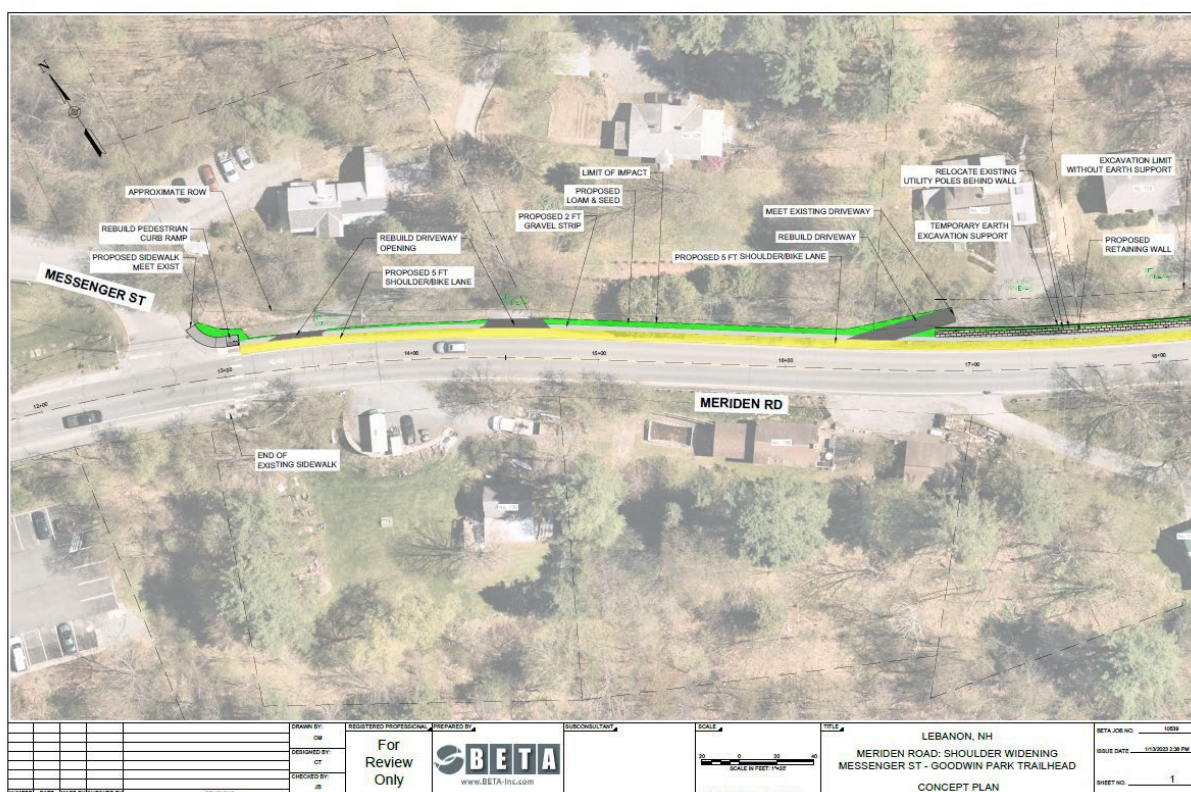
Improvements and widening to the eastern shoulder of Meriden Rd. from Messenger St. to the entrance of Goodwin Park is recommended versus the western shoulder as this is the most feasible side to provide a connection from the existing pedestrian and bike facilities along Meriden Rd. Given existing roadway 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 \$456,000 in 2023 dollars and \$624,000 in 2035 dollars using 2.8% inflation per year. 20% 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.

7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following road widening typically constitute a significant long-term budgetary commitment, often requiring annual investments of 1-2% of the total asset replacement value. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.

Concept Plan:

2027-2032 Capital Improvement Program



2026-2031 Capital Improvement Program

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

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2032+
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				\$0	\$0	\$0	\$0	\$0	\$0	\$ 635,170.00
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				\$0	\$0	\$0	\$0	\$0	\$0	\$ 635,170.00

2027-2032 Capital Improvement Program

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

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 90,550.00
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 523,800.00
Property/Equipment Acquisition				\$0	\$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>	\$0	<u>\$ 623,410.00</u>
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 623,410.00
	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	\$ -
	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	Specify:	NHDOT (TBD)		\$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	\$ -
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:			<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$0	<u>\$ -</u>
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$0	<u>\$ 623,410.00</u>

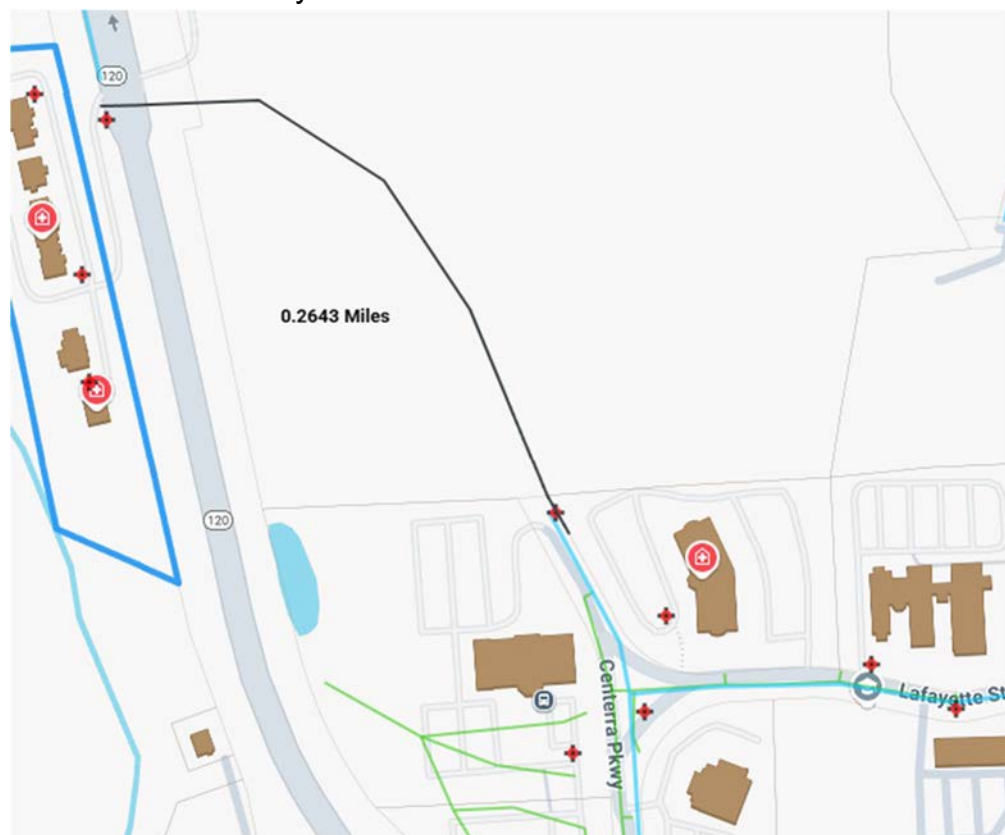
2026-2031 Capital Improvement Program

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					<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,650,000</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	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
		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:	DH/SAD		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000
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>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,650,000</u>

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2 Centerra Water Main Extension

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>Previous</u> <u>Allocation</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>	<u>2032+</u>
EXPENDITURES												
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL				\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000	\$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	\$0	
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	
	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	
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:	DH/SAD		\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000	\$1,150,000	
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	\$1,650,000	\$1,650,000	

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** West Lebanon Main Street Improvements
Phase 2: Bridge Street Roundabout
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
5. **LOCATION:** West Lebanon Main Street/Bridge Street Intersection
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

The need and support for streetscape improvements along Main Street dates back several decades. In a West Lebanon Main Street - Market Perspectives Report prepared in 2008, retailers commented on the need for streetscape improvements and traffic quieting among other observations for the area. The West Lebanon CBD chapter (Ch. 4) of the 2012 Master Plan includes several references to the need and desire to improve Main Street:

- Redevelopment of single-use sites, along with traffic calming, access management, streetscape and pedestrian improvements, and related amenities, would enhance the vitality and economic viability of the West Lebanon Central Business District. [4 | B-1]
- Invest in the downtown by constructing and upgrading the infrastructure, such as including centrally located public parking, sidewalks, decorative street lighting, benches, public transit shelters, and parks, street trees, and other streetscape amenities. [4.1.S3]
- Consider separating sidewalks from the roadway with landscape buffers and ensure that the sidewalk network and streetscape improvements are well maintained and interconnected. [4.1.S19]

During the 2019 West Lebanon Village Visioning Charrette, a “better streetscape” was the most cited suggestion for what would make downtown West Lebanon better. In addition, as part of the pre-charrette survey, more than 71% of respondents expressed support for relocating some of the on-street parking on Main Street to another nearby location if doing so enabled safety and streetscape

2027-2032 Capital Improvement Program

improvements, such as street trees, sitting areas, wider sidewalks, and accessibility improvements. Survey respondents also commented that improving the condition of Main Street could help people take more pride in their community and enjoy spending more time there.

In March 2022, the City submitted the West Lebanon Main Street Improvements project to Congresswoman Kuster's Office for possible funding through the Congressionally Directed Community Project Funding program. In March 2023, the Main Street Improvements project received a Community Project Funding award of \$2.329M.

The City Council appropriated \$4.096M in support of the Main Street Improvements. Due to the total estimated cost of the improvements, the project was separated into two phases. Phase 1 improvements started at the bottom of Seminary Hill, at the Maple Street intersection, and extended to the Country Cobbler at 75 Main Street. Phase 2 includes a roundabout at the Main Street, Bridge Street, North Main Street, and Dana Street intersection. Phase 1 construction commenced on June 10, 2025, and is scheduled to be completed by June 30, 2026.

2027-2032 CIP funding will support the construction of a modern roundabout at the currently failing intersection of Main Street, Bridge Street, North Main Street, and Dana Street. The location is a critical regional transportation gateway between Vermont and New Hampshire, carrying traffic between Interstate 89, U.S. Route 4 / NH Route 10, and NH Route 12A, while also serving as the front door to a long-overlooked village center burdened by congestion and deteriorating infrastructure. Replacing this inefficient and unsafe intersection addresses community plans that call for improved regional mobility and economic revitalization in West Lebanon's historic commercial core.

The Roundabout will: replace the existing signalized intersection and slip lanes with a single-lane roundabout; shorten pedestrian crossing distances with refuge islands; reduce vehicle speeds through geometric design; improve multimodal safety and accessibility; create space for landscaping and gateway features; and reconstruct intersection approaches as needed to ensure ADA compliance and drainage coordination.

In March 2026, The City made another Community Project Funding Request in support of the Roundabout project. The 2027-2032 CIP includes \$100K for

2027-2032 Capital Improvement Program

design/Engineering in 2029, \$65K for Property Acquisition in 2030, and \$4.003M for Construction in 2031.

7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following comprehensive road reconstruction—including new sidewalks, water, sewer, and drainage systems—typically constitute a significant long-term budgetary commitment, often requiring annual investments of 1-2% of the total asset replacement value. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.



2027-2032 Capital Improvement Program



2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2:

West Lebanon Main Street Streetscape Improvements - Phase 2 Bridge Street Roundabout

7. FINANCIAL PLAN AND PROJECT SCHEDULE

			<u>Previously Appropriated</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>	<u>2032+</u>
EXPENDITURES			\$4,348,455								
Design/Engineering				\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$0
Construction/Implementation				\$0	\$0	\$0	\$0	\$4,003,000	\$0	\$4,003,000	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$65,000	\$0	\$0	\$65,000	\$0
TOTAL				\$0	\$0	\$100,000	\$65,000	\$4,003,000	\$0	\$4,168,000	\$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	\$100,000	\$65,000	\$4,003,000	\$0	\$4,168,000	\$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 Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Congressionally Directed Community Project Funding		\$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	\$100,000	\$65,000	\$4,003,000	\$0	\$4,168,000	\$0

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works/Solid Waste Division
2. **PROJECT TITLE & NUMBER:** Landfill Expansion Phase 3 Design, Permitting & Construction (**PHASE 4 HAS BEEN REMOVED FROM THIS CIP**)
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 3 years. It is imperative that the City complete the 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 and a half-year period for the new Phase 3 cell.
5. **LOCATION:** Lebanon Landfill – Phase 3
6. **PROJECT DESCRIPTION/JUSTIFICATION:** Based on recent Landfill waste capacity reports, a conservative estimate of the airspace remaining at the Landfill is approximately 3 years. Because the Landfill is only permitted through Phase II-C, the City is currently in the NHDES permitting process to permit additional capacity for Phase III to meet its long-term solid waste management goals. Phase III is expected to be located south of Phase II-C. 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 was completed in 2025. For the Phase III areas, the hydrogeological study did the following:

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

CIP Project Number:

2027-2032 Capital Improvement Program

In 2025, the final permitting and design of Phases III began. In late 2025 the Phase III Type II Permit Application was submitted to NHDES. NH DES review and formal permitting process will occur throughout 2026 with construction beginning in the spring/summer of 2027 work once NHDES approval is granted.

Based on 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 have occurred as part of the design and permitting of Phase 3 of the landfill (Tasks are shown in escalated Dollars):

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

The Phase III area is approximately 14.5 acres and approximate construction costs are about \$15,300,000 and will take approximately 2 years to construct.

The Phase III expansion is a Mandatory Priority for Public Works. Without the NHDES permitted expansion, the facility will close as an active landfill and transition to a transfer station operation.

2027-2032 Capital Improvement Program



7. **ONGOING MAINTENANCE AND OPERATING EXPENSES** (anticipated costs and funding sources): Once completed and waste is being placed in the Phase III cell, the operating cost will be included in the annual operating cost for the Solid Waste facility. Operating costs will be funded through the Enterprise Fund user fees.

2027-2032 Capital Improvement Program

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

7. FINANCIAL PLAN AND PROJECT SCHEDULE

Previous Appropriation \$1,801,000.00			2027	2028	2029	2030	2031	2032	2027-2032	2032+
EXPENDITURES										
Design/Engineering			\$0	\$0		\$0	\$0	\$0	\$0	
Construction/Implementation			\$15,300,000	\$0	\$0	\$0	\$0	\$0	\$15,300,000	\$0
Property/Equipment Acquisition			\$0	\$0	\$0		\$0	\$0	\$0	\$0
TOTAL			\$15,300,000	\$0	\$0	\$0	\$0	\$0	\$15,300,000	\$0
FUNDING										
Current (Operating B	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	\$15,300,000	\$0		\$0	\$0	\$0	\$15,300,000	
	Supported by:	Jassigned Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fun	Specify Fund:		\$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			\$15,300,000	\$0	\$0	\$0	\$0	\$0	\$15,300,000	\$0

2027-2032 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:** New Project
4. **DEPARTMENT PRIORITY:** Mandatory
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 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.

2027-2032 Capital Improvement Program

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.

7. **ONGOING MAINTENANCE AND OPERATING EXPENCES:** Maintenance and operating (O&M) expenses following a major water infrastructure project—including a production well, water mains, and water treatment plant—typically constitute a significant long-term budgetary commitment, often requiring annual investments of 2-4% of the total asset replacement value. Proactive maintenance is critical, as deferred maintenance can cost 3–5 times more than timely repairs. O&M is included in DPW's budget.

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
	Supported by:	Water Rates	Wfund	\$0	\$15,400,000	\$0	\$0	\$0	\$15,400,000	\$0
	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:	NHDES Strategic Planning Grant		\$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:	DWSRF Loan		\$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			\$0	\$15,400,000	\$0	\$0	\$0	\$0	\$15,400,000	\$0

2027-2032 Capital Improvement Program

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

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				Previous Appropriation	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>	<u>2032+</u>
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					<u>\$0</u>	<u>\$15,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$15,400,000</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		\$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					<u>\$0</u>	<u>\$15,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$15,400,000</u>	<u>\$0</u>

2027-2032 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 CIP instruction memo dated March 30, 2026 for further detail

1. **DEPARTMENT:** Recreation Arts & Parks
2. **PROJECT TITLE:** Mascoma River Greenway Extension
3. **PURPOSE OF PROJECT REQUEST FORM:** Continuation of an existing project
4. **DEPARTMENT PRIORITY:** Maintenance
5. **LOCATION:** Glen Rd western terminus of the MRG to 12a at the Powerhouse Mall
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 hopes to reach Main St West Lebanon, 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

CIP Project Number:

2027-2032 Capital Improvement Program

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 officially signed the US Surface Transportation Board's (STB) abandonment application, and the application has been filed with the STB.

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)

2027-2032 Capital Improvement Program

- Develop additional safe multi-use trails to offer connectivity throughout the City and to other UV towns. (10.1.S10)
- 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 2026.

PHASE 1: 2026-2027

- Engineering design and permitting.
- Clearing vegetation.
- Remove railroad tracks.

PHASE 2: 2028

- Work will begin at the western end of the bridge over the Mascoma River under Route 4. 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 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.
- Construct new path through Powerhouse Mall parking and riverside access road, and up to existing sidewalk on Rt 12A.
- Lebanon Ford connector bridge receives new decking and railing to handle a bicycle and pedestrian load. Approach path upgraded to connect to existing MRG.
- Paving

2027-2032 Capital Improvement Program

7. ONGOING MAINTENANCE AND OPERATING EXPENSES (anticipated costs and funding sources): Additional 2 hours of staff time per winter snow event for trail clearing and grooming. Additional 2 hour per week staff time for inspections, litter pick-up, graffiti removal, leaf clearing.

6 new benches@ \$1100 each = \$6600

2 new kiosks @ \$3600 each = \$7200

Private donations

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2: Mascoma River Greenway Extension

8. FINANCIAL PLAN AND PROJECT SCHEDULE

		<u>Previous</u> <u>Appropriatio</u> <u>n</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>
EXPENDITURES									
Design/Engineering		\$300,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Construction/Implementation		\$165,000	\$0	\$2,626,500	\$0	\$0	\$0	\$0	\$2,626,500
Property/Equipment Acquisition		\$0	\$0	\$0	\$0	\$0		\$0	\$0
TOTAL		\$465,000	\$350,000	\$2,626,500	\$0	\$0	\$0	\$0	\$2,976,500
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	\$162,300	\$0	\$0	\$0	\$0	\$162,300
	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
	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
	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: CMAQ Grant	\$0	\$280,000	\$2,101,200	\$0	\$0	\$0	\$0	\$2,381,200
	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: Recreation Impact Fees Fund	\$0	\$70,000	\$130,000	\$0	\$0	\$0	\$0	\$200,000
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify: Private Contributions	\$0	\$0	\$233,000	\$0	\$0	\$0	\$0	\$233,000
	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
TOTAL		\$0	\$350,000	\$2,626,500	\$0	\$0	\$0	\$0	\$2,976,500

2033+

[illegible]

2027-2032 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 CIP instruction memo dated March 30, 2026 for further detail

1. **DEPARTMENT:** Recreation Arts and Parks
2. **PROJECT TITLE:** MRG to Mascoma Street Path
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency and Connectivity
5. **LOCATION:** 226 Mascoma St to the Mascoma River Greenway west of the I-89 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

CIP Project Number:

2027-2032 Capital Improvement Program

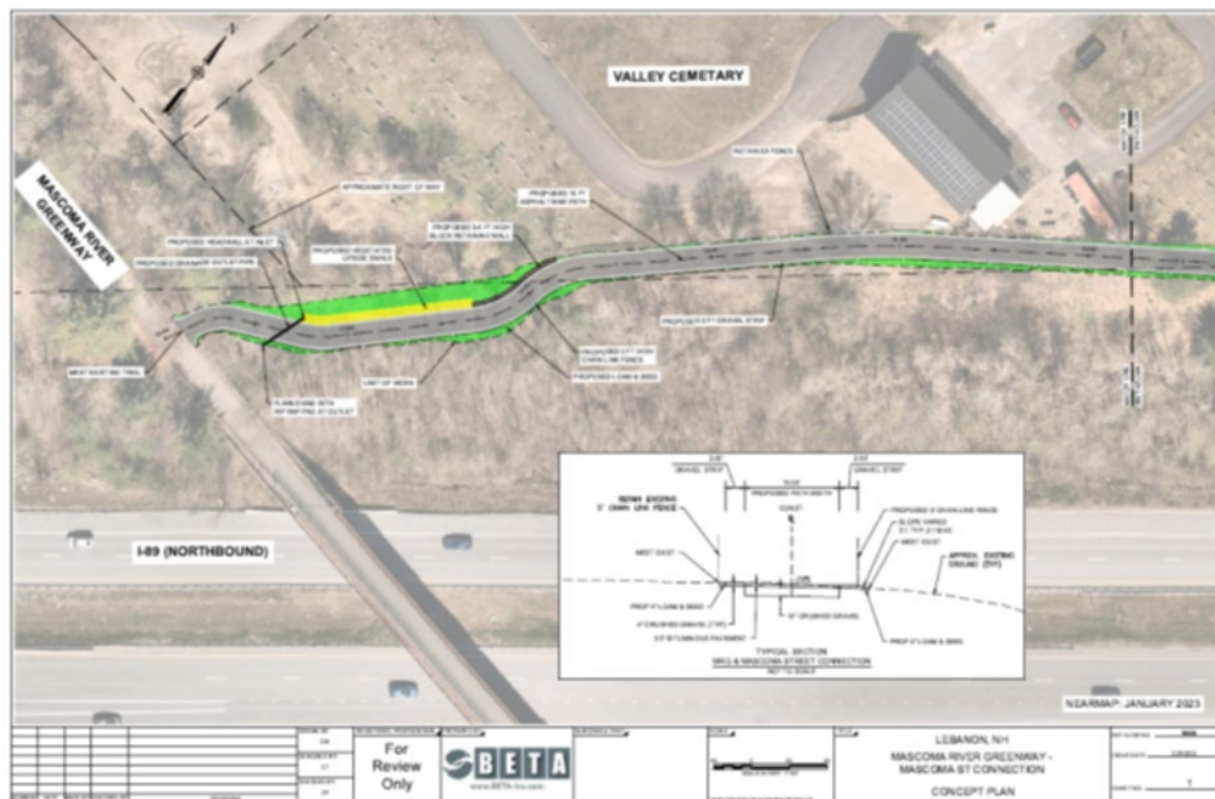
miles of trail and recreational access to Dartmouth Hitchcock Medical Center and surrounding neighborhoods.

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.

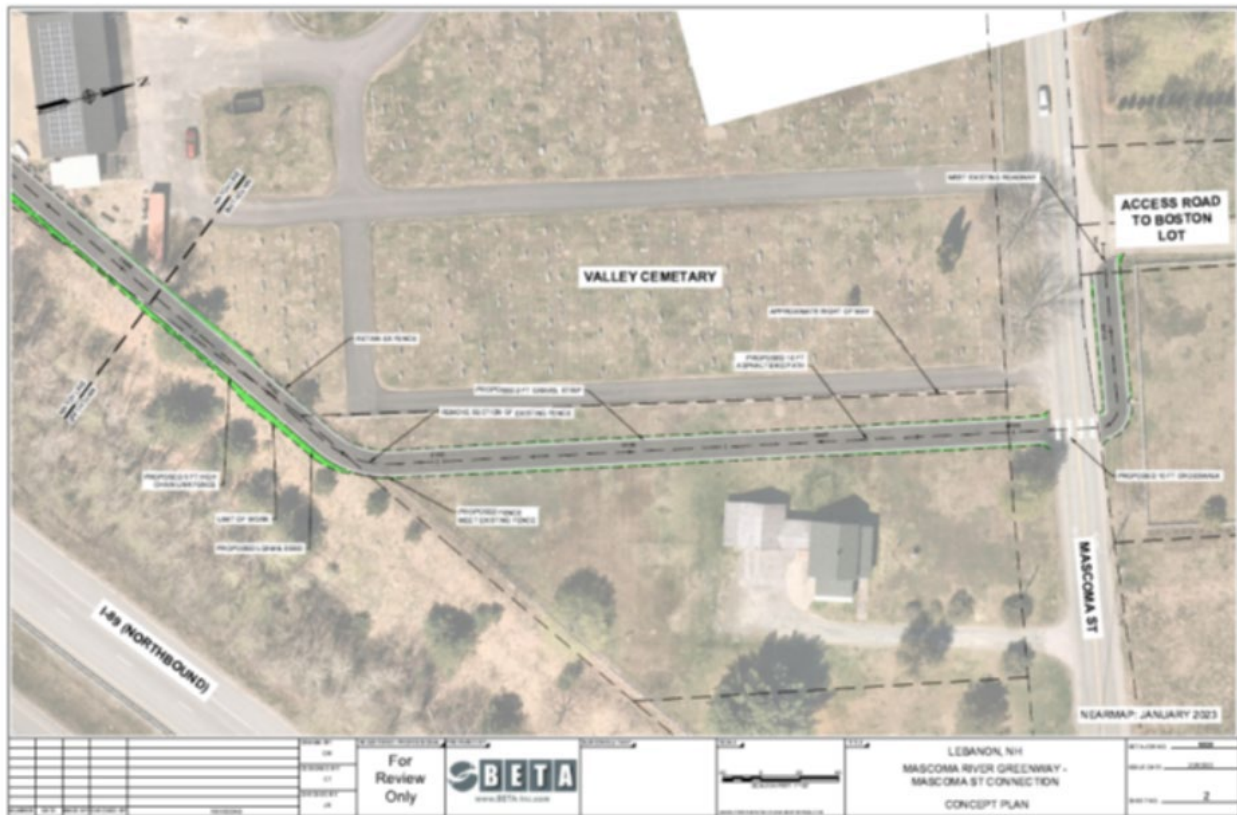
The *Walk Bike Ride Lebanon Plan* (WBRL; final draft, May 2023) identified this project as a priority through an extensive engagement process that included interdepartmental City staff and multiple public outreach efforts. This path connection will provide Mascoma Street-area residents access to the 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:



2027-2032 Capital Improvement Program



7. ONGOING MAINTENANCE AND OPERATING EXPENSES (anticipated costs and funding sources):

Consistent with MRG general maintenance, this added connector will add approximately 20 minutes to each winter storm event for clearing, and 20 minutes to warm weather weekly path inspections and cleaning.

2027-2032 Capital Improvement Program

PROJECT REQUEST FORM #2: MRG to Mascoma Street Path

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>Previous</u> <u>Appropriatio</u> <u>n</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2027-2032</u>
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/Equipment Acquisition				\$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>\$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	\$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
		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:	Recreation Trails Program (RTP)	\$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
Existing Funds		Specify:	Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:	Public Facilities Impact Fee	\$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>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

2033+

\$61,200
\$346,800
\$0
<u>\$408,000</u>

\$0
\$0
\$0
\$0
\$328,000
\$0
\$0
\$0
\$0
\$0
\$0
\$0
\$0
\$0
\$80,000
\$0
\$0
\$0
\$0
\$0
\$0
\$0
\$0
\$0
<u>\$408,000</u>

DRAFT

**LEBANON PLANNING BOARD
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE
MONDAY, APRIL 13, 2026 6:30PM**

MEMBERS PRESENT: Andrew Faunce (City Council Rep), Wes Achord (Vice Chair), Kellen Appleton (City Council Rep alt), Don Collins, Karen Zook , Patrick Kennelly, Kathie Romano (alt)

MEMBERS ABSENT:

STAFF PRESENT: Tim Corwin (Deputy Planning Director), Brian Vincent (City Engineer)

1. CALL TO ORDER

Acting Chair Achord called the meeting to order at 6:30pm. Mr. Corwin reviewed the City's meeting in-person and REMOTE attendance policies and procedures. Acting Chair Achord included Ms. Romano in voting for this meeting. Ms. Appleton will not be included in voting.

Mr. Corwin asked the Board members to sign the certification of amendments which were adopted at the March 23, 2026 Planning Board meeting.

Acting Chair said **Item 2 Election of Officers** would be addressed after the public hearing items, which is out of the order of the agenda for this meeting.

[At 6:32pm, Patrick Kennelly arrived at the meeting.]

3. NOTICE OF REGIONAL IMPACT

Mr. Corwin presented the following application that was received by the Planning and Development Department on or before April 13, 2026:

- **Stewart's Shops Corp (applicant and property owner) and EB Realty II, LLC (property owner), 97 N Main Street (Tax Map 72, Lot 30) and 99 N Main Street (Tax Map 72, Lot 31), zoned CB: Request for Site Plan Review to demolish the existing structures on the subject properties and construct a +/- 4,500 sq. ft. retail/convenience store and a vehicular refueling station with three (3) fuel dispenser islands with an overhead canopy, together with associated site improvements. PB2026-24-SPR**

Mr. Corwin said Staff recommends the application does not have the potential for regional impact.

1 ***A MOTION was made by Patrick Kennelly that the application of Stewart's Shops Corp***
2 ***(applicant and property owner) and EB Realty II, LLC (property owner), 97 N Main Street (Tax***
3 ***Map 72, Lot 30) and 99 N Main Street (Tax Map 72, Lot 31) PB2026-24-SPR does not have the***
4 ***potential for regional impact. The MOTION was seconded by Karen Zook.***

5
6 ****The MOTION was approved (6-0).***

7
8 Acting Chair said Item 4C would be addressed next, which is out of the order of the agenda for this
9 meeting.

10
11 Patrick Kennelly recused himself from the discussion.

12
13 **4. PUBLIC HEARING ITEMS**

14 **C. Gerald & Anne Marie Rader and City of Lebanon, 54 Winter Street (Tax Map 77,**
15 **Lot 81) and 0 Winter Street (Tax Map 77, Lot 82), zoned R-3: Request for approval of**
16 **a Lot Line Adjustment. PB2026-19- BLA**

17
18 Mr. Corwin said Staff recommends the application is complete enough for the Planning Board to
19 accept jurisdiction and commence review.

20
21 ***A MOTION was made by Andrew Faunce that the application of Gerald & Anne Marie Rader***
22 ***and City of Lebanon, 54 Winter Street (Tax Map 77, Lot 81) and 0 Winter Street (Tax Map 77,***
23 ***Lot 82) PB2026-19- BLA is complete enough for the Planning Board to accept jurisdiction and***
24 ***commence review. The MOTION was seconded by Wes Achord.***

25
26 ****The MOTION was approved (5-0).***

27
28 Acting Chair Achord opened the public hearing.

29
30 Ms. Ann Rader was present on behalf of the applicant. Mr. Corwin gave an overview of the
31 request, which is for a lot line adjustment to transfer a portion of the existing diamond shade
32 property to the Raiders so that they can even out the frontage on their property along the Winter
33 Street right of way.

34
35 Acting Chair Achord opened for public comment portion of the meeting.

36 Ms. Sarah Riley said she is grateful this application is being made and that the City is working
37 with the property owner to make this happen.

38
39 Achord closed for public comment portion of the meeting.

40
41 ***A MOTION was made by Don Collins that the Lebanon Planning Board approves the***
42 ***application of Gerald and Anne Marie Rader and the City of Lebanon for a proposed Lot Line***
43 ***Adjustment between Tax Map 77, Lots 81 and 82, zoned R-3, PB2026-19-BLA, as shown on a***
44 ***plat titled "Plan of Annexation/Lot Line Adjustment," prepared by Pennroyal Hill Land***
45 ***Surveying & Forestry, LLC, dated March 4, 2026, revised March 30, 2026, including any and***
46 ***all supplemental submissions and testimony provided during the public hearing.***

47
48 ***In support of its decision, the Board finds that the applicant has submitted plans, testimony, and***
49 ***technical data prepared by a licensed land surveyor that together satisfactorily demonstrate***

1 *compliance with the applicable requirements of the Subdivision Regulations except as may*
2 *reasonably be addressed through the imposition of certain conditions of approval, set forth*
3 *below.*

4
5 *This approval is subject to the following conditions:*

6 *A. General Conditions*

7 *1. This approval shall be considered void unless, within two (2) years from the date of this*
8 *Notice of Action, a) all conditions precedent have been met and b) the plat and this Notice of*
9 *Action have been recorded in the Grafton County Registry of Deeds. (Sections 7.11 & 7.12.B)*
10 *The plat and Notice of Action shall be recorded by the Planning & Development Department in*
11 *accordance with Planning & Development Department recording procedures.*

12 *2. This approval shall automatically expire and be considered void upon failure to meet any of*
13 *the conditions of approval set forth herein within the timeframes specified.*

14
15 *B. Conditions to be Satisfied Prior to the Signing and Recording of the Plat*

16 *1. The applicants shall provide a digital record drawing of the revised plat (Cad .dwg format*
17 *using NH State Plane Coordinate system or an alternative approved by the City's GIS*
18 *Coordinator) to the Planning and Development Department.*

19 *2. The applicants shall provide to the City draft copies of the deeds of the land transfer for*
20 *review to ensure the transfer will be completed properly for Assessing and recording purposes.*

21 *3. The applicants shall submit two (2) mylars of the approved plat and applicable recording fees*
22 *to the Planning and Development Department in accordance with Planning and Development*
23 *Department recording procedures. (8.1.D & 7.11)*

24 *4. The applicants shall submit the executed deeds of the land transfer together with applicable*
25 *recording fees to the Planning and Development Department to be recorded contemporaneously*
26 *with the plat.*

27
28 *The MOTION was seconded by Kathie Romano.*

29
30 **The MOTION was approved (5-0).*

31
32
33 *A MOTION was made by Wes Achord that the Lebanon Planning Board authorizes the Chair to*
34 *sign the plat of Gerald and Anne Marie Rader and the City of Lebanon, PB2026-19-BLA, titled*
35 *"Plan of Annexation/Lot Line Adjustment," prepared by Pennroyal Hill Land Surveying &*
36 *Forestry, LLC, dated March 4, 2026, revised March 30, 2026. The MOTION was seconded by*
37 *Andrew Faunce.*

38
39 **The MOTION was approved (5-0).*

40
41 Mr. Kennelly rejoined the meeting.

- 42
43 **A. Lebanon Poker Room & Casino, LLC, 369 Miracle Mile (Tax Map 103, Lot 11),**
44 **zoned GC: Pursuant to Section 9.1 of the Site Plan Review Regulations, applicant**
45 **requests a modification to a previously approved Site Plan (PB2025-43-SPA) to**
46 **change the number and type of Electric Vehicle (EV) parking spaces to be installed.**
47 **PB2026-17-SPA**
48

1 Mr. Corwin said Staff recommends the application is complete enough for the Planning Board to
2 accept jurisdiction and commence review.

3
4 ***A MOTION was made by Andrew Faunce that the application of Lebanon Poker Room &
5 Casino, LLC, 369 Miracle Mile (Tax Map 103, Lot 11) PB2026-17-SPA is complete enough for
6 the Planning Board to accept jurisdiction and commence review. The MOTION was seconded
7 by Wes Achord.***

8
9 ****The MOTION was approved (6-0).***

10
11 Mr. Adam Morse (Engineering Ventures) and Mr. Stefan Huba (applicant) were present on behalf
12 of applicant. Mr. Morse explained the request is to amend the EV requirements of the original site
13 plan to be in compliance with amended requirements adopted earlier in 2026. He explained the
14 plan would be changed to remove the EVSE-ready spaces and the EVSE-capable spaces and
15 replace those with EVSE-planned spaces. He said the resulting parking lot plan would include
16 three installed EVSC level-2 spaces (one more than required) and eight EVSC-ready spaces.

17
18 [Acting Chair Achord noted that **Items 4D, 4E and 4H** will be postponed to a future meeting.]

19
20 Acting Chair Achord opened the public comment portion of the meeting. No one from the public
21 spoke. Acting Chair Achord closed the public comment portion of the meeting.

22
23 The group discussed the proposed changes at length. Mr. Corwin confirmed that, if the applicant
24 changes the location of the EVSC spaces during the development of the project, the Planning
25 Board would be notified by staff of the change, and the Board could review and have applicant
26 come before the Board again. The group discussed whether the change would be considered a
27 material change.

28
29 ***A MOTION was made by Kathie Romano that the Lebanon Planning Board approves the
30 application of Lebanon Poker Room & Casino, LLC, PB2026-17-SPA, for a modification
31 pursuant to Section 9.1 of the Site Plan Review Regulations to a previously approved Site Plan
32 (PB2023-04-SPR & PB2025-43-SPA) to change the number and type of Electric Vehicle (EV)
33 parking spaces to be installed, as set forth on Sheet C2.1 ("Site Plan") revised February 3, 2026
34 and Sheet C2.2 ("Site Plan") revised February 3, 2026, from a plan set titled "369 Miracle Mile
35 – Revo Casino Parking Expansion," prepared by Engineering Ventures, PC, dated August 11,
36 2025, last revised February 3, 2026, Project No. 25122, and including any and all submissions
37 and testimony provided for and during the public hearing.***

38
39 ***In support of its decision, the Board finds that, per Section 9.1 of the Site Plan Review
40 Regulations, the applicant HAS demonstrated that a material change of circumstances has
41 occurred affecting the merits of the original application.***

42
43 ***This approval is subject to the following conditions:***

44 ***1. The applicant shall comply with the Planning Board Notices of Action for PB2023-04-SPR
45 dated July 10, 2023 and for PB2025-43-SPACUP dated September 8, 2025, and shall satisfy and
46 comply with all conditions of approval thereof except as may be superseded by the conditions
47 below.***

48 ***2. The development is subject to the Site Plan Review Regulations adopted May 13, 1991, last
49 revised April 28, 2025, and the Zoning Ordinance adopted January 16, 2013, last amended***

March 19, 2025, which are the regulations in effect at the time the application was submitted. Notwithstanding the foregoing, the Planning Board approves the applicant's changes to the number and type of EV parking spaces as shown in the above-referenced plan sheets which changes are in conformance with amendments made to Section 607.8 of the Zoning Ordinance adopted on January 21, 2026. This condition shall supersede condition of approval #2 set forth in the July 10, 2023 Notice of Action for PB2023-04-SPR and condition of approval #4 set forth in the September 8, 2025 Notice of Action for PB2025-43-SPACUP.

3. Within thirty (30) days of this approval, the applicant shall update the above-referenced plan set and plan sheets to:

- a. Provide a total of three (3) EVSE-installed Level 2 spaces as required per Section 607.8.4.a of the Zoning Ordinance.**
- b. Provide a total of eight (8) EVSE-planned spaces as required per Section 607.8.4.c of the Zoning Ordinance.**
- c. Update the cover sheet to identify the number and type of EV parking spaces to be provided as required per Section 5.1.E.4.e.5 of the Site Plan Review Regulations and consistent with Section 607.8.C.9 of the Zoning Ordinance.**

4. Within thirty (30) days of this approval, the applicant shall incorporate the plan sheets revised per condition of approval #3 into a full copy of the final revised Planning Board-approved plan set and shall provide a PDF of the same to the Planning and Development Department.

The MOTION was seconded by Wes Achord.

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

B. Carter Golf, LLC, 53 Poverty Lane (Tax Map 117, Lot 10), zoned R3: Request for a three (3)-lot Minor Subdivision. PB2026-18-MIN

Mr. Corwin said Staff recommends the application is complete enough for the Planning Board to accept jurisdiction and commence review.

A MOTION was made by Wes Achord that the application of Carter Golf, LLC, 53 Poverty Lane (Tax Map 117, Lot 10) PB2026-18-MIN is complete enough for the Planning Board to accept jurisdiction and commence review. The MOTION was seconded by Andrew Faunce.

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

Mr. Andy Nadeau (surveyor for Carter Golf) was present on behalf of the applicant. He said Horizon Engineering is now called Verdantes). He gave an overview of the subdivision project, which involves adding an access road to provide access to the five-acre lots that would be developed later on the property. The group discussed the approvals that would be needed before building could happen on each lot. The group discussed the reasons for the subdivision. Mr. Nadeau said there are wetlands on the site. He noted that a buyer would have to have an approved site for septic before homes could be built on the sites.

Acting Chair Achord opened the public comment portion of the meeting.

Ms. Ann Chapin (71 Poverty Lane) asked if the lots will be sold for residential development. Mr. Nadeau confirmed that it is zoned for residential.

Ms. Sarah Riley (Chair of the Conservation Commission) asked about the policy for notifying abutters when there is a subdivision proposed. She noted that the Farnum Hill Conservation area is located on the other side of Kings Highway, which borders this project. She asked when the Conservation Commission would be notified of this proposed project.

Mr. Corwin said the City of Lebanon follows state statute that states there is no requirement to notify adjacent properties about a subdivision proposed project.

Ms. Chapin asked why the border lines for Parcel 10 are the way they are. She said the lines cut out a current abutter's property. Mr. Nado said Parcel 10 has already been subdivided. He said the applicant decided on a three-lot subdivision.

Acting Chair Achord closed the public comment portion of the meeting.

A MOTION was made by Don Collins that the Lebanon Planning Board approves waivers for the application of Carter Golf, LLC, for a proposed 3-lot Minor Subdivision of 53 Poverty Lane (Tax Map 117, Lot 10), PB2026-18-MIN, from the following Sections of the Subdivision Regulations:

a. Section 9.5.C.2: "Where private individual wastewater systems are proposed, the Applicant shall perform soil tests complying with requirements of Section 13.4 of these Regulations."

b. Section 13.4.A: soil testing and data requirements.

In support of its decision with respect to the waivers requested from Section 9.5.C.2, the Board finds that the applicants have demonstrated the requested waiver satisfies criteria B set forth in Section 7.15. In support of its decision with respect to the waiver requested from Section 13.4.A, the Board finds that, pursuant to the standard set forth in Section 13.18, compliance is not required to meet the purpose and intent of the regulations and that the public good will not be adversely affected.

The MOTION was seconded by Wes Achord.

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

Mr. Achord polled the Board members regarding if any member had a concern about approving the application. No one voiced a concern.

A MOTION was made by Wes Achord that the Lebanon Planning Board approves the application of Carter Golf, LLC, for a proposed 3-lot Minor Subdivision of 53 Poverty Lane (Tax Map 117, Lot 10), zoned R-3, PB2026-18-MIN, as shown on a plan set titled, "Plan Showing a Proposed Minor Subdivision of Land Owned of Record by Carter Golf LLC," prepared by Horizons Engineering, dated March 2, 2026, last revised March 12, 2026, Project #: 250221, including any and all supplemental submissions and testimony provided during the public hearing.

In support of its decision, the Board finds that the applicants have submitted plans, testimony, and technical data prepared by a licensed land surveyor that together satisfactorily demonstrate compliance with the applicable requirements of the Subdivision Regulations except as have been waived or as may reasonably be addressed through the imposition of certain conditions of approval, set forth below.

This approval is subject to the following conditions:

A. General Conditions

1. This approval shall be considered void unless all conditions precedent have been met, and the plat has been recorded in the Registry of Deeds, within two (2) years from the date of the Notice of Action (Section 7.12.B).

2. Future development on the new lots shall be subject to City of Lebanon Impact Fees, pursuant to Section 213 of the Zoning Ordinance. The Impact Fee shall be calculated at the time of Building Permit issuance based on the Impact Fee Schedule adopted on May 20, 2024, and such fees shall be due and payable at the time of issuance of a Certificate of Occupancy. In accordance with RSA 674:39, development shall be exempt from any future changes in impact fees and methodology for five years from the date of approval; however, any building permits which are issued after the end of that five-year period shall be fully subject to whatever impact fees and methodology are in effect at the time of building permit issuance.

3. All future construction shall substantially conform with and shall be subject to the requirements and specifications of the recorded plat (Section 7.9.A.2).

4. All new driveways shall comply with the City of Lebanon Driveway Regulations and, by extension, NHDOT Driveway Regulations, including layout, sight distances, grading and drainage.

B. Conditions to be Satisfied Prior to the Signing and Recording of the Plat

1. The applicant shall prepare an easement agreement to the satisfaction of the Planning and Development Department and the Department of Public Works to memorialize the easement for the City's water main located on proposed Lot 2.

2. The applicant shall provide a revised plat depicting the following changes to the satisfaction of the Planning and Development Department:

a. Correct grammatical and typographical errors within the "Zoning Information" paragraph.

b. Add a note on the plat to address Section 7.7.A.4.e. (NOTE: When there are no restrictions on the subject property, a definitive statement to that effect shall be provided.)

c. Add the statement required by Section 7.11 of the Subdivision Regulations.

d. Update General Note 11 to account for preparation of water main easement agreement per condition #B.1.

e. Correct the typographical error in General Note 13.

f. Add tax map/lot numbers for the new lots, in consultation with the City Assessor.

g. Add a note to the plan that electric, telephone and cable TV distributions systems shall be underground, including services (13.8.C).

h. Add a note indicating that the plat was approved pursuant to the City of Lebanon Subdivision Regulations last revised June 28, 2021.

i. Add Planning Board application number (PB2026-18-MIN).

j. Add the following as a plan note: "Lots shall be graded sufficiently to provide adequate drainage for the purpose intended without the diversion of water onto other lots or onto property adjoining the subdivision." (13.3)

k. Provide the date and description of the plat revisions. (9.5.A.1)

l. Add metes and bounds for the water line easement.

3. The applicant shall provide a digital record drawing of the revised plat (Cad .dwg format using NH State Plane Coordinate system or an alternative approved by the City's GIS Coordinator).

4. The applicant shall submit two (2) mylars of the approved plat, as revised pursuant to these conditions of approval, together with applicable recording fees to the Planning and Development Department in accordance with Planning and Development Department recording procedures. (8.1.D and 7.11)

5. The applicant shall provide to the City draft copies of the deeds of the land transfer for review to ensure the transfer will be completed properly for Assessing and recording purposes.

6. The applicant shall submit the executed deeds of the land transfer together with applicable recording fees to the Planning and Development Department to be recorded contemporaneously with the plat.

7. The applicant shall submit the executed water main easement agreement with applicable recording fees to the Planning and Development Department to be recorded contemporaneously with the plat.

The MOTION was seconded by Andrew Faunce.

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

A MOTION was made by Wes Achord that the Lebanon Planning Board authorizes the Chair to sign the Minor Subdivision plat of Carter Golf, LLC, PB2026-18-MIN, titled "Plan Showing a Proposed Minor Subdivision of Land Owned of Record by Carter Golf LLC," prepared by Horizons Engineering, dated March 2, 2026, last revised March 12, 2026, Project #: 250221, as revised per the Planning Board's conditions of approval. The MOTION was seconded by Don Collins.

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

D. Choice Storage, LLC, 0 Etna Rd (Tax Map 26, Lot 17), CWM All Waste, LLC, 40 N Labombard Rd (Tax Map 51, Lot 10), Chaloux Properties, LLC, 32 Labombard Rd (Tax Map 51, Lot 11), Route 120 Hotel, LLC, 35 Labombard Rd (Tax Map 64, Lot 21), Chaloux Properties, LLC, 25 Labombard Rd (Tax Map 64, Lot 25), Klubio, LLC, 39 Labombard Rd (Tax Map 51, Lot 14), TLL Realty, LLC, 41 Labombard Rd (Tax Map 51, Lot 1) & Notch Climbing Real Estate, LLC, 33 Labombard Rd (Tax Map 51, Lot 15), zoned IND-L and RL-3: Request for a Conditional Use Permit pursuant to Section 508 of the Zoning Ordinance for a proposed Planned Business Park. PB2026-21- CUP – Completeness review only on April 13, 2026; public hearing to commence at the May 11, 2026 meeting

E. Choice Storage, LLC and CWM All Waste, LLC, 0 Etna Rd (Tax Map 26, Lot 17) and 40 N Labombard Rd (Tax Map 51, Lot 10), zoned IND-L and RL-3: Request for Preliminary Major Subdivision review of a proposed 4-lot subdivision of 0 Etna Road (Tax Map 26, Lot 17) and a 2- lot subdivision of 40 North Labombard Road (Tax Map 51, Lot 10). PB2026-22-PMaj – Completeness review only on April 13, 2026; public hearing to commence at the May 11, 2026 meeting

Mr. Corwin said the applicant for **Items D** and **E** requested postponement of those applications to the June 8, 2026 Planning Board meeting.

A MOTION was made by Andrew Faunce to postpone the completeness determination for the applications made by Choice Storage LLC to the June 8, 2026 Planning Board meeting. The MOTION was seconded Wes Achord.

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

F. REVISED NOTICE: Oakes and Son Construction, LLC (applicant), Robert J. Oakes (owner), Laplante Road (Tax Map 138, Lot 27), zoned R-3, RL-1 & RL-2: Pursuant to Sections 501.1 and 501.2 of the Zoning Ordinance, applicant requests a Conditional Use Permit for a proposed 13-unit Planned Unit Residential Development (PURD). PB2026-08-CUP

G. REVISED NOTICE: Oakes and Son Construction, LLC (applicant), Robert J. Oakes, Laplante Road (Tax Map 138, Lot 27), zoned R-3, RL-1 & RL-2: Applicant requests Final Plat Review pursuant to Section 10.3 of the Subdivision Regulations of a proposed Planned Unit Residential Development (PURD) containing 13 detached dwelling units together with related site improvements including an access road, community wells, and community septic. PB2026-09-FMAJ

Mr. Achord said **Items 4F** and **4G** will be discussed together but decisions for these items will be addressed separately.

Mr. John Newman, Mr. Bobby Oakes, and Mr. Tim Shad (Project Manager) were present on behalf of the applicant.

Mr. Corwin explained the applications were for a conditional use permit for a 13-unit Planned Unit Residential Development and for a final plat review of the proposed major condominium subdivision for the 13-unit Planned Unit Residential Development. Mr. Corwin explained the state statutes that govern the parameters of major subdivisions (which are subdivisions with more than 4 planned units).

He said there are two completeness issues

- Provision of proposed condo association documents and deed restriction documentation related to the protection of open space
- Identification of properties site resources (development should be designed around most significant resources on site – wetlands, vernal pools, stone walls, etc.)

Mr. Corwin said the condo documents are nearing completion and should be available for review soon. He said the Board can accept the application as complete and then open the public hearing and continue the hearing until a future meeting. He said the Board could also require a compliance hearing, which would mean the applicant would come again before the Board for a very limited meeting to discuss these matters.

1 Mr. Corwin explained that the applicant has requested a waiver of design review (which is a
2 requirement of the major subdivision regulations). He said the design review is a mid-point review
3 and not an initial or final review. He said there is very little difference between what is required for
4 design review and final plat review. He explained what the waiver of the design review meeting
5 would mean to the project review.
6

7 Mr. Newman explained the changes that were made to the original conceptual plan for this project.
8 He said they do not anticipate any changes being made after the time that the design review would
9 be held. Mr. Corwin explained the design review process.
10

11 ***A MOTION was made by Wes Achord to accept the applicant Oakes and Son Construction,***
12 ***LLC's request to waive design review and proceed directly to final plat review. The MOTION***
13 ***was seconded by Kathie Romano.***
14

15 ****The MOTION was approved (5-0 with Collins abstaining).***
16

17 Mr. Newman explained why the application should be considered complete. He said they are only
18 waiting on the condominium documents to be reviewed by their legal counsel. He explained the
19 open space and common areas on the site. He indicated on the plans the areas that are considered
20 wetlands on the site.
21

22 The Board discussed whether the completeness decision should be postponed to the next meeting.
23 Mr. Shad said a delay might impact vendors who are depending on the applicants getting this
24 project reviewed and approved.
25

26 ***A MOTION was made by Patrick Kennelly that the application of Oakes and Son Construction,***
27 ***LLC (applicant), Robert J. Oakes (owner), Laplante Road (Tax Map 138, Lot 27), zoned R-3,***
28 ***RL-1 & RL-2 is complete enough to accept jurisdiction and commence review. Seconded by***
29 ***Andrew Faunce.***
30

31 ****The MOTION was approved (3-2) Aye: Romano, Achord, Faunce***
32 ***Nay: Zook and Collins***
33

34 The group discussed the idea of a site visit. Mr. Newman explained the location of the pump
35 station and how the common septic system will lead to a common leach field. He said there would
36 be an additional area designated as a second leach field. Mr. Newman explained the grading that
37 would need to be done. He said sheds were added to each lot for storage. Ms. Romano suggested
38 adding benches in the common area so residents could sit along the path.
39

40 The group discussed the steep slopes on the site and stormwater management and water runoff
41 along the planned road. Mr. Newman said they added a culvert along the road that channels the
42 water into a proposed wet pond.
43

44 Achord opened public comment portion of the meeting.
45

46 Ms. Riley asked if unbuildable parts of the site are included in the open space calculations. She
47 said the Planning Board and Conservation Commission might want to be included in the
48 application for AOT (alteration of terrain). She said the Conservation Commission provided a list
49 of considerations that was sent to the Zoning Board that would remove impacts to the wetlands

1 buffer area. She said the Planning Board might want to review that list. She suggested wildlife-
2 friendly erosion control measures. She said the more seeding on steep slopes for native plants the
3 better. She asked when sidewalks will be discussed for this site plan.

4
5 Acting Chair Achord asked Mr. Corwin to provide the Board with the suggestions made by the
6 Conservation Commission. Ms. Riley said she would send links related to wildlife-friendly erosion
7 control measures. Mr. Newman said the Zoning Board approval was contingent on Conservation
8 Commission approval.

9
10 Mr. Tom Trembley (Storrs Hill Rd) said he was present on behalf of Trembley Family trust. He
11 said the proposed road directly faces the house across the street. He asked if the road could be
12 angled so lights from vehicles do not shine directly into the house. Mr. Newman said the roads
13 should be 90 degrees from each other. He said the location of the road was determined based on
14 the elevation and is the best location on the property.

15
16 Achord closed the public comment portion of the meeting.

17
18 ***A MOTION was made by Karen Zook to schedule a site visit for the proposed property on April***
19 ***27, 2026 at 5:00pm. The MOTION was seconded by Wes Achord.***

20
21 ****The MOTION was approved (6-0).***

22
23 The group asked that, in preparation for the site visit, the middle line of the road be indicated and a
24 stake be added at each lot.

25
26 The group discussed how much time would be needed for the Board to review the materials and be
27 ready to continue this discussion. Mr. Corwin told the applicant that, if the discussion is continued
28 to the April 27 meeting, the Planning Dept would need the materials requested by Tuesday April
29 21, 2026 by noon. Mr. Corwin said he would review what is needed with the applicant.

30
31 ***A MOTION was made by Achord to continue the public hearing and discussion for both***
32 ***application items presented by Oakes and Son Construction, LLC at the April 13, 2026***
33 ***Planning Board meeting until the April 27, 2026 Planning Board meeting. The MOTION was***
34 ***seconded by Andrew Faunce.***

35
36 ****The MOTION was approved (6-0).***

37
38 **H. Execusuite, LLC, 22 School Street (Tax Map 92, Lot 2), zoned RO: Applicant requests**
39 **Site Plan Review to convert the existing building from mixed use with two (2) dwelling**
40 **units to a 12-unit multi-family building, together with associated site improvements.**
41 **PB2026-02-SPR**

42
43 Mr. Corwin said the application requires a special exception from the Zoning Board, which has not
44 been received. He said the application is also considered incomplete.

45
46 ***A MOTION was made by Kathie Romano to postpone the discussion of the application of***
47 ***Execusuite, LLC, 22 School Street (Tax Map 92, Lot 2), zoned RO PB2026-02-SPR to the May***
48 ***11, 2026 Planning Board meeting. The MOTION was seconded by Andrew Faunce.***

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

5. OTHER BUSINESS - None

6. APPROVAL OF MINUTES - March 16, 2026 and March 23, 2026

Ms. Romano said she provided typo edits to Mr. Corwin prior to the meeting.

A MOTION was made by Karen Zook to approve the March 16, 2026 Planning Board meeting minutes as amended. The MOTION was seconded by Don Collins.

**The MOTION was approved (5-0 Collins abstaining).*

A MOTION was made by Karen Zook to approve the March 23, 2026 Planning Board meeting minutes as amended. The MOTION was seconded by Don Collins.

**The MOTION was approved (5-0 Collins abstaining).*

2. ELECTION OF OFFICERS

The following members were nominated for Chair:

- Karen Zook
- Wes Achord
- Patrick Kennelly

Mr. Kennelly asked not to be considered for Chair at this time. Mr. Achord said he would prefer to remain as Vice Chair and turned down the nomination.

A MOTION was made by Wes Achord to elect Karen Zook as the Chair of the Planning Board. The MOTION was seconded by Andrew Faunce.

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

7. ADJOURNMENT

Wes Achord adjourned the meeting at 9:37pm.

Respectfully submitted,
Paula Roux
Recording Secretary

DRAFT

**LEBANON PLANNING BOARD
SPECIAL MEETING - SITE VISIT
0 LAPLANTE RD, LEBANON, NH
MONDAY, APRIL 27, 2026 5:00 PM**

MEMBERS PRESENT: Karen Zook (Chair), Andrew Faunce (City Council Rep), Don Collins, Patrick Kennelly, Kathie Romano (alt)

MEMBERS ABSENT: Wes Achord (Vice Chair), Kellen Appleton (City Council Rep alt)

STAFF PRESENT: Tim Corwin (Deputy Planning and Development Director), Brian Vincent (City Engineer)

1. CALL TO ORDER

Chair Zook called the meeting to order at 5:05pm.

2. PUBLIC HEARING ITEMS

A. Oakes and Son Construction, LLC (applicant), Robert J. Oakes (owner), Laplante Road (Tax Map 138, Lot 27), zoned R-3, RL-1 & RL-2: Pursuant to Sections 501.1 and 501.2 of the Zoning Ordinance, applicant requests a Conditional Use Permit for a proposed 13-unit Planned Unit Residential Development (PURD). PB2026-08-CUP – *continued from April 13, 2026*

B. Oakes and Son Construction, LLC (applicant), Robert J. Oakes, Laplante Road (Tax Map 138, Lot 27), zoned R-3, RL-1 and RL-2: Applicant requests Final Plat Review pursuant to Section 10.3 of the Subdivision Regulations of a proposed Planned Unit Residential Development (PURD) containing 13 detached dwelling units together with related site improvements including an access road, community wells, and community septic. PB2026-09-FMAJ – *continued from April 13, 2026*

Robert Oakes of Oakes and Construction, LLC, Chad Branon, PE, of Fieldstone Land Consultants, LLC, and Tim Schad of Fieldstone Land Consultants, LLC, were present on behalf of the applicant. Beginning at the approximate location of the planned vehicular entrance from Laplante, Mr. Branon led the Board through a tour of the property, following the approximate route of the planned access drive. During the walk, Mr. Branon highlighted various features of the proposed site layout including the location of homes, stormwater facilities, and utilities.

2. ADJOURNMENT

1
2 ***A MOTION by Mr. Faunce to adjourn the meeting.***
3 ***Seconded by Mr. Kennelly.***
4
5 ****The Motion was approved unanimously.***
6
7 The meeting was adjourned at 5:45 pm.
8
9
10 Respectfully submitted,
11 Tim Corwin
12 Deputy Director of Planning and Development

DRAFT

**LEBANON PLANNING BOARD
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE
MONDAY, APRIL 27, 2026 6:30PM**

MEMBERS PRESENT: Karen Zook (Chair), Andrew Faunce (City Council Rep), Wes Achord (Vice Chair), Don Collins, Patrick Kennelly, Kathie Romano (alt)

MEMBERS ABSENT: Kellen Appleton (City Council Rep alt), Max Terzano

STAFF PRESENT: Tim Corwin (Deputy Planning Director), Brian Vincent (City Engineer)

1. CALL TO ORDER

Chair Zook called the meeting to order at 6:30pm. Mr. Corwin reviewed the City's meeting in-person and REMOTE attendance policies and procedures. Chair Zook included Ms. Romano in voting for this meeting.

2. PUBLIC HEARING ITEMS

A. Liberty Utilities - Request for scheduled vegetation management for the safety and reliability of the electric distribution systems on Old Pine Tree Cemetery Road, Sunset Rock Road and Stevens Road, designated scenic roads. **PB2026-16-SCR**

Mr. Corwin stated that Staff recommends the application is complete enough for the Planning Board to accept jurisdiction and commence review.

A MOTION was made by Andrew Faunce that the application of Liberty Utilities - Request for scheduled vegetation management for the safety and reliability of the electric distribution systems on Old Pine Tree Cemetery Road, Sunset Rock Road and Stevens Road, designated scenic roads, PB2026-16-SCR is complete enough for the Planning Board to accept jurisdiction and commence review. The MOTION was seconded by Wes Achord.

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

Chair Zook opened the public hearing.

Ms. Heather Green and Mr. Richard Clar were present on behalf of the applicant. Ms. Heather Green explained that the utility completes cycle maintenance through its system every four to eight years. During preventative maintenance on the cycle, a corridor is cleared around the energized conductor of 8' to the side, 15' over, and 10' above. In order to minimize future work, some species, such as oak and maples will be flat cut to the ground, as opposed to topping them. This work is done where landowners allow it, and where it is prudent to do so. Work is currently being pursued on three roads in Lebanon which are scenic roads. Each property owner is contacted about the work. There is funding for removals, if the owners so choose, though on scenic roads the

1 removal work is kept very light. She noted that there is a cluster of five previously marked trees
2 near 154 Sunset which could be added to the next approval for removal, otherwise they will be
3 pruned.

4
5 There was discussion regarding a program to work with owners to replace trees in a removed
6 location. Ms. Heather Green stated that she does not have any physical planting material at this
7 time. This could be further discussed with Liberty.

8
9 Chair Zook asked if there is often pushback from homeowners, especially along scenic roads. Ms.
10 Heather Green stated that there is not usually much pushback and there is not extra pushback along
11 scenic roads.

12
13 Chair Zook opened the public comment portion of the meeting. Seeing none, she closed the public
14 comment portion of the meeting.

15
16 Wes Achord stated that he would like to see a condition to have Liberty fund tree replacements,
17 where requested. Ms. Heather Green stated that there may be other places in Town that would be
18 more beneficial to plant trees than along the scenic roads. Liberty is interested in helping the Town
19 to beautify where it can, by removing dead and dying trees as part of its work and planting the
20 right trees in the right place. Don Collins noted that removal of certain trees may help others to
21 grow and strengthen. Wes Achord advocated for Liberty bringing back its tree replacement
22 program in the future.

23
24 *A MOTION was made by Kathie Romano that the Lebanon Planning Board, pursuant to NH*
25 *RSA 231:158, APPROVE the request of LIBERTY UTILITIES (PB2026-16-SCR) to perform*
26 *scheduled vegetation management for the safety and reliability of the electric distribution system*
27 *on Old Pine Tree Cemetery Road, Sunset Rock Road and Stevens Road, a designated scenic*
28 *road, as described in application materials dated March 13, 2026, prepared by Heather Green,*
29 *ISA Certified Arborist for Liberty Utilities. The MOTION was seconded by Don Collins.*

30
31 **The MOTION was approved (6-0).*

32
33 **B. Oakes and Son Construction, LLC (applicant), Robert J. Oakes (owner), Laplante**
34 **Road (Tax Map 138, Lot 27), zoned R-3, RL-1 & RL-2: Pursuant to Sections 501.1**
35 **and 501.2 of the Zoning Ordinance, applicant requests a Conditional Use Permit for a**
36 **proposed 13-unit Planned Unit Residential Development (PURD). PB2026-08-CUP**
37 ***Continued from April 13, 2026***

38
39 **C. Oakes and Son Construction, LLC (applicant), Robert J. Oakes, Laplante Road (Tax**
40 **Map 138, Lot 27), zoned R-3, RL-1 & RL-2: Applicant requests Final Plat Review**
41 **pursuant to Section 10.3 of the Subdivision Regulations of a proposed Planned Unit**
42 **Residential Development (PURD) containing 13 detached dwelling units together with**
43 **related site improvements including an access road, community wells, and community**
44 **septic. PB2026-09-FMAJ *Continued from April 13, 2026***

45
46 Chair Zook said **Items 2B** and **2C** will be discussed together but decisions for these items will be
47 addressed separately.

1 Mr. Corwin explained the applications are for a Conditional Use Permit (CUP) for a 13-unit
2 Planned Unit Residential Development and for a subdivision approval for the 13-unit Planned Unit
3 Residential Development. Relative to the subdivision application, at the April 13th meeting, the
4 Board approved the applicant's request for a waiver to skip the design review component and
5 proceed directly to the final plat review. The Board's first item of business is to decide on the
6 completeness of each application and then open the public hearing. The Board could hear both
7 applications at the same time. Separate motions have been prepared for each application.
8 Regarding completeness, there were a number of items for both applications that were identified
9 by the staff since the April 13th meeting. The applicant provided the materials for those
10 completeness items on April 21st. Staff was able to review some of those materials, but not all. As
11 the materials have all been provided, staff recommends that both applications are now complete
12 enough to accept jurisdiction and commence review.

13
14 Mr. Chad Branon, Fieldstone Land Consultants, Mr. John Newman, and Mr. Bobby Oakes were
15 present on behalf of the applicant. Mr. Chad Branon noted that he believes the applications were
16 deemed complete at the Board's last meeting. Wes Achord stated that he believes the Board
17 accepted the applications as complete enough to accept jurisdiction, but not as fully complete
18 based on potential waivers needed.

19
20 Chair Zook opened the public hearings.

21
22 Mr. Chad Branon reviewed items that have been submitted for the subdivision application,
23 including detailing of the existing structures within 200' of the property. The applicant also added
24 the existing natural features within 200' of the property line. The plans show the proposed tree
25 lines and existing tree lines to remain. Cost estimates for completion of all site work were
26 submitted. Details regarding erosion control plans, construction traffic control, dust control, and
27 hours of operation have been included in the plans. There were some questions regarding the
28 sidewalk, but typically those documents are handled as conditions of approval based on Town
29 Counsel's review. A revised condominium plan was submitted to detail the open space area more
30 specifically. The homeowner's association and associated documents were included in the
31 condominium documents. These include details regarding the proposed private road, private
32 stormwater, and private septic systems. All of these will be the responsibility and burden of the
33 homeowner's association, as defined in the legal documents. The applicant is still requesting a
34 waiver as it pertains to the site specific soil mapping. This is a request to conditionally approve the
35 plan with the understanding that this document will ultimately be provided prior to the Board
36 signing the plans as final. A site specific soil survey is required for the Alteration of Terrain permit
37 submission

38
39 Mr. Chad Branon explained that the CUP submittal details the resources protected by the open
40 space, which is generally the wetlands and the majority of the buffer area for the wetlands. There
41 are stone walls along the front of the property which border the open space. These are not proposed
42 to be impacted, other than the entrance way into the site. Regarding the condominium documents,
43 all agreements, deed restrictions, easements, organizational provisions for the homeowner's
44 association and other method of ownership, and management and protection of open space were
45 provided. CUP revisions were made to address the Fire Department's review, including an
46 adjustment of a cistern location due to more favorable terrain. The revised plans show the
47 underground cistern. There will be bollards in front of it to prevent people from driving over it.
48 Regarding the fire assessment through NFPA, all homes will be a certain distance from vegetation.

1 There has not been any feedback from the Fire Department that would indicate otherwise.
2 Dimensional separations were also added to the plans.
3

4 The Board reviewed the open waiver items: Section 12.1.B., Section 12.2.B.1., Section 13.4.A.1.,
5 Section 13.5.A, and Section 13.5.H.6. Mr. Chad Branon stated that those are all still valid waivers.
6 Mr. Corwin noted that the waiver from Section 12.2.B.1. may not be needed.
7

8 Don Collins asked about the sewer system with a proposed one year warranty and what would
9 happen if the septic system overall failed in year 2. Mr. Chad Branon stated that there will be a
10 one-year builder's warranty, but the system will also have been tested and inspected by the State.
11 Don Collins asked if there are other locations on the property for a leach field, in case the proposed
12 one fails. Mr. Chad Branon stated that replacement systems are no longer an industry standard.
13 The proper way to do this is to rebuild the system in the same location.
14

15 Andrew Faunce asked if the waiver from Section 12.1.B. is needed. Mr. Chad Branon explained
16 that the only area with a 25% slope or greater is in the area of the road. The project will actually
17 make the slope less steep, but the applicant will technically be impacting the slope to build the
18 road. Out of an abundance of caution, the applicant included that waiver with the application.
19

20 Kathie Romano asked about the parking for each unit. Mr. Chad Branon stated that there are
21 restrictions on parking in the road and common area. The parking will need to be kept to the
22 allowable areas for each unit. Most units show one car garages. The proposal meets the
23 regulations. Provisions for additional parking on site can be provided if the Board requires it.
24 Kathie Romano stated that she believes guest parking should be required. Mr. Chad Branon stated
25 that the condominium documents could be amended to allow for parking in the street at certain
26 times. The proposed pump house location could also have a few parking spaces added to it.
27

28 The Board discussed that it could address the details of the condominium docs during a
29 compliance hearing.
30

31 The Board asked about the cost of the school impact mentioned as being \$841,883.36. It seems
32 that it may cost the City more than what will be paid in taxes for this development. Mr. Chad
33 Branon submitted a revised narrative that further discusses the fiscal impact report. The census
34 states that, across New Hampshire, single-family detached homes average 0.4-0.6 children per
35 home currently. The development will likely present approximately eight children into the school
36 system. The City of Lebanon school district is currently at a 5% decline in enrollment. If the
37 school system can absorb eight children, then it does not cost \$30,000 to send a child to school.
38 There are still some expenses, but around a rough cost of \$39,000 in total for the development.
39 There is a tax positive amount of approximately \$196,000.
40

41 There was discussion regarding the applicant working with the Tree Board, with a suggestion of
42 two shade trees per unit. These should be included with trees along the nature trail. Mr. Chad
43 Branon stated that the applicant would be willing to commit to two street trees per home. These
44 would have to be reasonably sized trees. The applicant can then work with the Tree Board on
45 appropriate locations around the site.
46

47 Chair Zook opened the public comment portion of the meeting. Seeing none, Chair Zook closed
48 the public comment portion of the meeting.
49

1 The Board reviewed the draft motion for the subdivision application and the associated proposed
2 conditions.

3
4 *The Board took a brief recess and reconvened at 8:48pm.*

5
6 The Board continued its review of the draft decisions.

7
8 ***A MOTION was made by Patrick Kennelly that the Planning Board finds the application of***
9 ***Oakes and Son Construction, LLC, for Final Plat Review of a proposed 13-unit Planned Unit***
10 ***Residential Development (PURD) to be constructed on property located on Laplante Road (Tax***
11 ***Map 138, Lot 27), PB2026-09-FMAJ, IS NOT scattered and premature per Section 12.3 of the***
12 ***Subdivision Regulations based on the final subdivision layout and on the totality of the***
13 ***application information, materials, evidence, and testimony submitted to and reviewed by the***
14 ***Board. The MOTION was seconded by Kathie Romano.***

15
16 ****The MOTION was approved (6-0).***

17
18 ***A MOTION was made by Wes Achord that the Lebanon Planning Board APPROVE / DENY***
19 ***waivers for the application of Oakes and Son Construction, LLC, for Final Plat Review of a***
20 ***proposed 13-unit Planned Unit Residential Development (PURD) to be constructed on property***
21 ***located on Laplante Road (Tax Map 138, Lot 27), PB2026-09-FMAJ, from the following Sections***
22 ***of the Subdivision Regulations: Section 12.1.B; Section 12.2.B.1; Section 13.4.A.1; Section***
23 ***13.5.A; Section 13.5.H.6.***

24
25 ***In support of its decision with respect to the waivers requested from Sections 12.1.B and 12.2.B.1,***
26 ***the Board finds that the applicant has demonstrated the requested waivers satisfy criteria [A or***
27 ***B] set forth in Section 7.15.***

28
29 ***In support of its decision with respect to the waivers requested from Sections 13.4.A.1, 13.5.A, and***
30 ***13.5.H.6, the Board finds that, pursuant to the standard set forth in Section 13.18, compliance is***
31 ***not required to meet the purpose and intent of the regulations and that the public good will not be***
32 ***adversely affected.***

33
34 ***The MOTION was seconded by Don Collins.***

35
36 ****The MOTION was approved (6-0).***

37
38 The Public Hearing was closed at 9:17pm.

39
40 ***A MOTION was made by Patrick Kennelly that, on April 27, 2026, at a duly-noticed meeting of***
41 ***the Lebanon Planning Board, there appeared representatives of Oakes and Son Construction,***
42 ***LLC and Robert J. Oakes regarding a Conditional Use Permit requested pursuant to Sections***
43 ***501.1 and 501.2 of the Zoning Ordinance for a proposed 13-unit Planned Unit Residential***
44 ***Development (PURD) to be constructed on property located on Laplante Road (Tax Map 138, Lot***
45 ***27), zoned R-3, RL-1 & RL-2. PB2026-13-CUP***

46
47 ***I. FINDINGS OF FACT***

48 ***Based on testimony given, application materials presented, and supporting documents submitted,***
49 ***the Planning Board makes the following findings of fact:***

- 1
2 **1. As set forth on a plan set titled, “Heritage Way Development,” prepared by Fieldstone**
3 **Land Consultants, PLLC, dated January 12, 2026, last revised April 21, 2026, Proj. No.**
4 **4080.00, the applicant proposes to develop the subject property as a 13-unit Planned Unit**
5 **Residential Development (PURD) consisting of 13 one-family dwellings together with**
6 **supporting infrastructure including a proposed private street, two community wells, a**
7 **pump house, two community septic systems, stormwater management facilities, and a**
8 **walking path. Approximately 50% of the lot will be conserved as open space in accordance**
9 **with the PURD requirements.**
- 10
11 **2. Pursuant to Section 501.2.B of the Zoning Ordinance, a PURD is a type of Planned Unit**
12 **Development (PUD) that is an allowed use in the R-3, RL-1, and RL-2 Districts with a**
13 **Conditional Use Permit from the Planning Board per Section 501.1.B of the Zoning**
14 **Ordinance.**
- 15
16 **3. To approve a Conditional Use permit for a proposed PURD, the Board must make the**
17 **determinations required by Section 501.1.J.1 of the Zoning Ordinance.**
- 18
19 **4. The applicant has submitted written testimony addressing the applicable PUD and PURD**
20 **criteria set forth in Sections 501.1 and 501.2 of the Zoning Ordinance.**
- 21
22 **5. The project also requires Subdivision approval, an application for which has been**
23 **submitted by the applicant (PB2026-09-FMAJ) and has been granted conditional approval**
24 **on the same date as the approval of this Conditional Use Permit for the PURD.**
25

26 **II. CONCLUSIONS OF LAW**

27 ***As a result of the above findings of fact and based on testimony given, application materials***
28 ***presented, and supporting documents submitted, the Planning Board concludes the following with***
29 ***respect to the Planned Unit Development (PUD) Conditional Use Permit criteria set forth in***
30 ***§501.1.J.1 of the Zoning Ordinance:***
31

- 32 **1. The subdivision plan prepared pursuant to Section 501.1.E.1 DOES meet the purpose**
33 **statement set forth in Section 501.1.A. (§501.1.J.1.a)**
- 34
35 **2. In consideration of the Site Resources, the portions of the property most suitable for Open**
36 **Space preservation and those portions most appropriate for development HAVE been**
37 **designated on the plans for those purposes. (§501.1.J.1.a.i)**
38
- 39 **3. The layout of the designated Open Space area provides the greatest feasible public benefit**
40 **which is compatible with the applicant’s permissible development goals, and there IS NOT**
41 **a feasible alternative layout which would yield a significantly improved Open Space public**
42 **benefit while still fulfilling the applicant’s otherwise permissible development objectives.**
43 **(§501.1.J.1.a.ii)**
44
- 45 **4. To the maximum extent practicable, the plan DOES adhere to the design guidelines set**
46 **forth in Section 501.1.G. (§501.1.J.1.a.iii)**
47
- 48 **5. All applicable requirements of Section 501.1.E, Section 501.1.F, Section 501.1.H, and**
49 **Section 501.2 HAVE been met. (§501.1.J.1.b)**

6. *The types of housing units and/or other buildings proposed within the PUD DO NOT adversely impact the character of the area. (§501.1.J.1.c)*
7. *The PUD WILL NOT have substantial or undue impact on the environment or on transportation systems, community facilities, utilities and services[.]. (§501.1.J.1.d)*
8. *The PUD DOES comply with all requirements of the Subdivision Regulations, as applicable. (§501.1.J.1.a.e)*
9. *The PUD IS capable of complying with all applicable state statutes regulating the condominium form of ownership. (§501.1.J.1.f)*

III. DECISION

*Now therefore be it resolved, the Planning Board, on this 27th day of April, 2026, hereby **GRANTS** the request of Oakes and Son Construction, LLC, for a Conditional Use Permit per Sections 501.1 and 501.2 of the Zoning Ordinance for a proposed 13-unit Planned Unit Residential Development (PURD) at Laplante Road (Tax Map 138, Lot 27), zoned R-3, RL-1 & RL-2, PB2026-08-CUP, as set forth above and per testimony, plans, and materials submitted, and per the following conditions:*

1. *The Conditional Use Permit is contingent on approval of the applicant's subdivision plat currently pending before the Board, PB2026-09-FMAJ, and shall be subject to all conditions of approval thereof.*
2. *The applicant shall update the "Condominium Site Plan" sheets as follows:*
 - a. *Rename to "Condominium and Open Space Plan"*
 - b. *Provide metes and bounds for the proposed open space*
 - c. *Provide open space calculations per Section 501.1.F.4.*
 - d. *Add a note indicating how the open space will be owned, protected, and managed; and*
 - e. *Identify the minimum building setbacks and frontage requirements for each building "lot".*

The MOTION was seconded by Kathie Romano.

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

A MOTION was made by Chair Zook to extend the meeting to 9:45pm. The MOTION was seconded by Andrew Faunce.

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

*A MOTION was made by Patrick Kennelly that the Lebanon Planning Board **APPROVE** the application of Oakes and Son Construction, LLC (applicant) and Robert J. Oakes (property owner), for Final Plat Review pursuant to Section 10.3 of the Subdivision Regulations of a proposed Planned Unit Residential Development (PURD) containing 13 detached dwelling units together with related site improvements including an access road, community wells, and*

community septic to be constructed on property located on Laplante Road (Tax Map 138, Lot 27), zoned R-3, RL-1 and RL-2, PB2026-09-FMAJ, as shown on a plan set titled, "Heritage Way Development," prepared by Fieldstone Land Consultants, PLLC, dated January 12, 2026, last revised April 21, 2026, Proj. No. 4080.00, including any and all supplemental submissions and testimony provided during the public hearing.

In support of its decision, the Board finds that the applicant has submitted plans, testimony, and technical data prepared by a professional engineer that together satisfactorily demonstrate compliance with the applicable requirements of the Subdivision Regulations except as have been waived or as may reasonably be addressed through the imposition of certain conditions of approval, set forth below.

This approval is subject to the following conditions:

General Conditions

1. This approval shall automatically expire and be deemed void upon failure to meet any of the conditions of approval set forth herein within the timeframes specified. It shall be the applicant's responsibility to be familiar with and aware of these conditions of approval, and it shall be the applicant's responsibility to satisfy these conditions of approval and to satisfy them within the relevant timeframes outlined below.
2. This approval shall be considered void unless all conditions precedent have been met, and the Condominium and Open Space Plan, as revised pursuant to these conditions and signed by the Planning Board Chair, has been recorded in the Grafton County Registry of Deeds, within two (2) years from the date of the Notice of Action (Section 7.12.B).
3. The development is subject to the Subdivision Regulations adopted May 13, 1991, last revised June 28, 2021, and the Zoning Ordinance adopted January 16, 2013, last amended March 19, 2025, which are the land use regulations in effect at the time the application was submitted.
4. Future development of the dwelling units shall be subject to City of Lebanon Impact Fees, pursuant to Section 213 of the Zoning Ordinance. The Impact Fee shall be calculated at the time of Building Permit issuance based on the Impact Fee Schedule adopted on May 20, 2024, and such fees shall be due and payable at the time of issuance of a Certificate of Occupancy. In accordance with RSA 674:39, development shall be exempt from any future changes in impact fees and methodology for five years from the date of approval; however, any building permits which are issued after the end of that five-year period shall be fully subject to whatever impact fees and methodology are in effect at the time of building permit issuance.
5. All future construction shall substantially conform with and shall be subject to the requirements and specifications of the recorded plat (Section 7.9.A.2).
6. "Active and substantial development," as defined in Section 14.1.B.1.a of the Subdivision Regulations, shall be achieved within three (3) years of the date of this approval (per RSA 674:39, I(a)), subject to an extension if applied for by the applicant and if approved by the Planning Board per Section 14.1.B.1.c. If active and substantial development is not achieved within three (3) years of the date of the Planning Board's approval, the

development shall be subject to the default provisions set forth in Section 14.1.C. At the compliance hearing required per condition of approval #14, the applicant may request changes to the active and substantial development standard.

7. *“Substantial completion,” as defined in Section 14.1.B.2.a of the Subdivision Regulations, shall be achieved within seven (7) years of the date of this approval (per RSA 674:39, I). If substantial completion is not achieved within seven (7) years of the date of the Planning Board’s approval, the development shall be subject to the default provisions set forth in Section 14.1.C. At the compliance hearing required per condition of approval #14, the applicant may request changes to the substantial completion standard.*
8. *Changes to underground utilities that do not impact surface conditions may be approved administratively unless determined by the Reviewing Engineer and the Planning and Development Department to materially alter the development and the approved plan.*
9. *The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.*
10. *Prior to the start of any construction activities on the property, erosion control measures, including edge-of-disturbance fencing if applicable, shall be installed and maintained before and during any site work, to be verified by the City Engineer or City’s third-party inspector on site.*
11. *The property owner is responsible for the maintenance and operation of the stormwater management system in accord with the O&M plan, and such responsibility shall run with the land.*
12. *This approval is subject to the Special Exception approved on April 6, 2026 (ZB2026-04-SE). The conditions of approval set forth in the Zoning Board of Adjustment Notice of Decision for the same are incorporated herein.*
13. *All new driveways shall comply with the City of Lebanon Driveway Regulations and, by extension, NHDOT Driveway Regulations, including layout, sight distances, grading and drainage.*
14. *Compliance with conditions of approval 19, 20, 21, 22, 24 and 30 shall be subject to a compliance hearing before the Planning Board pursuant to Section 7.9.A.7 of the Subdivision Regulations and NH RSA 676:4, I(i).*

Conditions to be Satisfied Prior to the Signing and Recording of the Plat (These conditions shall be satisfied within 2 years of the Board’s approval.)

15. *The applicant shall submit two (2) mylars of the approved plat, as revised pursuant to these conditions of approval, together with applicable recording fees to the Planning and Development Department in accordance with Planning and Development Department recording procedures. (8.1.D and 7.11)*

1 ***16. The applicant shall provide to the City draft copies of the deeds of the land transfer for***
2 ***review to ensure the transfer will be completed properly for Assessing and recording***
3 ***purposes.***

4
5 ***17. The applicant shall submit the executed deeds of the land transfer together with applicable***
6 ***recording fees to the Planning and Development Department to be recorded***
7 ***contemporaneously with the plat.***

8
9 ***18. Prior to the start of any construction activities on the property, the applicant shall sign a***
10 ***Subdivision Agreement in accordance with Section 7.9.B of the Subdivision Regulations.***

11
12 **Conditions to be Satisfied Prior to Application for a Building Permit and Prior to the Start of Any**
13 **Construction Activities**

14
15 ***19. To the satisfaction of the Planning and Development Department and the City's legal***
16 ***counsel, the applicant shall furnish legal documentation sufficient to demonstrate***
17 ***compliance with the requirements of Sections 10.4.C.2.d, 12.2.D, 12.2.F, and 12.8 of the***
18 ***Subdivision Regulations. To the extent reasonably practical, the applicant shall also***
19 ***address the concerns of the Planning Board raised at the April 27, 2026, public hearing.***

20
21 ***20. The applicant shall provide documentation sufficient to demonstrate compliance with the***
22 ***operation and maintenance requirements for the community water and sewer systems as***
23 ***required by Section 12.7 of the Subdivision Regulations, to the satisfaction of the City***
24 ***Engineer and the Department of Planning and Development.***

25
26 ***21. The applicant shall provide documentation sufficient to comply with Section 13.5.E.8***
27 ***requiring that the applicant demonstrate the proposed private street will be properly***
28 ***maintained to provide access for police, fire and other emergency vehicles, to the***
29 ***satisfaction of the City Engineer and the Department of Planning and Development.***

30
31 ***22. The applicant shall provide documentation sufficient to demonstrate compliance with***
32 ***Section 10.4.C.2.b of the Subdivision Regulations, requiring estimates for the completion***
33 ***of all on- and off-site improvements which shall be subject to a Performance Security***
34 ***Agreement pursuant to Section 7.10 of these Regulations, to the satisfaction of the City***
35 ***Engineer and the Department of Planning and Development.***

36
37 ***23. Pursuant to Section 14.5.A of the Subdivision Regulations, the applicant shall enter into***
38 ***a Performance Security Agreement for all required improvements, both on and off-site,***
39 ***including but not limited to: roadway and parking improvements, landscaping, lighting,***
40 ***utilities, bike lane/shoulder improvements, stormwater improvements, and sidewalks in an***
41 ***amount considered adequate by the Department of Public Works, and in a form***
42 ***satisfactory to the City's legal counsel. Pursuant to Section 14.5.B, the Performance***
43 ***Security Agreement shall be secured by a surety bond, a letter of credit, or an escrow***
44 ***account. This requirement shall not apply if the required improvements are constructed***
45 ***prior to the recording of the plat.***

46
47 ***24. The applicant shall prepare and record an open space covenant or deed restriction in***
48 ***accordance with Section 501.1.F.5, 6 & 7 of the Zoning Ordinance, and shall be in form***

1 *and content acceptable to the Planning and Development Department and the City's legal*
2 *counsel.*

3
4 **25. The applicant shall provide an operation and maintenance plan for the fire cistern, to the**
5 **satisfaction of the City Engineer and the Department of Planning and Development.**

6
7 **26. The applicant shall submit engineered plans prepared by a NH-licensed engineer for the**
8 **proposed retaining wall for review and approval by the Building Inspector and City**
9 **Engineer.**

10
11 **27. The applicant shall schedule and hold a pre-building permit application meeting with the**
12 **Planning and Development Department, City Building Inspectors, City**
13 **Engineer/Department of Public Works, and Fire Department, in order to help streamline**
14 **the building permit review process and to review applicable code requirements.**

15
16 **28. The City shall retain the services of an independent third-party inspector for which the**
17 **applicant shall be responsible for all inspection fees related to (a) on-site work related to**
18 **sewer, water, temporary sedimentation and erosion control, and drainage improvements,**
19 **and (b) all off-site work within the City's right-of-way (including but not limited to water,**
20 **sewer, driveways, drainage), in accordance with Section 14.2 of the Subdivision**
21 **Regulations. The applicant shall provide funding for inspection services in a form and**
22 **amount acceptable to the City and shall enter into an Infrastructure Inspection Agreement**
23 **in accordance with Section 14.2 of the Subdivision Regulations.**

24
25 **29. The applicant shall provide the soil data required by Section 13.4.A.1 of the Subdivision**
26 **Regulations, to the satisfaction of the City Engineer and the Department of Planning and**
27 **Development.**

28
29 **30. Within 45 days of the Planning Board's approval, the applicant shall make the following**
30 **revisions to the plan set to the satisfaction of the Planning and Development Department**
31 **and the City Engineer:**

32 **a) Add a Zoning Table to the cover sheet identifying the dimensional requirements**
33 **for each lot.**

34 **b) Provide all information required by Section 10.4.A.1.c. ("The name and business**
35 **address of the surveyor, including license number and seal, and of every engineer,**
36 **architect, soil scientist, or wetlands scientist whose professional seal appears on**
37 **any plan or document submitted to the Board.")**

38 **c) Remove Notes throughout plan set regarding the dimensional requirements for**
39 **Class 1 lots.**

40 **d) Provide a construction detail for the roadway guardrail.**

41 **e) Delineate the protected open space on the Site Layout Plan.**

42 **f) Add notes on dust control measures to be taken during construction.**

43 **g) On the Condominium Site Plan:**

44 **i. Rename to "Condominium and Open Space Plan".**

45 **ii. Update as may be required per conditions of approval for PB2026-08-CUP.**

46 **iii. Provide metes and bounds for all limited common areas.**

47 **iv. Update unit numbering for consistency with other plan sheets.**

48 **v. Remove Unit Legend.**

49 **vi. Clarify Legend which, as submitted, is partially illegible.**

- vii. *Add tax map/lot numbers for the new lots, in consultation with the City Assessor.*
- viii. *Add the following as plan notes: "Per Section 13.14 of the Subdivision Regulations, there shall be no depositing, dumping, or storage of waste, or other natural or man-made material, supplies or equipment, on any subdivision land designated as open space," and, "Per Section 13.14 of the Subdivision Regulations, no work, or removal, or filling shall be done, nor shall the existing natural characteristics of open space land be altered from the original condition."*
- h) *On the utility plan:*
 - i. *Update notes to remove references to the "LDC".*
 - ii. *Add a note electric, telephone and cable TV distributions systems shall be underground, including services (13.8.C).*
 - iii. *Add a note indicating that underground utilities, electric, telephone and cable, must maintain a minimum clearance of 10 ft. from all proposed water lines.*
- i) *Correct the cistern location on all plan sheets.*
- j) *Add the cistern detail sheet and, to the satisfaction of the Fire Department, add a note to the cistern detail sheet to address the City's intake design requirements.*
- k) *Amend the cover sheet to provide description of plan revisions (5.1.E.4.d).*
- l) *Add a note to the grading plan that a minimum of four (4) inches of topsoil shall be provided to cover over all finished slopes (13.10.A).*
- m) *Add a guest parking area of 4 spaces.*
- n) *Provide additional landscaping along the street, walking path, and/or in the common areas in the amount of 30 shade trees of 2"-3" caliber when planted.*

The applicant shall provide the Planning and Development Department a digital copy of the revised plan set saved in a PDF-A format for archival purposes.

- 31. *All outstanding engineering review fees shall be paid in full as required by Section 7.7.E.1 of the Subdivision Regulations.*
- 32. *Prior to the start of any construction activities on the property, the applicant shall obtain or update (if appropriate) any required Federal and State approvals including, but not limited to, the following:*
 - a) *NHDES Alteration of Terrain Permit*
 - b) *EPA Stormwater Pollution Prevention Plan (SWPPP)*
 - c) *Subdivision Approval*

Conditions to be Satisfied Prior to the Issuance of a Building Permit

- 33. *Edge-of-disturbance fencing shall be installed and maintained before and during any site work, to be verified by the City Engineer or City's third-party inspector on site.*
- 34. *The applicant shall obtain an Excavation Permit from the Department of Public Works for any site work in the public right-of-way prior to any work in the right-of-way, and construction or installation of any new driveway(s) shall also require a Driveway Permit from the Department of Public Works.*

Conditions to be Satisfied Prior to the Issuance of a Certificate of Occupancy

35. Third-party engineer or design engineer inspection reports and as-built drawings provided by the applicant (PDF format and CAD .dwg format, using the NH State Plane Coordinate System), including tie sheets, shall be reviewed and approved by the City Engineer.

36. All impact fees shall be paid.

37. All street signs and posts shall be provided and installed by the City at the expense of the subdivider, in accordance with City standards and requirements in accordance with Section 13.7 of the Subdivision Regulations.

38. All improvements depicted on the plan shall be completed and shall be constructed as depicted on the approved plan, including any modifications to the plan as may be approved by the Planning Board in accordance with the Subdivision Regulations.

The MOTION was seconded by Andrew Faunce.

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

For the application of Oakes and Son Construction, LLC, PB2026-09-FMAJ, a MOTION was made by Patrick Kennelly that the Lebanon Planning Board authorizes the Chair to sign the Condominium and Open Space Plan included in the plan set titled "Heritage Way Development," prepared by Fieldstone Land Consultants, PLLC, dated January 12, 2026, last revised April 21, 2026, Proj. No. 4080.00, as revised per the Planning Board's conditions of approval. The MOTION was seconded by Don Collins.

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

A MOTION was made by Chair Zook to schedule the compliance hearing for PB2026-09-FMAJ for Monday, June 22, 2026, in the Council Chambers. The MOTION was seconded by Andrew Faunce.

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

3. COMMITTEE REPORTS – The Board did not address this item at this time.

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

1 --West Lebanon Revitalization Advisory Committee

2 --Planning & Development Department – Task Status

3 **C. Planning Board Subcommittees:**

4 --Planning Board Capital Improvement Program

5 --Planning Board Development Regulations Update

6 **D. Planning Board Development Regulations Subcommittee**

7 **E. Minor Site Plan Committee**

8 **F. Housing Task Force**

9
10 **4. OTHER BUSINESS –** *The Board did not address this item at this time.*

11 A. Appointment of Planning Board Representatives to Other Boards and Committees

12
13 **5. APPROVAL OF MINUTES -** April 13, 2026 – *The Board did not address this item at this*
14 *time.*

15
16 **6. ADJOURNMENT**

17
18 *A MOTION was made by Kathie Romano to adjourn the meeting at 9:41pm. The MOTION was*
19 *seconded by Wes Achord.*

20
21 **The MOTION was approved (6-0).*

22
23
24 Respectfully submitted,
25 Kristan Patenaude
26 Recording Secretary