

Vote may change day-care zoning laws

♦ The debate and citizen's complaints over the new center prompted the zoning amendments, Planning Board Chairman James Keller said.

By Margot LeSage
Eagle-Tribune Writer

SALEM — The Planning Board wants to tighten restrictions for day care centers operating in the town's business/office district, while loosening them for day cares in the commercial/industrial district.

The board has proposed zoning amendments for the upcoming March Town Meeting that would limit the number of students a day

care facility in the business office district can watch at any given time, according to Town Planner Ross Moldoff.

In addition, the Planning Board would like to remove limitations placed on day cares in the commercial/industrial section of town, he said, and change the parking ratio for day care centers from one car per seven students to one car per four students.

The debate and citizen's complaints over the new 75-student Create and Discover kindergarten/preschool on the corner of Main Street and Dunbar Terrace prompted the zoning amendments, Planning Board Chairman James Keller said.

"It brought to light some of the deficiencies in our regulations in

the business/office district," Mr. Keller said. "We want to limit the number of students to preserve the character of the area." He added that the business office district is essentially a residential district with a "smattering" of businesses.

If passed, the amendment would limit the number of students to 35 in each new day care proposed for the business/office district, which includes Main Street and the area known as the depot. Current day cares would not be affected by the new zoning amendments, Mr. Moldoff said.

Mr. Keller explained the amendments were drafted after a survey of how neighboring towns in both New Hampshire and Massachusetts regulate day care facilities in their districts to no more than 35 children at a time would allow. Large companies, such as Cisco, to provide

The Planning Board had no legal right to ban Karen Tate's Create and Discover kindergarten/preschool, Mr. Keller said, because there were no restrictions in the zoning bylaws.

"We feel we need better control in place to ensure the safety and character of the neighborhood," he said. "That pushed the limit and isn't in line with the nature of the district."

Meanwhile, he said, requiring additional parking would make larger sites in the commercial/industrial district more appealing. The district includes Northeastern Boulevard, Commercial Drive and Northwestern Boulevard.

Mr. Keller said removing restrictions limiting day care facilities in that district to no more than 35 children at a time would allow large companies, such as Cisco, to provide facilities for families in Salem and to increase the numbers, but put them in the right spot in a more open area. ... Nobody likes a large day care next door to their house."

Plus, he said, the commercial/industrial district can handle the large volumes of traffic associated with larger day care centers. The business/office district cannot.

"We're concerned a corporate-type facility would try to come in to the business/office district," Mr. Keller said. "We're providing incentives to go into the industrial district instead."

"They key is to provide facilities for families in Salem and to increase the numbers, but put them in the right spot in a more open area. ... Nobody likes a large day care next door to their house."

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parties from one of the neighbors. Her reaction:

"Oh my God, right here in downtown Salem?"

"It's scary to think that with the Web, people are going to be able to be brought into your neighborhood," she said yesterday. "You don't know what kind of kooks you could be dealing with. Something like that is not going to help your property value or your peace of mind."

Sullivan Avenue is located off Main Street just down the road from the Mary Fisk School.

Haverhill, Mass., police said they investigated "The Love Shack" group more than a year ago when the party hosts were living on Coffin Avenue, which runs along the Merrimack River near the Groveland Bridge. No charges were ever filed, and the party hosts moved out of the city, police said.

Haverhill police said the Penneys also hosted the Haverhill parties.

Salem police Capt. Gould said neighbors are also worried some illegal activity could be going on inside the home, a white, three-story clapboard house with black shutters and a farmer's porch.

"We are looking at it from a couple of different angles to determine whether or not there is illegal activity going on there and any ordinance, such as parking or noise, will be enforced," Capt. Gould said. "It depends on what's being done and how it's being done."

He declined to say how many times police have been called to the house.

When approached Sunday by a reporter from The Eagle-Tribune, the Penneys declined to comment.

"This is private property. It's just me, my wife and my dog here," said a bare-chested Mr. Penney, his stomach illustrated with colorful tattoos.

The couple was given a written warning for disorderly conduct because car alarms were making noise at 12:40 a.m. on Jan. 14, Capt. Gould said this morning.

"(They were given a warning) because the alarms were going off repeatedly and being a nuisance to residents," Capt. Gould said.

Capt. Gould said the couple have not held one of their parties since New Year's Eve.

Couples attending parties at the house, which are described on the Web as one of the most "upbeat and uptempo house parties in New England" — are asked to pay a \$40 donation at the door, according to the site.

A dark blue Chevrolet Blazer in the Penneys' snow-covered driveway has a license plate that reads "LVSCHK."

The couple also provide a hot and cold buffet and use of their pool, hot tub, pool tables and private rooms for their guests, according to the Web page.

The Building Department is also looking into the nature of the parties, said chief building official Sam Zannini, who said he has received calls from concerned neighbors since the end of the summer.

"We're definitely investigating to determine whether it belongs in a residential district based on the fact that a fee is charged," Mr. Zannini said, adding that his office has been in touch with Town Counsel to determine what action, if any, can be taken against the couple.

"It's a lifestyle, so there may not be much we can do," he said. "They have certain rights, but they can't infringe on other people's lives."

He said police believe there is "swinging" going on at the parties.

The town could regulate the parties if they were classified as a home business, which may be the case if there is a fee involved and the Pen-

nneys advertise a hot and cold buffet. If it were classified as a home business, Mr. Zannini said, the regulations would only allow for a limited number of clients per day, and large gatherings would be prohibited.

"Twenty-eight vehicles parked there at one time constitutes a change in character of the neighborhood," he said.

Selectmen Chairman Richard R. Gregory said he's also received calls from neighbors, but refused to comment pending the outcome of a police investigation.

Selectman and state Rep. Ronald J. Belanger, R-Salem, has also heard about The Love Shack.

"The neighbors have every right in the world to complain if there's any noise or anything going on that would disturb any neighbors," he said. "If it's stopped, I'm glad it's stopped."

The parties are hosted by Brett and Danielle Penney, according to police and town officials. Several Salem officials said they've been contacted by Sullivan Avenue residents who are tired of the traffic in and out of the Penneys' home and the growing number of cars lining their street most Saturday nights.

State Rep. Stephanie K. Micklon, D-Salem, said she heard about the parties from SWING, Page 8

Please see SWING, Page 8

'Love Shack' swings, neighbors cringe

1/16/01

◆ The Building Department is investigating to see if the alleged "swinging parties" can be classified as a home business.

◆ By Margaret LeSage, Tony Dutzik and Krista Zannini
Eagle-Tribune Writers

SALEM, N.H. — Police are investigating whether there has been any illegal activity at Sullivan Avenue parties "where couples can trade partners and engage in group



Carl Russo/Eagle-Tribune
Police are investigating whether so-called "swinging parties" at 5 Sullivan Ave. (shown) violate any laws.

'Swinging' parties disturb N.H. town

► PENNEYS
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leave town for a while to escape the news media, and then sell their house.

Despite Danielle Penney's denials, the Web site advertises the "Love Shack" on Saturday nights in Salem, hosted by Danielle and Brett.

The ad says that a \$40 "donation" is payable at the door, and neighbor Lucie Brown said she has seen the couple collecting money in fanny packs.

Brown, her husband, Paul, and other neighbors were so tired of the late-night crowds, cars on the street, and nude hot tub sessions, they started investigating. "We don't care about people's lifestyle," Brown said. "If they had kept it low-profile, we wouldn't have been the wiser."

Danielle Penney's license plate reads "LVSHCK," so Brown's nephew began plugging "Love Shack" into Internet searches. He found the party ad, and they responded to the e-mail address listed in the ad. They got a reply with

Paul and Lucie Brown with paperwork they found about the "Love Shack," which operated across the quiet, wooded street from their Salem, N.H., home.

GLOBE STAFF PHOTO/BILL GREEN

more details of the party, which is open to couples and single females only — no single men.

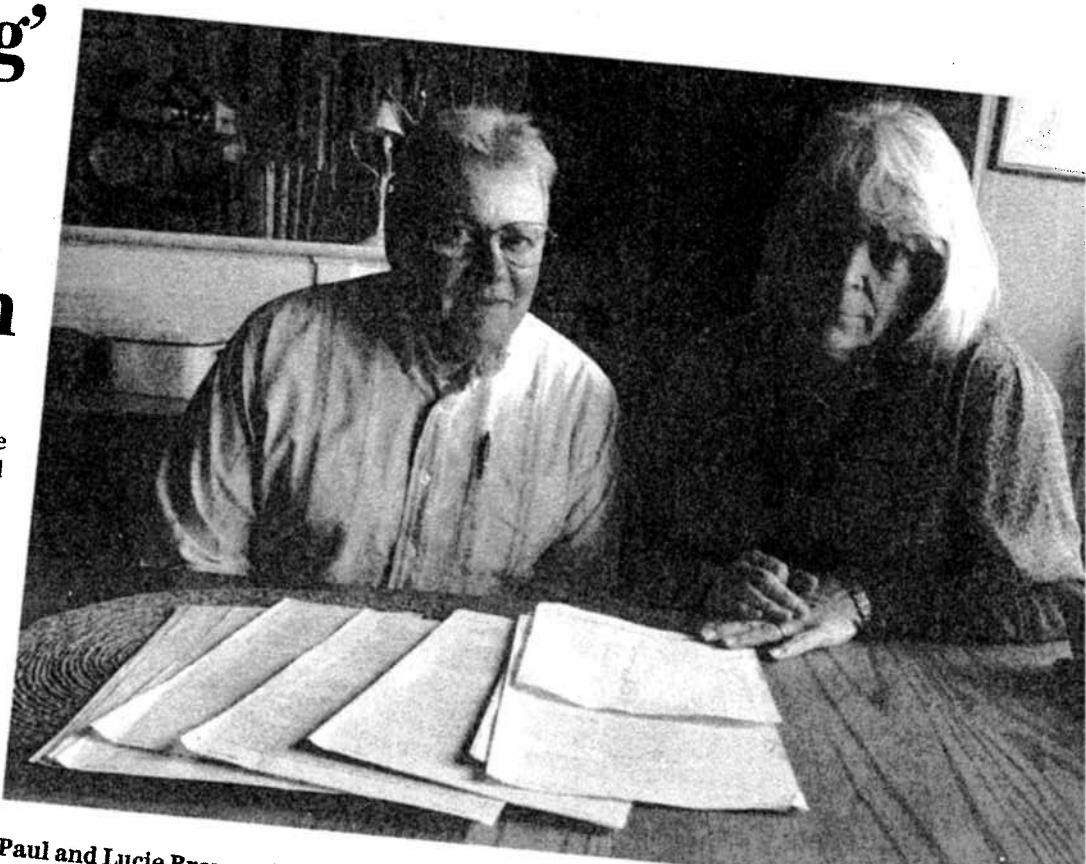
The couple advertises a hot and cold buffet and coffee. It's BYOB, and guests are welcome to stay overnight rather than risk driving drunk. "Also, we have two pool tables, two dart boards, dance room, and hot tub, so there's plenty to do while you meet and mingle," the e-mail continues. "There are open

and private rooms available, should you feel the desire to join the festivities."

This "Love Shack" may be a part of something more common than Micklon and many neighbors think. On the "New England Swingers" Web site alone, there are 15 to 20 regular swingers events listed. A recent book called "The Lifestyle: A Look at the Erotic Rites of Swingers," claims 3 mil-

lion swingers in North America — most of them members of middle America.

But a swinging suburb is not the kind of place Micklon wants to represent. She expressed worry that the Internet ad would attract pedophiles, drugs, and other social ills. "We would like to continue to live that very sheltered life," she said.



Letter warns of fines for swing parties

- ◆ Salem's town manager said he hopes the parties on Sullivan Avenue are over for good.

By Margot LeSage
Eagle-Tribune Writer

SALEM — The town has sent a letter to a Sullivan Avenue couple warning them that if they host another swingin party at their home, they could be fined \$250. Town Manager Jeffrey Towne said Salem's chief building official mailed Brett W. and Danielle C. Penney a letter saying that they could be in violation of zoning ordinances if they charge admission to any more "swingin" parties at their home. The Penneys, of 5 Sullivan

Mr. Towne said the letter explained that charging party guests a fee of \$40 is in violation of zoning ordinances and that the couple doesn't have the proper permits.

"Charging people \$40 calls into question whether it is a business or a gathering," he said.

The Penneys have become the focus of widespread media attention since The Eagle-Tribune reported a story earlier this week saying the couple was having

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Warning: Letter sent to 'Love Shack'

City & Region

E BOSTON GLOBE THURSDAY, JANUARY 18, 2001

*'It's unnerving; you don't expect this in your own hometown.
This is not what we want in our lovely town.'*

STEPHANIE MICKLON
Salem, N.H., state representative



GLOBE STAFF PHOTO/BILL GREENE

Paul Brown viewing Danielle and Brett Penney's house yesterday, across the street from his home.

'Love Shack' all shook up

'Swinging' parties disturb N.H. town, neighbors say

By Marcella Bombardieri
GLOBE STAFF

SALEM, N.H. — The young couple at the door, as some evidence suggests, it means they were running a business in a non-commercial zone. Salem officials say that Brett, 36, and Danielle, 32, have promised to put their house on the market and leave town, thus avoiding possible legal action.

Allegedly, the Penneys were holding parties in their home where couples have sex with other couples. "If you are looking for an exciting night of intimate socializing with some classy folks. . . . go for this event," reads a review of their "Love Shack" parties on a Web site.

If the Penneys charged \$40 per

couple at the door, as some evidence suggests, it means they were running a business in a non-commercial zone. Salem officials say that Brett, 36, and Danielle, 32, have promised to put their house on the market and leave town, thus avoiding possible legal action.

But they have created an uproar in this suburban community. Call it a loss of innocence, akin to the case in Attleboro last year, where residents were shocked to find out that a sadomasochistic club was operating in a warehouse.

People apparently do not imagine that so much naughtiness can exist on the quiet, wooded street where the Penneys live. Their white clapboard house with black shutters is so close to an elementary school that

mothers line up alongside it in minivans in the afternoon to pick up their children.

"It's unnerving; you don't expect this in your own hometown," said state Representative Stephanie K. Micklon, a Salem Democrat. "This is not what we want in our lovely town."

The Penneys, though, deny that they hold swinging parties. "There is no sex at my parties. That is not us," Danielle Penney told the Eagle-Tribune of Lawrence, adding, "Salem is a stupid town with stupid people who lie."

The couple could not be reached yesterday. Salem chief building official Samuel Zannini said the couple told him that they were going to

PENNEYS, Page 87

Do you know what your friends are up to???

Bike challenge proves too tough a liability

♦ Conservation Commission members would like to meet with the people who designed the obstacles to see if a safer mountain-biking course could be built.

By Margot LeSage
Eagle-Tribune Writer

ward to claim responsibility for building the obstacles.

Diane Gorrow said because the town knows that they're there — even though it didn't give permission for bikers to build them — it could be held liable if someone were to seriously injure, or even kill, themselves while attempting a stunt off one of the obstacles.

Conservation Commission member Linda Harvey said she first found a small ramp bikers use this past summer while walking in the forest. The commission is responsible for overseeing safety in the 199-acre Town Forest. Officials say no one had come for-



Mark Lorenz/Eagle-Tribune

Conservation commissioners Linda Harvey and Bill Valentine look over a bridge used by mountain bikers in the Town Forest. Officials are concerned someone using it or other obstacles will be hurt and the town will be sued.

Please see SALEM, Page 2

Salem: Bike challenge too tough a liability

Continued from Page 1

Town Forest.

Her husband, Bob Harvey, a mountain biker himself, then found a reference to the Town Forest on the Internet, listing the course as one of the best in New England.

Photos of obstacles, such as the "Tree of Death," are also featured, but members of the Conservation Commission have yet to find that particular obstacle in the forest.

Mrs. Harvey said last week as she looked at the bridge-like obstacle that town officials are afraid of children finding the structures and injuring themselves.

Conservation Chairman Thomas Campbell agreed.

"We're not as concerned about the

people who use them because they have the right equipment, but with kids in the neighborhood or 8- and 10-year-old kids falling off of it and breaking their leg or back," Mr. Campbell said.

Mrs. Harvey said anyone who wants to do anything on town land needs authorization first.

She said she would like to see the people who built the obstacles to come forward and meet with commission to discuss what structures would be safe for the Town Forest.

"We want to make sure whatever they do isn't in violation ... smaller ramps would be OK," she said.

Town Planner Ross Moldoff said he's torn about having to destroy the obstacles.

"It's too bad because (the bikers) are using the forest as a recreational facility, but there is a liability," he said.

Conservation Commission vice chairman Bill Valentine said he feels

that any structures built in the Town Forest should be regulated.

"We shouldn't just let people go out and build," he said. "There needs to be a limit, but we haven't decided yet what the limit is. But what we have up there is a little beyond what I consider acceptable."

But the thought of chain-sawing

down structures it took local bikers a summer to build doesn't bode well with mountain biker Bob Beal, manager at Cycles Etcetera located just down the street from the Town Forest.

Mr. Beal said he didn't make the obstacles, but has ridden them in the forest. He said local bikers would come in every so often in the summer and rave about the newest ramp.

"There's a group of guys that spends a lot of time out there," he said, but acknowledged that some of the structures aren't built as sturdy as they could be and that town regulation wouldn't be that bad. In fact, it would make some of the obstacles safer and stronger, he said.

"There are a few things out there that are a little rickety," he said. Members of the Conservation Commission were planning on destroying the largest obstacle yesterday.

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Shaheen: New growth threatens quality of N.H. life

2/2/01

◆ New Hampshire's population grew by more than 11 percent between 1990 and 2000.

CONCORD — Dramatic growth in Southern New Hampshire is causing severe water pollution and quality-of-life concerns in towns like Salem and Plaistow, a report released yesterday by Gov. Jeanne Shaheen concluded.

To preserve New Hampshire's tradition of clean, picturesque land, the state must manage its development better, Gov. Shaheen said yesterday. A new multi-agency effort, GrowSmart New Hampshire, will provide direction for this effort, she said.

Too much growth, she said, is destructive.

"New Hampshire's landscape supports its people, its businesses, and most importantly, its souls," the governor said. "We're in danger of losing our open space, our historic character. We must combat sprawl."

The report, developed by the state's Growth Management Advisory Committee, recommends that the state revise planning statutes, establish improved long-term urban-development goals and increase efforts protecting farm and forest lands from pollution. A bill Gov. Shaheen signed in 1999 mandated that the Office of State Planning study the effects of unmitigated development in the state. The Granite State's population grew by

more than 11 percent between 1990 and 2000, according to Census 2000 statistics. Much of that growth has occurred in Rockingham and Hillsborough counties.

Abandoned industrial centers dot the Granite State landscape, and Methyl Tertiary Butyl Ether contamination of ground water exists in towns along the Massachusetts border.

MTBE is a chemical added to gasoline to make it cleaner when burned. But if it seeps into ground water from leaky storage tanks or dumping, humans and animals may experience a variety of ailments — headache, nausea, dizziness — if they drink the water. Repeated ingestion may cause brain damage. Dana Bisbee, assistant commissioner of the state Department of Environmental Service, said that when citizens are becoming sick from a pollutant, the state must get involved. "Wherever there is gasoline, there is risk," Mr. Bisbee said. "When you have more people, you have more gasoline being stored, and MTBE contamination is of course caused a lot by leaking tanks and runoff from the surface." While business growth during the past 30 years has revitalized the area's economy, it has also caused severe traffic congestion, poor air quality and noise pollution, they said.

"I remember when Route 28 was a small, two-lane road with a cow bridge. Yeah, a cow bridge," said state Rep. Stephanie K. Micklon, D-Salem. "Now, drive it on a Saturday. It's gridlock."

Bike ramps must be removed

2/9/01

OUR VIEW

If mountain bikers in Salem want an obstacle course, they must follow the rules in building one.

The town didn't build them. In fact, nobody in Salem seems to know who did.

Nevertheless, the town's conservation commissioners have been told they must remove from the Town Forest a number of obstacles used by mountain bikers as soon as possible.

Conservation Commission members — who are responsible for maintaining the forest — have found the ramps and obstacles, including a 7-foot-high replica of a suspension bridge atop felled trees, over the past several months in the 199-acre forest.

Commission member Linda Harvey said she first found a small ramp bikers use this past summer while walking in the forest. Her husband, Bob Harvey, a mountain biker himself, then found a reference to the Town Forest on the Internet, listing the course as one of the best in New England.

Some local mountain bikers are not happy the obstacles have to come down. But in the end, removing them is the right thing to do.

At first glance, the fact that the course was built doesn't seem like that big a deal. Mountain biking in wooded areas is not uncommon, and those who participate in the activity typically are skilled and take the necessary safety precautions.

But study the issue more closely, and there are problems, as Town Attorney Diane Gorrow recently pointed out.

The biggest problem with the obstacles, Ms. Gorrow says, is that they are a lawsuit waiting to happen.

Officials know the course is there, and even though they didn't give bikers permission to build it, the town could be held liable if someone were to seriously injure or even kill himself while attempting a stunt off one of the obstacles.

Another problem is that the folks who built the course didn't follow the rules. The forest is under Salem's jurisdiction, and anything that is built on town land must be approved by the appropriate boards first.

If mountain bikers want to practice their sport in Salem, they should submit a plan to the Conservation Commission. Then, at least, the panel would have a chance to work with bikers to hammer out plans that meet safety guidelines and address issues of liability.

After all, officials don't necessarily have a problem with biking courses. But they do have a responsibility to make sure town property is safe.

2/12/01

62-foot-tall

complex may get waiver

bring added sewer capacity to the commercial and industrial district off Exit 2 of Interstate 93 if Town Meeting approves it. That would take care of the problem, Planning Board Chairman James Keller said.

Officials were also waiting to see if the project to widen Pelham Road would come to fruition. Mr. Moldoff said bids have gone out on the project that will widen the congested two-lane road into four lanes. He expects the project to begin shortly.

"Pelham Road is a real mess with traffic at certain times of the day," he said, adding that the board couldn't justify adding more traffic by putting a hotel in the area without assurance that the road widening project was progressing.

The developers also made changes to the building's appearance as requested by Planning Board members who said the proposed hotel didn't look like it belonged in New England.

◆ The Planning Board will also continue discussions on plans for a new Hampton Inn.

By Margot LeSage
Eagle-Tribune Writer

SALEM — The Planning Board, when it meets tomorrow night, will discuss whether to grant developers a waiver to build a senior housing complex that would exceed the town's height limitations on new buildings.

Commons Development of Westford, Mass., first presented the board with its idea for a four-story, 140-unit senior housing development at 8 Ewins Lane in October. The apartments would be rented to people 55 and older, Town Planner Ross A. Moldoff said.

Ewins Lane is directly behind the Municipal Office Building. If approved and built, the complex would be a "stone's throw" to the Town Hall, Mr. Moldoff said.

Since their first meeting with the board, the developers have changed some of the plans, putting the parking lot underneath the building, bringing the structure's total height to 62 feet.

According to the town's bylaw,

buildings above 35 feet — or roughly three stories — need to be permitted either by the Zoning Board of Adjustment or the Planning Board, according to Mr. Moldoff. Because the proposed senior housing complex falls under the Senior Housing Ordinance, the Planning Board would be the one to grant the waiver.

There are buildings in town that exceed 35 feet, Mr. Moldoff said. Some of those include the Holiday Inn on Keewaydin Drive and the South New Hampshire Bank building.

The board will also continue its public hearing on a proposed 99-room Hampton Inn at 11 Keewaydin Drive. The proposal was put on hold in the fall because the Public Works Department notified the Planning Board that there wasn't enough sewer capacity to handle new development in that part of town.

But the proposed \$4 million Westside Interceptor project will

Please see PLANNING, Page 10

Center costs climb, but won't affect taxes

- ◆ Adjustments to the Senior Center's design will cost an additional \$300,000.

By Margot LeSage
Eagle-Tribune Writer

"The problem is they can't build a very big building for that kind of money," Mr. Gregory said.

SALEM — It's going to cost more than expected to build a new senior center.

Selectmen announced last night that the price tag for the senior center rose from \$1.15 million to \$1.45 million, but the added cost won't hurt taxpayers' wallets, they said.

Chairman Richard R. Gregory said the Senior Center Advisory Committee envisioned a 10,000-square-foot building, but in meetings with architects discovered that will not be possible.

"The problem is they can't build a very big building for that kind of money."

Selectmen Chairman Richard R. Gregory on why the price tag has jumped from \$1.15 million to \$1.45 million

With that in mind, the proposed center will be 7,300 square feet with a 1,500-square-foot basement for storage, Mr. Gregory said. To make those design changes, the town needs to pony up an additional \$300,000.

Selectmen unanimously approved taking that \$300,000 from the town's unreserved fund balance, thus not adding to residents' taxes. Residents will vote on the appropriation at the March 17 town meeting.

The town approved \$650,000 for the new center at last year's second session of town meeting. Resident Russell Ingram gave \$500,000 toward the project.

Additional money for the senior center was one of several warrant articles finalized by selectmen last night for the town's second open session March 17.

The five-member board gave favorable recommendations to requests to buy \$120,000 worth of portable police radios and autho-

rized funds to be placed in a trust fund to study and build town recreational fields on property adjacent to the Soule School.

The \$285,000 was originally slated to build soccer fields on Lowell Road, but with the land swap set to take place between the state and the town for the Interstate 93 widening project, land next to the school will become available and possibly better suited for athletic fields, selectmen said.

SALEM

2/14/01

Senior housing plan makes big strides

By Margot LeSage
Eagle-Tribune Writer

SALEM — The Planning Board last night unanimously granted a waiver to a development company that will allow it to exceed the town's 35-foot height limitation on new buildings when it builds a senior housing complex at 8 Ewins Lane.

Commons Development of Westford, Mass. wants to build a 140-unit senior housing development. The apartments would be rented to people 55 and older.

Since the company's last meeting with the board, the planned height of the structure has risen to roughly 60 feet — approximately five stories — after developers put the parking lot for the complex underneath the building in the designs.

Steven Louis, an independent consultant hired by Commons Development, explained that the change in the parking gives residents a luxury many might never have had.

"The biggest problem with the senior population in the winter-time is ice and snow," Mr. Louis said. "Even if it's more expensive by having the parking underneath, the benefits to the residents are tremendous."

He explained that in similar complexes he's designed for Hampstead and Atkinson, residents pay a fee to have their car cleaned off for them when it snows.

By putting the parking underneath the building, Mr. Louis added, it frees up more space on the property to be used for open space and cuts down on tree removal.

The proposed complex will sit approximately 100 feet from the Municipal Office Building's parking lot. Planning Board member Richard R. Gregory said he was in favor of granting the developers a waiver because of the added convenience for the residents.

"It makes sense to put the parking underneath the building," Mr. Gregory said.

Board member Gene Bryant agreed, but asked how many of the apartments will be deemed as "affordable housing."

Mr. Louis said that since the project is still in its conceptual stages, not much thought has been given to the exact number of affordable units or how much residents will be charged for rent.

"Obviously, if the rent is too high no one will live there and the senior population is usually on fixed incomes," Mr. Louis said, adding that rents are high because there aren't many apartments to go around. This project should help relieve some of the community's housing stress, he said.

Mr. Bryant said that even though the project is in the preliminary stages, the developers should already be talking about affordable units.

"The concept of affordable housing needs to be on the table," he said.

140-unit senior citizen's center planned

by Adam Barone

SALEM — Patrons of the planned Salem Senior Center may not have to travel far to participate in activities — perhaps just to their backyard.

Development firm Humphreys and Partners is currently in discussion with the Salem Planning Board over a 140-unit senior citizen housing facility that would be within walking distance of the proposed senior center.

The building would be located in back of the municipal office building with access off Veterans Memorial Parkway with the same driveway

likely shared by both it and the senior center. Planning Director Ross Moldoff said both the location and intent of the project makes sense.

"The town doesn't usually get involved with saying what we want, but certainly there are complementary uses," Moldoff said, "and that has led to the planning board giving some positive recommendations on the plan so far."

"The whole idea about senior housing is that it needs to be located near the center of town and close to amenities," said Steven Lewis, the land use consultant for

Humphreys who personally owns senior housing units. "This site was zoned, particularly for this type of use. The fact that the senior center is being built adjacent to it is an added bonus."

The proposed apartments come at a crucial time as a housing shortage not only for Salem, but also all of Southern New Hampshire, has continually driven rents out of the price range for many, especially seniors.

"A consultant has come in and looked at our housing statistics and said to us that there is a real need for additional apartments in

"We have two situations colliding together in Southern New Hampshire," Lewis said. "First, there's housing pressure here, anyway. People want to live here. Number two, we had a lot of exclusionary zoning which didn't allow for housing options other than big single-family houses, and seniors have fewer and fewer options because multi-family housing wasn't permitted."

"At the Feb. 12 planning board meeting, board members and Lewis discussed a revised feature of the building which will place a large portion of the parking underneath the facility and increase the final proposed height of the building. Also, the total size of the complex's footprint will be decreased and allow for more green space due to the reduced amount of dedicated parking lot space. The revision would also raise the buildings height to around 61 feet.

"The planning board indicated it Please see SENIORS on page 12

At the Feb. 12 planning board meeting, board members and Lewis discussed a revised feature of the building which will place a large portion of the parking underneath the facility and increase the final proposed height of the building. Also, the total size of the complex's footprint will be decreased and allow for more green space due to the reduced amount of dedicated parking lot space. The revision would also raise the buildings height to around 61 feet.

"The planning board indicated it Please see SENIORS on page 12

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SENIORS.....From page 1

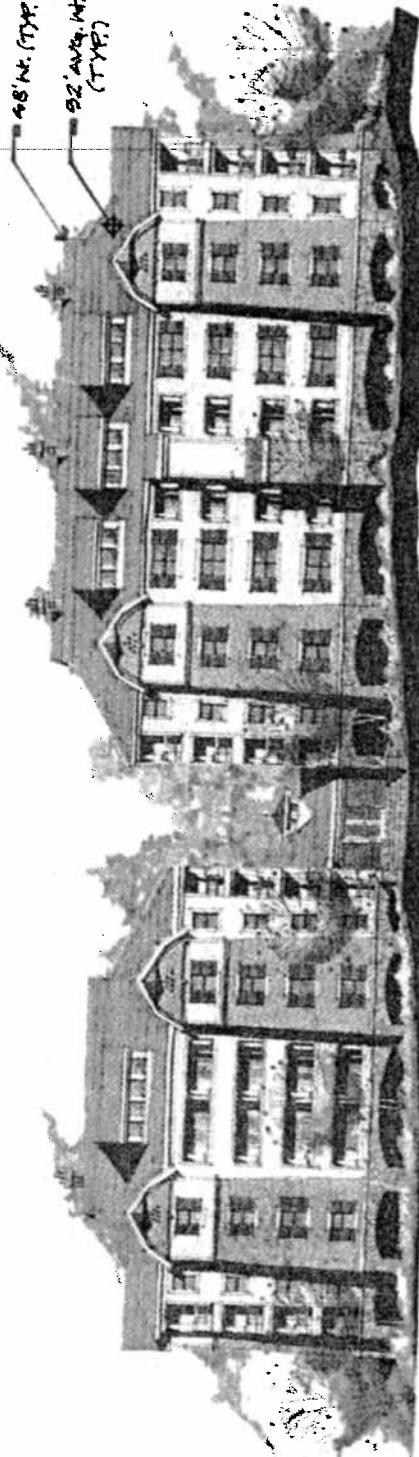
wasn't a big deal to them," Moldoff said of the increase in height.

The board sent Lewis away with a request to make at least some of the building's units "affordable housing," after the Salem Housing Authority sent a letter to the planning board requesting it.

"We have a waiting list of over 100 applicants for affordable senior housing, and the average wait is one to three years," said Diane Kierstead, executive director for the Salem Housing Authority. "If they built the facility with all the units at market prices as currently planned, it wouldn't help us at all."

Lewis said he will discuss the issue further with the Salem Housing Authority.

Proposed senior citizen's center



2/22/01
observer

New hotel planned in Salem

by Adam Barone

SALEM — Visitors to the Salem area will soon have another lodging option after the planning board approved construction of a 99-room Hampton Inn to be located at 11 Keewaydin Drive adjacent to the Holiday Inn.

At its last meeting on Feb. 13, the board approved MHS Design's revised plans after nearly \$80,000 in upgrades to the building's facade which will feature peaks to mask the flat roof and a brick first floor.

"They came in with a flat roof building that had relatively plain material on the exterior of the build-

ing, and the planning board wanted MHS to give them something that was a little bit more like New England," Salem Planning Director Ross Moldoff said.

The peaks, however, will only be on one side of the building which raised a few eyebrows on the planning board.

"Some of the people on the planning board thought that would look dumb," Moldoff added. "Some of the members were disappointed, but other members thought it was fine and that it would be one of the nicer buildings out there."

The start date for construction has yet to be determined.



the inheritance tax and a cut in some other state taxes.

NH First will release a study today by David Tuerck, Ph.D., of the Beacon Hill Institute at Suffolk University in Boston on the effect a sales tax would have on the New Hampshire economy.

Timothy Buckley, spokesman for NH First, said the study will say the governor's plan overstates by more than \$80 million per year the revenue a sales tax would produce for the state.

It also would hurt employment

pose Gov. Shaeen's education funding plan, 49 percent to 24 percent. It said 38 percent of Democrats whom it contacted support the governor's plan. The poll's margin of error was 4.9 percent.

The firm also said that respondents oppose a sales tax, 64 to 32 percent. In Rockingham County, they oppose it 70 to 27 percent. In Hillsborough County, it was opposed 74 to 21 percent.

Last week, a poll by the Becker Institute found that 61 percent of

elected officials need a year to solve the problem.

Respondents also said a state sales tax will hurt New Hampshire merchants on the state border and cost thousands of jobs, by a 62 to 33 percent margin. Hillsborough and Rockingham counties were heaviest in agreement.

That also ran counter to findings by the Becker Institute last week. Its survey showed that residents in border communities around the state favored the Shaeen sales tax plan 70 percent to 24 percent.

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3/27/01

Seniors' long wait worthwhile

OUR VIEW

It should not have been so difficult to get plans for a senior center in Salem moving forward.

Salem Town Manager Jeffrey C. Towne announced last week that the town's new senior center may open as soon as Christmas or New Year's Eve.

"Certainly that's a very ambitious goal, but we're trying to do that," Mr. Towne said last week.

His comments came after voters agreed to spend an additional \$450,000 to pay for the new \$1.6 million Ingram Senior Center, which will be built on Veterans Memorial Parkway.

The vote to spend the \$450,000 was the final piece of the senior center funding puzzle that — along with a fight earlier this year over where the center should be located — threatened to derail the project.

Plans for the 15,000-square-foot, two-story senior center call for a large multipurpose room that will lead into a dining and bingo area.

A full kitchen will be located off the dining room area. The remainder of the first floor will consist of offices, a gathering area and bathrooms.

"I think we thought it was time the senior citizens in town were recognized, and this is a start," Russell F. Ingram said about why he and his wife, Roberta "Bobbi" Ingram, donated \$500,000 toward the project at last year's town meeting.

Voters then agreed to spend \$650,000 to pay for the remainder of the senior center.

But that's when the process got interesting.

First there was a lengthy and sometimes bitter fight over where to build the center.

Then when the battle over the site was resolved, town officials learned they would have to ask for \$450,000 to have enough money to pay to build the senior center, not \$300,000 as was originally thought.

But now, it looks like all the trouble that backers of the senior center endured over the past year has been worth it.

"Over 50 percent of people in town are over 50 years of age," said state Rep. Stephanie K. Micklon. "It's only fair that the people paying the taxes have a facility for them."

We agree.

It's unfortunate that the dispute over the location of the senior center grew so bitter at times. A community should be able to come together on a project like this without rancor.

But that's in the past and we're glad to see the construction of a senior center will go forward.

If nothing else goes wrong, Salem's seniors should have it in time for New Year's Eve.

11/10/01 Retailers hope bigger means better business

◆ As Wal-Mart expands in Salem, N.H., smaller retailers prepare to take advantage of the traffic the bigger store will generate.

By Andy Murray
Eagle-Tribune Writer

SALEM, N.H. — Gargantuan and still crowded, the Wal-Mart store on Route 28 is bulking up even more. The Salem supercenter, which opened in 1995 with 125,000 square feet of merchandise space, opens its new 75,000-square-foot supermarket wing for a one-day trial run tomorrow. The supermarket officially opens April 25.

The new supercenter embodies a trend that has swept the nation and taken hold in tax-free New Hampshire. Convinced that shoppers are strapped for time on weekends, retail chains like Kmart, Target and Wal-Mart are developing all-in-one superstores designed to sell everything under one roof.

In addition to the general merchandise smaller discount stores offer, superstores sell groceries, baker and deli items, nail salons, postal services and even nurseries.

In Salem, the additional space — nearly enough room for two football fields — will house a full line of produce, groceries, deli meats and a bakery.

"It's a pretty sizeable expansion," said Keith Morris, community affairs manager for Wal-Mart New England. "The store right now is 125,000 (square feet) and they are converting it over to the supercenter format, which has the grocery store component."

The supercenter concept is not new. The European version of a supercenter, called hypermart, made its mark on the European retail community in the 1980s. The idea is that time is money, and time gets saved with each item the retailer stocks.

"Time is now a commodity," said Mr. Morris. "Peo-

ple know they can save money by shopping here. Now they want to know how we can save them time."

The big-chain solution showcases flagship stores. Wal-Mart created the concept in the United States in 1988, when it opened its first supercenter. Kmart followed suit in 1991 with its first Super Kmart. Target was the last to jump into the mix in 1995.

Wal-Mart now runs nine of its 721 supercenters in New England. Four of those are in New Hampshire.

Initially the draw was New Hampshire's lack of a sales tax, which attracted border jumpers from Massachusetts looking to save on big-ticket items or weekly grocery runs. With five supercenters in the area, however, Wal-Mart says its retailing can succeed with or without the sales tax.

"Salem continues to be a very dynamic market for us. You not only have the malls and the racetrack, but you also have the restaurants and so many other things. It's really a great area for us," Mr. Morris said.

Discount stores and supermarkets are converging on the same idea from different directions, often making them competitors, Mr. Morris said.

"It certainly is not just Wal-Mart. You tend to see it more nowadays that wherever you go you can buy novels, electronics and things that used to be in a discount store even in a supermarket."

The superstore trend has been a concern for smaller retailers who elsewhere have seen chain stores like Wal-Mart and Kmart undercut them on prices.

"Supercenters are magnets for consumers," said Ken Gassman, retail analyst at Davenport & Co in Richmond, Va. "They will take market share from just about everyone in the market."

"Most markets they've entered they've done very well," said Chuck Gilmer, editor of the *Shelby Report*, a grocery trade publication. "And it doesn't take a lot of them to make an impact and draw from a wide area."

Mr. Gassman said retailers don't have to fear the

Continued from Page 13

competition: They can meet it head-on.

"We tell retailers if they really want to increase business, get in the strip centers that are attached to the new Wal-Mart," he said. "Wal-Mart is a magnet for the consumer."

In some cases, retailers have been able to charge up to 15 percent more than Wal-Mart prices and still keep shoppers who like the customer service of smaller retailers, Mr. Gassman said. "They won't come back in all cases, but many do come back," he said.

So far in Rockingham County, however, retailers like Nancy DePaula of Brothers' Corner Variety in Derry say they are holding their own.

Although the Wal-Mart supercenter is only a short drive from her 800-square-foot superette, Mrs. DePaula said nearby residents stop at the corner store for shorter checkout lines and family treatment that has been offered since 1920.

"People don't expect me to be the cheapest guy on the block because I'm not a Wal-Mart. ... We keep things priced as low as possible and I think people understand," Mrs. DePaula added.

"People don't expect me to be the cheapest guy on the block because I'm not a Wal-Mart."

Nancy DePaula, Brothers' Corner Variety

Supercenters can even be a boon for small-business owners by drawing added traffic and revenue to an area, noted Manuel J. Sousa, chairman of the Greater Salem Chamber of Commerce.

When Wal-Mart and a number of other larger retail developments came to Salem, many business owners were concerned about direct competition. Since that time, however, smaller mom-and-pop shops have survived and there is little friction between big and small retail, according to the chamber.

"You heard those concerns when the Mall at Rockingham Park came in that the small businesses were going to be destroyed. That didn't happen," Mr. Sousa said. "What, in fact, happened is more people came

to shop and the smaller businesses got exposed to that many more shoppers."

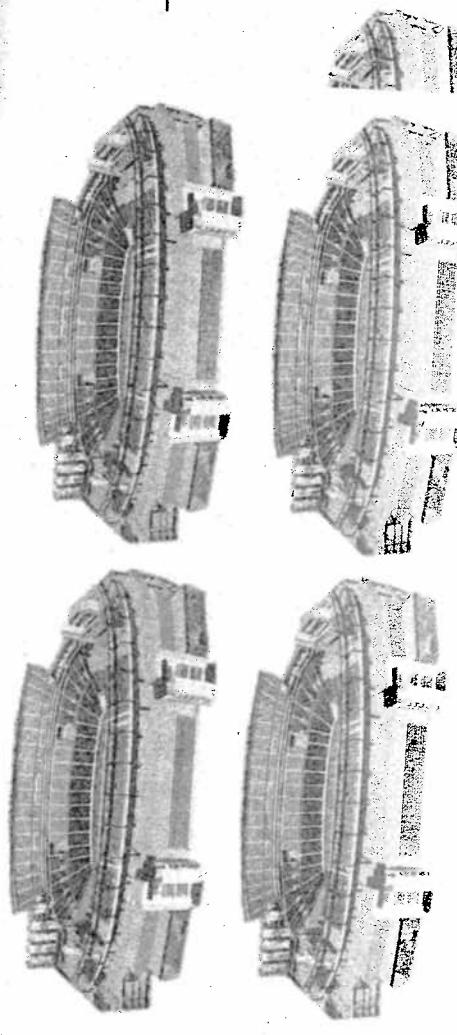
Mr. Sousa believes the same can be said for any new supercenters.

"Any large business is going to have that type of positive impact," he said.

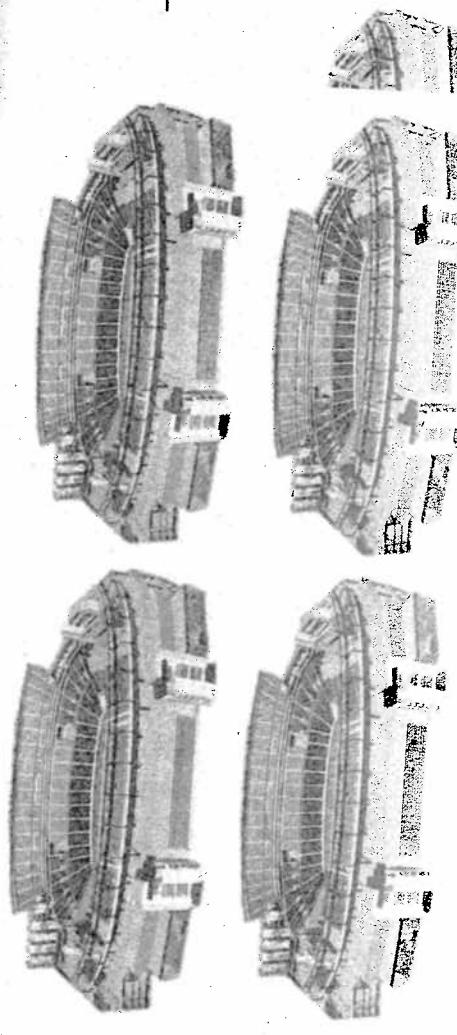
Scripps Howard News Service contributed to this report.

HOW BIG IS YOUR SUPERSTORE?

Consider what else covers roughly the same territory as the 200,000 square-foot Salem Wal-Mart Supercenter:



-Or-



**4.16 American football fields
(minus end zones): 200,000 square feet**

**USS John F. Kennedy
aircraft carrier:
202,554 square feet**

Firefighters to lose valuable training site

4/18/01



master plan to restrain commercial growth in the neighborhood, which is adjacent to the Mall at Rockingham Park.

And voters worried the gas station would further discourage people from living in the neighborhood.

But a recent Zoning Board decision has changed all that.

The board unanimously approved a plan to allow owner Mr. Porter to operate a business on the site.

Zoning Board Vice Chairman Gary Azarian said he voted to approve the project because it wouldn't change the current character of the neighborhood.

"What swayed me was the fact that the neighborhood has changed since the mall went in," said Mr. Azarian last week. The mall was built 10 years ago.

But several neighbors have opposed the gas-station plan, citing traffic, property value and aesthetic concerns, and were disappointed when the board approved it.

"(A gas station) is something I don't think anyone wants in their neighborhood. It's not pretty," said Russell Schwarzenberg, who has lived near the site, on Woodland Terrace, for 51 years.

Mr. Porter, who owns One Stop Retail Shop and Mobil gas station on North Broadway, said he's tried for more than six years to get the plan approved.

Mr. Porter made several changes to the plan, eliminating an exit that would run close to Woodland Terrace, limiting the hours of operation and lighting to 10:30 p.m. and providing extra screening for abutters.

He also sweetened the deal, by giving the town about two-thirds of an acre across the street from his property and letting the police and fire use the run-down house for SWAT team and rescue training.

"I originally thought of burning (the house) down," Mr. Porter said. "But then I knew (police and fire) needed a place to train, and they're welcome to use it for projects."

Mr. Porter said it is still unclear if or how the town will use the donated land, but one possible use may be building a small fire station in the future.

- ◆ The police and fire departments have used the property near the Mall at Rockingham Park for training missions.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — Firefighters will lose a valuable training tool in June when the owner of a 80-year-old house near the Mall at Rockingham Park raze it to build a gas station and convenience store.

"Too often firefighters are getting killed in the line of duty, and if they'd had survival training, it might have been different," firefighter Tom Wutz said about the training firefighters receive at the 80-year-old home at the corner of Pleasant and South Policy streets. Using the old house, firefighters learn how to rescue each other in desperate situations, throw themselves out of windows and trans-

Salem fire Lt. Paul J. Parisi gives last-minute instructions to firefighters training at an old house near the Mall at Rockingham Park.

Over the past six years, voters and the town's Planning Board have repeatedly rejected Mr. Porter's request to operate a business there. The project didn't fit the town's

Please see FIRE, Page 4

expansion of North Andover's senior center and the construction of a \$2.6 million youth center.

Salem voters approved \$1.1 million towards a new senior center over the past two years, and residents Russ and Bobbi Ingram donated \$500,000 towards the project. Town officials hope the new center, located on Veteran's Parkway, will be open by New Year's Eve.

Another group in town hopes to build a teen center in the future as well.

"Salem offered some unique opportunities, in terms of several projects on the board," Mr. Scott said yesterday. "I like to get involved with project management." Mr. Scott mentioned sewer and road projects, as well as the new senior center as particularly interesting.

Mr. Scott, who will earn \$66,060 in his new position, also served as the Planning Director in Newburyport, where he oversaw \$4.1 million in renovations to the city's police station and reestablished a housing and social service grant program that received over \$2 million in funds during his six-year tenure.

Mr. Scott also served as town planner in Orange, Mass. after graduating from the University of Massachusetts at Amherst. He starts working at Salem Town Hall May 9.

The town has also hired Melanie Orr to be the new account and budget manager, Mr. Towne said.

Ms. Orr comes from the New Hampshire State Retirement System, where she was a finance accountant. In her new position, Ms. Orr will be responsible for all town accounts, calculate payroll and benefits, working with auditors and the Budget Committee, and will work on the town budget.

Ms. Orr, who starts work April 30, will earn about \$46,000, and will take over from Finance Director Linda Casey.

Ms. Casey, who was promoted to finance director late last year when Mr. Towne was promoted to town manager, has been doing double-duty for the past several months.

SALEM

4/19/61

New development director coming to town

◆ Salem's new community development director has experience with building senior and youth centers.

By Jennifer D. Jordan

Eagle-Tribune Writer

SALEM — William Scott, former community development director in North Andover, Mass., has been tapped to be Salem's new director, Town Manager Jeffrey C. Towne announced yesterday.

The position has been vacant for four months, since former director James Turse resigned to take a new job in Hawaii. Mr. Turse now serves as Derry's assistant town administrator, after returning from Hawaii last



William Scott

month. Mr. Scott, 43, who lives in Newburyport, Mass. with his wife, Rachel, and daughter, Katherine,

oversaw some key projects during his last job that may have made

him particularly attractive to Salem, such as managing the

Please see SCOTT, Page 14



William Scott

4/26/01 New community development director to start job May 9

by Joan Hunt

Salem's new community development director is a team player — and he comes from a large team. As community development director in North Andover, Mass., William Scott headed up a group of nine departments with nine department heads reporting to him.

He will begin his new duties in Salem on May 9.

Scott says a major role for the town's staff is to provide information to committees and boards, enabling them to make educated decisions.

"That way, when committee members sit down they have everything they need and some analyses already done for them. They have alternatives and

Please see SCOTT on page 15

resources laid out for their consideration," he said.

Scott was drawn into community development by watching the downtown area of his hometown (Framingham, Mass.) "disappear," and traffic problems increase. He is a graduate of the University of Massachusetts and served as planning director in Newburyport, Mass., and as town planner in Orange, Mass., prior to the five years he has been community development director in North Andover.

He and his wife Rachel live in Newburyport with their 6-year-old daughter Katherine.

He recently sat down with reporter Joan Hunt to talk about his new job.

Question: What appeals to you most about the prospect of coming to Salem?

Answer: The projects they have on the board, like the senior center. One of my strengths is helping other departments get information out to the public and doing analyses. I do a lot of work with other departments. During the interview

process I learned a lot about the community of Salem and I am impressed that the department heads are so pro-active. (For example, the town's purchase of Al's Trailer Park, where continual flooding has been a problem.)

Question: Is there one particular project you are looking forward to sinking your teeth into?

Answer: I don't know enough about them to speak in any great detail, but the Depot project sounds interesting. I'm coming from a city to a town form of government, where you don't often get a lot of time to explain to the public what the project is. I will create informational brochures to make project information available to the public and various committees.

Question: Why did you decide to make a career move at this time?

Answer: It is because the opportunity in Salem came up. There is a good-sized commercial and industrial base up there. Most of my background is economic development and project management, which is a good fit with Salem. Also, New Hampshire has a

less bureaucratic environment.

Question: How do you see Salem's role in the future?

Answer: The advantage is the diverse land uses they hold - the combination between residential and commercial/industrial areas makes for a balanced tax base.

Question: Do you think rail service would benefit the town of Salem, and is it practical?

Answer: The state Department of Transportation report concentrates on commuters to Boston, and based on economic data from the census it appears you have a considerable amount of retail and industrial employees coming into the community. Salem appears to be in a unique situation in that the biggest issue is commuting into town, and the state program could make congestion worse at nodes like the park and rides located in Salem. Surrounding communities don't have migration into the community. Salem needs to look at origin and destination statistics to determine where the people who work in retail centers are coming from.

Town accepts Wal-Mart field

by Joan Hunt

It's official. The town of Salem and kids who use its recreation fields will benefit from Wal-Mart's expanded commercial operations on Route 28. On April 10, the planning board found Wal-Mart to be in compliance with their March 1999 conditions of approval for building a 75,000-square-foot grocery addition to the Salem store. One of the conditions was construction of a ball field on a parcel of land adjacent to the store that would be dedicated to the town.

The field, which has been created south of the store, isn't finished. Town planner Ross Moldoff said

Wal-Mart has posted a \$250,000 bond for final grading and seeding, landscaping and some roadwork that remains to be done.

Moldoff said the project has generated a lot of discussion, mostly because abutters on Old Rockingham Road had concerns about lighting and traffic due to the store being open 24 hours per day. Fencing was also added around part of the field because of steep slopes.

Selectmen put their seal of approval on the ball field the night before the planning board meeting, subject to planning board acceptance and Wal-Mart Attorney Margaret Bowles' assurance that at

least 10 parking spaces would be included.

"The approved plan designates two different areas for parking; one that is close to the field with 10 spaces and another, a little bit further away, with 100 spaces," said Moldoff. He said people using the field would be allowed to park in either place.

Recreation director Julie Kamal said the field is smaller than a regulation baseball field, so it will probably be used for t-ball and the age 4-5 soccer program. She said it will not be ready for use until spring of next year, so the grass can get a healthy stand before games are played on it.

Editorial

Check your weapons at the door, buckaroos

A stranger attending Monday's meeting of the board of selectmen might have thought he had mistakenly moseyed into the OK Corral. Words, rather than six-guns, were the weapons of choice at this shoot-out, but it was a shoot-out nevertheless.

The Campbell family (Stephen, Conservation Commission chair Tom and father Bill) took turns at the podium hurling insults and brandishing pistoleros of threat and intimidation, while selectmen basically sat there and took it.

The issue was whether or not selectmen were bound to deal with the Campbell tax abatement request in public. Stephen Campbell brought the matter to the group rather than going through regular channels, "because of his position on the budget committee," as he explained, the reasoning being that others in town wouldn't think special treatment was doled out because of Campbell's position.

Since the abatement was denied, it seems pretty clear to us that there was no special treatment. One can only conclude, then, that the show was a show of force- and that kind of posturing is in bad form.

At one point Bill Campbell, an ex-police officer in Salem, was yelling from the podium at selectman Ron Belanger, accusing him of everything short of cattle rustling, and calling him outside to finish the argument. When Belanger did go outside to have a cigarette break - all three Campbells strutted along behind him like the Clancy's trailing Wyatt Earp.

Testosterone was much more evident than common sense Monday. When the subject turned to the West Side interceptor sewer project that narrowly failed to garner the 2/3 majority needed at town meeting, gang mentality again came into play.

Town manager Jeff Towne, who had invited budget committee and conservation commission members to the meeting for input, proposed a special town meeting to revisit the project, since the town is in line for \$1.5 million in aid if it moves forward soon.

With no more provocation than that, the audience went straight for the jugular. Budget committee member Stephanie Micklon said, "reconsideration doesn't fly in this town," and "what part of 'no' don't you understand?" Stephen Campbell said "every single one of you who supports this deserves to be defeated."

Pretty uncivil talk for a group of people who were invited to offer a civilized opinion.

There were no winners Monday night. On several occasions selectmen, either individually or collectively, were referred to as "stupid" and "arrogant." It has always been our contention that when one resorts to name-calling and brute force it is because one has nothing intelligent to say. We also believe the individual's right to disagree should be tempered with the responsibility to do so in an agreeable manner.

By the way, there was a "stranger" in the audience on Monday. He was the town's new community development director. After being introduced by the town manager, he stayed for the meeting to see how the town of Salem does business.

Unfortunately the cowboys at Monday night's meeting were all too willing to show him.

Panel picks teen center site

ing and exploring methods of financing the venture.

Copies of the committee's detailed report were distributed Wednesday. The report recommended the teen center be approximately 8,300 square feet. An engineering study was suggested that will look at the addition and also at flaws in the heating system and roof at the existing Boys and Girls Club, which may be incorporated into the project. A capital feasibility study must also be conducted to determine if the community can support the construction and maintenance of a teen center.

With the help of Principal Michael Delahanty, a teen center advisory committee of 13 members has been formed and has added its input into the planning stages. This group is to provide

information and advice to the board of directors.

Morse said the committee has come a long way since he, Larry Belair, George Khoury, Ann Lally and Dick O'Shaughnessy started looking for someone to take on the project.

"We didn't know what a teen center was," he said. "Now we have narrowed down the site we want. We know what it is and where we want to put it, and we are asking for people to help."

Other members of the teen center committee are Martha Breen, Michael Carney, Susan Covey, Michael Downing, Robert Ellis, William Ganley, Alan Gould, Heidi Greenlaw, Susan Grubbs, Pamela Khoury, John A. Korbey, Frank Monteiro, Jeff Towne and Lynne Ulaky.

by Joan Hunt

A new teen center and the Salem Boys and Girls Club would go together like peanut butter and jelly, committee members have decided. After reviewing the location and feasibility of seven potential sites, a group of 19 community leaders is recommending an addition to the south side of the Club as the teen center's new home. While teenagers enjoy shared after-school experiences like athletics, games and skills instruction, studies show they prefer to be with their own age group. Many teens lose interest in the popular Boys and Girls Club because most of the kids are younger. Reasoning that the Power Program at Woodbury School, a joint effort between the Club and the school department, has been a successful venture, the committee sees the proximity of the Club to the proposed teen center as a real advantage.

The location on Geremonty Drive is within easy walking distance of both Woodbury Junior High and Salem High and the Kelley Library. Rounding out the many reasons the committee chose the site is its immediate access to the Boys and Girls Club facilities including the gymnasium, pool and kitchens.

The teen center committee, chaired by state Representative Chuck Morse, has spent the last year formulating a plan, which they unveiled Wednesday at Salem District Court before more than 100 invited guests. Three sub-committees studied existing teen centers in two states to identify their best qualities, in addition to scouting out the best location for the build-

Long wait for finished road may be over

♦ Town Manager Jeffrey C. Towne said if selectmen agree to spend \$100,000, the road may be done as early as summer.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — An end may finally be in sight to the Stiles Road saga — literally and figuratively.

For more than 15 years, residents and town officials have waited for developers to complete the commercial road, linking Pelham Road to Route 38, or Lowell Road.

Since the road was first built in the mid-1980s, dozens and dozens of high-tech, financial and medical offices have sprung up, drawing hundreds of employees and clients to the area each day, and causing

traffic jams on Pelham Road and the on-ramps to Interstate 93.

Other area roads, such as semi-rural Brady Avenue, have also been adversely affected by the traffic, officials say, as commuters and 18-wheel trucks speed down neighborhood roads, looking to avoid traffic snarls.

But because of a series of mishaps, legal maneuverings and delays, the last 600 feet of Stiles Road were never built.

Instead, trees, a stream and grasslands serve as a buffer between bustling Route 38 and acres of office park, like a forgotten

detail no one has cleared up.

Now, relief may be at hand.

If selectmen approve a plan to spend up to \$100,000 toward completing the \$600,000 project, the road could be extended as early as this summer, said Town Manager Jeffrey C. Towne.

"It will bring the alleviation of traffic, which is a major issue in Salem," Mr. Towne said. "We'll also improve the intersection with Route 38 by installing a traffic light there."

Stiles Road would intersect with Route 38 by the Icenter, near the back of The Mall at Rockingham Park.

The development company, Salem Corporate Park Associates, has offered the town \$500,000 to help finish the road, Mr. Towne said. The town would pay for the

remaining \$50,000 to \$100,000 by taking money from the road and water capital reserve funds.

About half that money would pay for a bridge and culvert to cross Porcupine Brook, a necessity that makes the project more expensive.

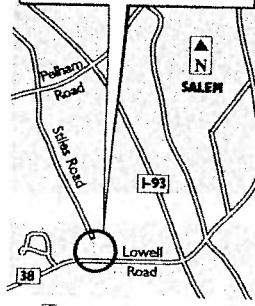
"This has gone on and on, and this is a road that needs to be completed," said Selectmen Chairman Philip A. Smith Sr., when Mr. Towne presented the board with the proposal last week. Budget Committee and Conservation Commission members were also invited to discuss the issue.

Mr. Towne said that since no legal documents were signed in the 1980s requiring the developer to finish the road, he considers the offer "a fair and equitable cost."

Please see ROAD, Page 2

ROAD TO NOWHERE

Hundreds of employees in dozens of businesses located on Stiles Road are forced to travel on Pelham Road and other access roads every day, because developers never finished paving the last 600 feet of Stiles Road 15 years ago. If selectmen approve a plan to spend \$100,000 to finish the road this summer, a congested traffic area will immediately see considerable relief, say town officials.



Ken Yuszkus/Eagle-Tribune

Wetland drainage pipes mark the spot where Stiles Road in Salem ends. The town plans to embark on a project to finish connecting the road to Route 38 to help ease traffic problems in the area.

Continued from Page 1

sharing approach."

"These folks came to us, saying they wanted to fulfill their obligation they felt they had to the town," Mr. Towne said.

When the road was first built, extending it cost about \$100,000.

But Mr. Towne also said Salem has learned a lesson from Stiles Road, and now requires agreements in writing.

Some Budget Committee members questioned why town funds should pay for part of the project.

"I'm a little puzzled why we're spending any money on that plan," said Earl Merrow. "We were told years ago, they'd pay for it."

"Traffic-wise, I think you have to do it," said Stephen Campbell. "But I hope the town's learned something, because the town was pretty stupid. We were promised this road."

But Stephanie Micklon, who lives on Brady Avenue, said it is town money well spent.

"It's time that we do it," the new Budget Committee member said. "Brady Avenue is crumbling because of the heavy trucks barreling down that road. The road wasn't designed for that, but Stiles Road, which we've been promised for years, was never finished."

Conservation Commission members said they're worried that temporary culverts installed about a decade ago are insufficient and causing flood problems.

"I urge you to move forward with this, because the Conservation Commission wants the culverts replaced," said member George Jones. The commission also wants the developer to assume all costs associated with monitoring the culverts and wetlands area.

Town Planner Ross Moldoff said the temporary culverts are too small, causing flooding problems upstream and dense vegetation growth downstream, where there is insufficient water flow.

Selectmen will review the issue May 21.

SALEM

Downtown eyed for 48 senior units

◆ Some say the project should be smaller, with an access road behind the development.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — If a recent proposal is successful, Salem's downtown district could have more senior citizen housing in the near future — but not the affordable kind housing officials say is also needed.

Meanwhile, residents in the area are concerned the plan may be too large to fit the character of their neighborhood.

A North Andover, Mass., developer proposed a 48-unit townhouse community off Main Street designated for senior housing during a Planning Board meeting earlier this week.

But zoning in the area only requires that 90 percent of household heads be 55 or over, so the development could include some children, said Town Planner Ross Moldoff.

The senior overlay district where the property is located per-

mits higher zoning density than other zones, which makes it attractive to developers.

But density may be an obstacle to the project, as neighbors worry their residential neighborhood will lose its character.

Mesiti Development proposed building the one-and-a-half story townhouses on 11 acres that front Main Street, and selling them for \$180,000 to \$240,000 each.

Currently, the property, which is across from 265 Main Street in a residential neighborhood, holds a field and woods.

Some neighbors expressed concern with the plan, citing density and safety issues.

"I'm in favor of the seniors and the housing need we have in Salem, but I have some concerns with this plan and the parcel of land it involves," said Kevin Breen, who lives at 270 Main St., two doors down from the proposed development.

"I think it's much too dense, and there's not enough open space in the project," Mr. Breen said.

Mr. Breen also said he's concerned about the traffic increase

Please see SENIOR, Page 2

Continued from Page 1

that would be generated by the development. In addition, the parcel is located on a hill, near a curve, and some Planning Board members expressed concern about cars turning onto Main Street at that point.

"I have many of the same concerns I had about another project that was proposed for this site about a year and a half ago," said Planning Board Chairman Jim Keller, referring to a failed plan to build an affordable apartment complex for seniors. "I'm concerned about the traffic that that number of units will generate and if the development fits into the current neighborhood. I'm also worried about how close the site

is to the curve in the street."

Mr. Keller proposed the developers build an access road behind the property to alleviate traffic concerns on Main Street. He also suggested the developer consider reducing the number of units.

Mr. Breen said he'd also be more comfortable with fewer units. He'd prefer about 20, which would be more in keeping with the zoning in the residential neighborhood.

Mr. Keller said building senior housing near town services makes sense, especially with the new Ingram Senior Center being constructed nearby, on Veterans Memorial Parkway.

"It's an area that's clearly most appropriate for seniors to have

access to services, so from that point of view, we want to encourage this kind of development," Mr. Keller said. "But at the same time, that particular site is difficult."

But while more senior citizen housing is needed in Salem, so is affordable, or subsidized senior housing, for senior citizens on fixed incomes, housing officials say. The town's three subsidized housing complexes, totaling 158 units, are steadily full, said Diane Kierstead of the Housing Authority.

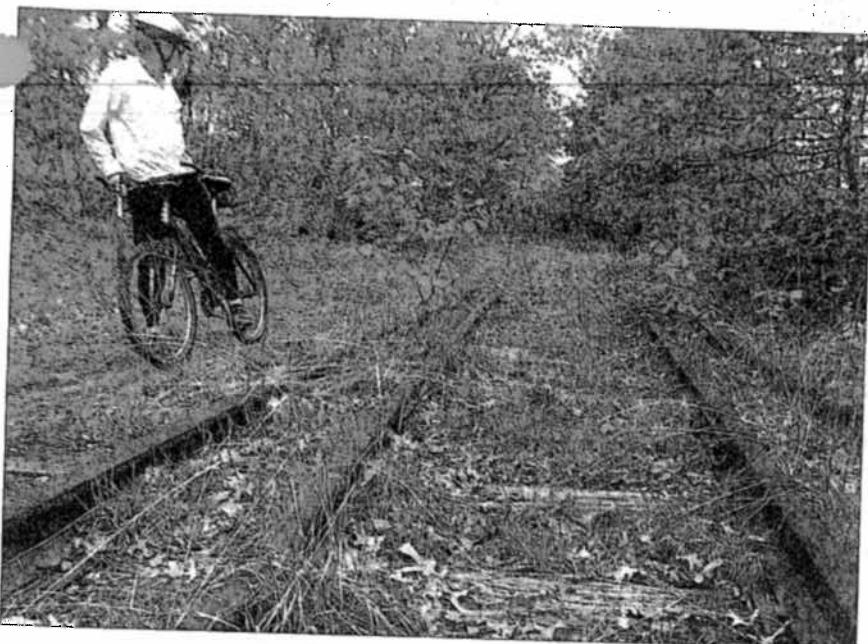
"It's absolutely needed," Ms. Kierstead said of affordable senior housing. "We have about 110 applicants on the wait list, and the average wait is one to three years." In addition, Ms. Kierstead said,

she sent a letter to town officials requesting future senior housing developments require a certain percentage of units be made affordable, thus eligible for federal grant money.

In January, Commons Development Group of Westford, Mass., proposed a 140-unit market-value apartment building be constructed on land behind Town Hall, not far from where the townhouse development has been proposed. The developers also agreed to set aside 20 percent, or 28 units, as subsidized senior housing. That project will come again before the Planning Board for further review, Mr. Moldoff said.

FUTURE TRAIL?

5/16/01



Bike enthusiast Bob Harvey looks at the abandoned Boston and Maine Railway line that runs from Salem to Concord. The state is looking into the possibility of building a bike path in its place.

Town to study bike paths

- ◆ Some Salem residents oppose plans to build a bike path through town, saying it will damage the character of their neighborhood.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — State transportation officials have agreed to study the feasibility of building a bike path through town.

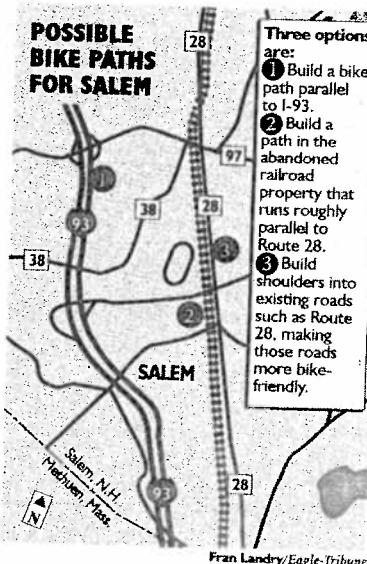
Officials are considering three routes: a bike path running parallel to Interstate 93, a bike path built on the abandoned Boston and Maine Railway line that runs roughly parallel to Route 28, and adding shoulders to existing roads.

If built, the paved bike path will be about 10 feet wide.

"A mix and match of those options or using a portion of each might be the best way to (build) a bike path. We just don't know yet," said Ansel Sanborn, administrator of transportation planning at NH DOT. "We have to look at everything (in the feasibility studies)."

But the fact the studies are being done is great news to bike lovers like Linda and Bob Harvey of Salem, who will spend their summer vacation pedaling their tandem bicycle through Denmark and Sweden.

"There's no good way to get to Manchester on roads (on a bike)," said Mrs. Harvey, who's also a Conservation Com-



Please see BIKE, Page 4

aspects of transportation in the I-93 corridor," Mr. Brillhart said. "My thinking is, we'd try to make connections with park-and-ride lots, so there would be a real benefit to commuters," Mr. Brillhart said. "Someone could bike down a local road to a trail to a park-and-ride lot and catch a ride to work."

Another group will analyze other potential bike path sites from Salem to Concord, using some of the \$250,000 set aside by the state for that purpose. Those sites would include the abandoned railroad land and building shoulders into existing roads, such as Route 28.

State Department of Transportation officials are holding a bicycle/pedestrian conference at the Wayfarer Inn in Bedford from 8 a.m. to 4 p.m. on May 24. For details, call Tom Jameson at (603) 271-1668 or Lou Barker at (603) 271-6885.

"We're trying to work in all

wouldn't want to loose any more buffer," Mrs. Mason said she was also concerned about who would police the path, if it were built. But transportation officials said their feasibility studies will take those concerns into account.

"There are two hurdles that must be dealt with," Mr. Sanborn said. "One is the technical side. Is there a way to build this? We need to look at environmental permits, public acceptance, cost, ridership. The other is how to do it. Where should (the bike path) go?"

In addition, issues such as should snowmobilers be allowed to use the path during the winter, as they already do in Windham, and other details would have to be ironed out.

One team of engineers and consultants will analyze where a bike path might fit in the 18-mile I-93 widening project from Salem to Manchester, said Jeff Brillhart, the project director.

"Also, we have so little tree buffer now, after they cut down all those trees for the Wal-Mart project, that I

tion, such as bikes, and pressure from local bike enthusiasts probably prompted the studies.

"Until recently, these sorts of things weren't even looked at," Mr. Sanborn said. "Now, they're given higher status."

But not everyone is happy about that.

Some residents who live close to Route 28 and the abandoned railroad bed are worried a bike path built near their homes might damage the character of their neighborhood.

"Economically, I don't think it's fair to taxpayers to pay for something that will bring enjoyment to relatively few people," said Simone Mason, who has lived at 97 Old Rockingham Road near Route 28 for almost 52 years.

Her neighborhood lies diagonally across from Wal-Mart.

"Also, we have so little tree buffer now, after they cut down all those trees for the Wal-Mart project, that I

Continued from Page 1

mission member. "There are roads we won't travel on because they're too congested and we believe they're not safe."

The state owns some of the abandoned railroad in New Hampshire; other sections are still owned by Guilford Transportation.

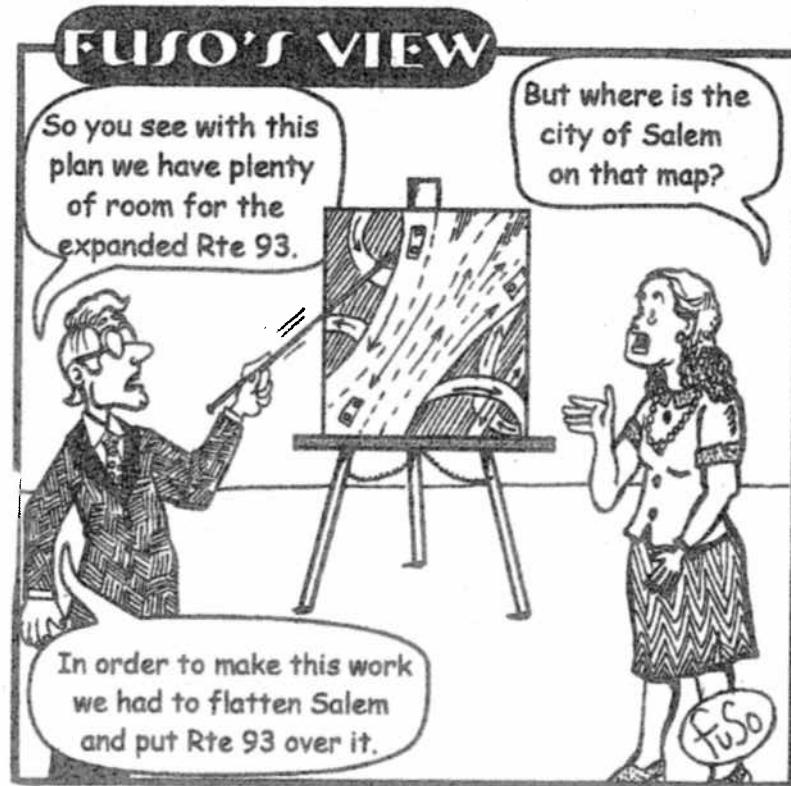
"My own personal belief is that the train beds would be best," she said. "It's a separated facility, it's flat and it's safe."

She was happily surprised when transportation officials said they might want to extend the bike path to Concord, about 45 miles north of Salem.

State officials said they had no cost estimates on any of the three plans, but a proposal last year to convert a few miles of the old railroad in Salem into a bike path was estimated to cost \$1.1 million.

Mr. Sanborn said a changing philosophy about alternate transports-

Observer
5/18/01



5/18/01

Don't forget housing for poor seniors

OUR VIEW

Public policy has to encourage development of housing for low-income senior citizens as well as the affluent.

A North Andover developer wants to build a 48-unit, upscale townhouse complex off Main Street in Salem, N.H., to cater to seniors who can afford to fork out \$180,000 to \$240,000 per unit.

Mesiti Development wants to build the one-and-a-half story townhouses on 11 acres that front Main Street.

Some neighbors have said the area is already too dense to build a new development.

Others — including some Salem Planning Board members — are concerned about the dangers created by the development's location, which sits on a hill near a curve. They're worried about cars turning onto Main Street from the development.

"I'm concerned about the traffic that that number of units will generate and if the development fits into the current neighborhood. I'm also worried about how close the site is to the curve in the street," Planning Board Chairman Jim Keller said last week.

We think there are legitimate concerns about the development.

At the same time, it's far too early in the process to decide if the Planning Board should approve the project.

And as Mr. Keller acknowledged, there is a need for senior housing in Salem.

But there may be an even greater need for affordable senior housing in Salem, something this proposed development clearly will not provide.

All of the town's 158 subsidized senior housing units in Salem are now full, and there's a long wait to move in when one opens, according to Diane Kierstead of the Housing Authority.

"We have about 110 applicants on the wait list, and the average wait is one to three years," Ms. Kierstead said.

The developers who want to build the new townhouse complex on Main Street have no obligation to provide for any seniors in town in need of affordable housing.

But Ms. Kierstead has asked town officials to require developers to make a modest percentage of their units affordable if they want to build senior developments in town.

We think that's a good idea.

As more private companies target Salem and the rest of Southern New Hampshire and the Merrimack Valley to sell new housing to affluent seniors, it's important that state and local leaders don't forget about those with less resources.

When people who grew up in a town can't afford to retire there, the character of that town takes a turn for the worse.

It's important not to let that happen.

Road offer is good deal for Salem

OUR VIEW

Salem officials should accept an offer to finish the construction of Stiles Road.

For those who work there or live nearby, Stiles Road in Salem has long been the road to nowhere.

Built in the 1980s, the road was supposed to connect Pelham Road to Route 38. But developers never completed the last 600 feet of Stiles Road because of a series of mishaps, legal maneuverings and delays.

Dozens of high-tech, financial and medical offices have since sprouted there, drawing hundreds of employees and clients to the area each day — and jamming up traffic on Pelham Road, surrounding residential streets and the on-ramps to Interstate 93.

The town now has an opportunity to complete the road, as early as next summer. It's an opportunity officials should not miss.

The development company, Salem Corporate Park Associates, has offered the town \$500,000 to help finish the \$600,000 project, Town Manager Jeffrey C. Towne recently told selectmen. The town would pay for the remaining \$50,000 to \$100,000 by taking money from the road and water capital-reserve funds.

Selectmen are expected to review the issue tonight.

The circumstances are not perfect. Some Budget Committee members have rightly questioned why town funds should pay for part of the project, since the developers were expected to pay for it all 15 years ago.

Mr. Towne points out that it's difficult to hold the developers accountable now, since no legal documents were signed in the 1980s requiring the company to finish the road. That being the case, he considers the company's offer "a fair and equitable cost-sharing approach."

He adds that Salem has learned a lesson from Stiles Road, and now requires agreements in writing.

Regardless of the circumstances, we agree with residents and officials who say the area is a traffic nightmare that needs relief now.

Businesses suffer when they are located on roads notorious for heavy traffic. Potential customers try to avoid those roads, as do prospective employees.

The car-cramped streets are also more dangerous for drivers and pedestrians.

Selectmen should accept the offer Salem Corporate Park Associates has made and do what is necessary to complete the road.

The board should also make sure the lessons Mr. Towne said were learned from the Stiles Road experience are applied when future plans come before them.

SALEM

5/22/01

Town anted up to finish Stiles Road

- ♦ Selectmen say the road extension will alleviate traffic problems near Pelham Road.

By Jennifer D. Jordan

Eagle-Tribune Writer

SALEM — Selectmen voted last night to pay up to \$153,000 of town money to at last finish Stiles Road.

An earlier estimate to finish the long-awaited road was \$100,000, but Town Manager Jeffrey C. Towne said the new total includes \$28,000 in contingency fees, \$10,000 for traffic monitoring during construction and \$15,000 in inspection fees, as well as all road-work, water line installation, a bridge over Porcupine Brook, and a signal and road improvements at the Route 38 intersection.

"The money had to be spent (on the Stiles Road extension) and I hope the people support the project," said Selectmen Chairman Philip A. Smith Sr. at the meeting, held at Town Hall.

The money will come from two capital improvement accounts: \$35,000 from water improvement and \$118,000 from roadway improvement.

A development company that was supposed to finish the road 15 years ago but never signed a contract to that effect with the town, agreed to pay \$500,000 toward the

Please see STILES, Page 2

Continued from Page 1

\$653,000 project.

Just 600 feet of the busy professional and commercial street remains unfinished, but the crucial link to Route 38 was never completed when the road was built in the 1980s.

Today, residents and hundreds of employees in dozens of businesses located on Stiles Road are forced to travel on Pelham Road, not far from Exit 2 off Interstate 93, making a bad traffic situation even worse. Residential roads in the area are falling into disrepair, as heavy trucks and a high number of cars travel on streets designed for much lighter traffic.

Enough is enough, selectmen said.

When the development company, Salem Corporate Park Associates, offered to pay \$500,000 to finally finish the road, town officials were delighted.

"Traffic is a number-one priority in Salem, and this project will help alleviate traffic problems," Mr.

"I don't like to be taken over the coals."

Brenda Sack, who serves on the Budget Committee

Towne said.

Also, without a signed document, the town was powerless to force the developers to finish the badly needed road.

But some residents are angry tax money is going toward a project developers promised the town years ago.

"I don't like to be taken over the coals," said Brenda Sack, who serves on the Budget Committee. "I can't afford it, nor can many of the people who call me (to complain about the project). The money could be used elsewhere."

Now that selectmen have approved the project, it should get under way this summer and be completed later this year, Mr. Towne said.

Board likes plan for smaller shop

♦ The Planning Board hopes the proposed new Dunkin' Donuts building will improve the appearance of the Salem Depot.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — A plan to build a Dunkin' Donuts drive-through near the Salem Depot will probably be approved by the Planning Board next month, despite some initial concerns about traffic congestion.

Town Planner Ross Moldoff said the board was "very positive" about the proposal to tear down the exist-

ing Dunkin' Donuts on Route 28 and build a much smaller one, complete with a drive-through. The board reviewed the plan at Tuesday night's meeting.

The new Dunkin' Donuts building, if given final approval, will be 1,500 square feet and will have shingles, a pitched roof and some landscaping, Mr. Moldoff said. The current building is 2,800 square feet and is a flat box shape. An Indi-

an restaurant in the back of the building will have to move when the structure is demolished.

"The (new building) is a great model for what the Planning Board would like to accomplish in the Depot, in keeping with what we consider New England style," Mr. Moldoff said.

The applicant, Quattro Donuts, presented several versions of the plan to the board over the past year.

A key sticking point for the board was concern about increased traffic in the already-congested Depot

Please see SHOP, Page 4

Continued from Page 1

area, where Main Street and Route 28, or South Broadway, intersect. Drive-through windows usually increase traffic volume.

However, several improvements, such as added lanes in and out of the site and extra room for cars waiting to pull out onto Route 28, were made.

"The traffic consultant told us that there would be an increase in traffic, but that it would be handled by the improvements made to the site," Mr. Moldoff said.

In addition, peak hours for the doughnut shop don't coincide with peak hours for Depot traffic.

The key hours for Dunkin' Donuts customers are 6 a.m. to 10 a.m. The peak traffic time at the Depot is 3 to 6 p.m. weekdays, and from 10 a.m. to 3 p.m. on weekends, Mr. Moldoff said.

Traffic can be so bad at the intersection on Friday afternoon, for example, that cars on Main Street can back up a half-mile on each side of the intersection and northbound traffic on South Broadway can back up three-quarters of a mile.

The new building will have 10 seats inside and 13 parking spaces. Employees will park in nearby parking lots.



Gretchen Ertl/Eagle-Tribune

Traffic moves past the current Dunkin' Donuts building on Route 28.

LETTERS TO THE EDITOR

Via ^{re}
Letters to the Edit
P.O. Box 100, La
All letters

We must let manager do his job without interference

To the editor:

The town of Salem will soon choose a new police chief. How we select, may very well determine the town's future for quite a few years to come. It has more to do with keeping an exceptionally well-qualified town manager than with who our police chief will be. Jeff Towne is a man of great talent and high integrity. When he took the job, he was assured that he would have the board's pledge to follow the laws regarding appointments.

For the last 20 years, we've had more than our share of selectmen who couldn't run a small business or manage any one of the town's many departments, let alone provide adequate guidance for a town manager. It's always about them and their political agendas. This current board has an opportunity to break the miserable cycle of revolving town managers by assuring us that state laws regarding the role of our town manager will be respected and that the process for hiring, not only the police chief but all employees, will be followed. We deserve that assurance. This is the perfect time to end the practice of forcing personal and political agendas on professional managers.

Back in the 1960s and 1970s, our town managers were allowed to perform all of their statutory duties without letting politics destroy the



6/17/01

Senior center may be completed by spring

◆ Originally, town officials hoped to open the facility by New Year's Eve. But delays have pushed opening day back, Town Manager Jeffrey C. Towne said.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — At last, residents had their first glimpse of the proposed 13,000-square-foot Ingram Senior Center at last night's Planning Board meeting at Town Hall.

The two-story building with a clapboard exterior would feature a 3,000-square-foot multi-function room that would be the heart of the new facility. The first floor, which

measures 8,800 square feet in the designs, also includes a kitchen and dining room, a classroom set up for card playing, an arts and crafts room, a reception area in the front foyer, administrative offices and bathrooms.

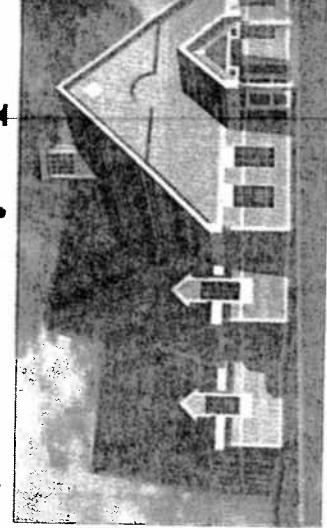
The second floor, which measures about 4,000 square feet would be roughed out, but not finished until more space is needed. Public Works Director Rodney A. Bartlett

presented the new plan, created by architects at Bruce Hamilton Associates in New Ipswich. Salem engineers T.F. Moran are also involved in the \$1.6 million project, which will face Veterans Memorial Park.

"The exterior will be a rural farmhouse style of architecture," Mr. Bartlett said. "It's a gorgeous building and we want everyone to take notice of it."

Last year, Russ and Bobbi Ingram donated \$500,000, which helped get the project off the ground. The current Salem Senior

Please see SENIOR, Page 16



The proposed clapboard-style Ingram Senior Center will face Veteran's Memorial Parkway.

about the density of the project and potential traffic problems on Main Street caused by dozens of residents exiting and entering the new development.

Msiti returned to the board last night with a modified plan to build 41 units in instead of 48 and 21 of the

units are now single-family structures

rather than all attached townhouses.

Senior: Center may be ready by spring

Continued from Page 15

Center, located in the former Foss School building on Lawrence Road, is cramped and not centrally located, officials say. Salem's growing population of senior citizens is also outgrowing the facility, they say.

Voters approved \$650,000 toward the project last year. When it became

clear this year that more money was needed, voters approved another \$450,000.

Originally, town officials hoped to open the facility by New Year's Eve. But delays, including changing architectural firms, have pushed opening day back, Town Manager Jeffrey C. Towne said earlier this week. "We hope to get started this fall, but we're

convinced it won't open by the holiday days. We hope to move in next spring."

In other business the board:

Reviewed a plan to build 41 units of housing for senior citizens off Main Street. Msiti Development of North Andover, Mass., proposed the plan last month, but Planning Board members and neighbors were concerned

► SALEM

6/21/01

Master plan survey: Revitalize Depot, fix traffic

Salem resident Kerrie Rourke knows all too well the type of headache - or entire body ache for that matter - traffic at the Salem Depot can cause.

Earlier this spring, the 27-year-old social worker was driving her 1997 Volkswagen

Jetta with a green light southbound on Route 28 when a man driving a big 2000 Ford Expedition tore into a left turn directly into oncoming traffic, apparently without noticing Rourke or the person traveling next to her, both of whom had the right-of-way. The driver

slammed into Rourke's driver side and into the other vehicle, as well.

"He just gunned it across two lanes, and we didn't have time to stop," Rourke said.

The result: a totaled car, two fractured vertebrae, a bruised chest, a week out of work and one really bad memory.

"I hate it. It's crazy. It's way too busy

going through that intersection," Rourke said.

She's not alone in her sentiment.

Six hundred Salem residents who returned a survey sent out by the planning board, say the Depot should be the No. 1 priority facing the town, both for traffic improvement and economic development.

► Continued from page 1

In two questions, one asking which intersection in town should be the highest priority for improvements and the other asking about a preference for future economic development, the Depot received a mean rating of 1.6 and 2.2, respectively, out of five with one being highest priority.

"That was surprising," said Planning Director Ross Moldoff about the economic development option. "We've been talking about that for many, many years, but there's really been no sustained effort to do anything there."

Moldoff said the two answers about traffic and economic revitalization go together.

"People want the depot to be revitalized, but if you add the cost that will take as part of the question, you'll probably get a different answer," he said. "The last time we asked this question, we got the same type of response in favor of revitalization of the Depot if state and federal funds were available. If it was all local funds, however, the response was negative."

For 40 years, town leaders have been talking about what they need to do to revitalize the Depot, but little action has been taken because of the many complications associated with the property, Moldoff said.

"It's a complex issue with lots of problems and lots of property owners," he said. "To solve the traffic problems, it was estimated in 1994 in the order of somewhere around \$7 million, and that's just taking down the buildings and widening the roads."

Selectmen have been buying up properties in the depot area when they've come available since 1990 when Rockingham Park was required to contribute \$69,000 per year to a depot trust fund.

"But there's been no consensus on what we're going to do as far as buildings and infrastructure go, though there have been ideas," Moldoff said.

In the coming weeks, Moldoff and the planning board will discuss some of the options recommended to address not only the Depot, but also the rest of the master plan survey results.

Please see SURVEY page 10

6/26/01

Town to hear more senior homes plans

♦ Town Planner Ross Moldoff says the number of recent proposals to build elderly housing is "very unusual."

By Jennifer D. Jordan
Eagle-Tribune Writer

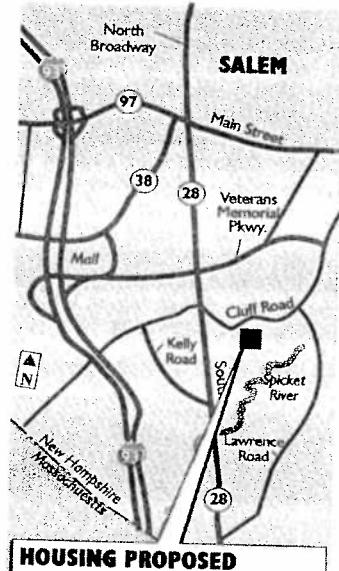
SALEM — When the Planning Board hears a proposal to build 120 units of senior citizen housing behind the Target store on Route 28 tonight, it will be the third time in recent months it has reviewed a plan for more elderly housing in town.

T.F. Moran Inc., a civil engineering firm, will present the plan to build three 40-unit buildings with a total floor area of 126,000 square feet off Cluff Road. A separate building would serve as a clubhouse and have amenities such as a gym and pool. Each building would have common area space for gatherings as well.

Each brick and vinyl-sided building would have three floors and a mixture of one- and two-bedroom condominiums, said David Jordan, vice president of T.F. Moran.

"We've seen an increase in senior housing projects in the state," Mr. Jordan said yesterday, describing what he sees as the growing push for housing dedicated to people 55 and over. The senior population is one of the fastest growing in the country, he said.

And Salem's town planner



HOUSING PROPOSED FOR SENIORS

Engineering firm T.F. Moran will present a plan to build 120 units of elderly housing at tonight's Salem Planning Board meeting. The three buildings would be located on Cluff Road, off Route 28 near the Target store and would be priced at market value. Town Planner Ross Moldoff said the board may raise concerns about location and affordability.

Fran Landry/Eagle-Tribune

expects to see more plans for elderly housing in the future.

"I'm absolutely expecting more," Town Planner Ross Moldoff said. "I've had calls already from people who are looking for (senior housing)."

Mr. Moldoff said the number of recent proposals to build such housing is "very unusual."

Please see HOMES, Page 10

Continued from Page 9

"I think it shows the demand for the product," he said. "Salem has a relatively limited condominium market," and an even smaller market for housing dedicated to people 55 and older, Mr. Moldoff said.

Later this summer, the board will review a plan to build 140 units of senior citizen rental apartments behind Town Hall, called The Club at Meadowbrook.

"We really specialize in doing planned communities, but we've gravitated toward the over 55 market," said Jim McBride of Commons Development, the company that has proposed the Meadowbrook apartments. "We haven't done an age-restricted development before, but we've noticed more and more of our buyers are from the (55 and over) age group."

The Salem project, if approved, will fill an important gap in Salem's housing market, Mr. McBride said.

"We're looking to fill the gap between detached homes and assisted living arrangements," Mr. McBride said. "We'll offer services on site, like a concierge on call all the time, but we won't provide meals or be the direct provider of medical services. We can coordinate medical services, however."

Commons Development also offered to make 10 percent of the apartments available to seniors living on fixed incomes at a reduced rate. While the Planning Board

doesn't require this for new developments, it has started to ask developers to consider it, Mr. Moldoff said.

Mr. McBride estimated the apartments will rent for between \$900 and \$1,500 a month, but a rate for the lower priced apartments is still undecided.

Mr. Jordan said he doesn't know how much the condominium proposal he'll present tonight will sell for, but said he believes the Londonerry developer, Alcro Properties, will consider a similar move and offer some percentage of the condominiums at a lower rate.

Earlier this month, the Planning Board rejected a proposal to build about 40 townhouses for senior citizens off Main Street, citing concerns about density and traffic.

The town created a senior citizen overlay district in the late 1990s which allows for a higher density of development — about two and a half times that of traditional zoning — to encourage more housing dedicated to the elderly. However, the Planning Board has broad discretionary powers over whether or not to grant the overlay district to developers, and the board is particularly concerned about location.

Ideally, senior citizens should be near municipal services such as the library and senior center and have easy access to stores and doctor's offices or transportation to those places, Mr. Moldoff said.

The Planning Board meets at Town Hall at 7 p.m.

A link to town's history retires

◆ A longtime town employee and volunteer retires from the planning and zoning departments after 25 years.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — After 25 years of explaining complex zoning regulations and helping residents decipher site plans at the front desk, Rosemarie "Ro" Hartnett is retiring as administrative assistant for the Community Development Department.

"It was time," Mrs. Hartnett said as she glanced through scrapbooks containing pictures of coworkers and stories about town history she's assembled over the years. "I knew it would be this year, and my husband and daughter have wanted me to retire for a while," she said. Mrs. Hartnett will turn 62 later this year, and she wants to spend more time with her husband 12 years, Jimmy, who recently retired from his job with the telephone company. "The future years are a new beginning, and I want to

see what's behind the doors that are opening."

People who have worked with Mrs. Hartnett at Town Hall say while they wish her well, they'll miss her.

"She really is a wealth of knowledge and experience," said Town Planner Ross Moldoff, who's worked closely with Mrs. Hartnett for 17 years. "She knows people in town and the issues and complicated zoning ordinances and the history of properties."

But Mr. Moldoff said he'll also miss her friendship. Mrs. Hartnett helped Mr. Moldoff settle in in 1983, and saw him get married and have two children, while he shared the marriages of her children and birth of her four grandchildren over the years.

"I'll miss just having a friend to talk with throughout the day, both about work and personal things," he said. "And I'll miss being able to say, remember that project, that guy, that property? All that history."

Town Manager Jeffrey C. Towne said Mrs. Hartnett's experience is "impossible to put on paper."

Please see **EMPLOYEE**, Page 10



Mark Lorenz/Eagle-Tribune

Ro Hartnett will retire from her post at Salem Town Hall after 25 years on the job.

Continued from Page 9

"She's been a familiar face at the counter for so long, and there will be a piece of history that leaves when she leaves," Mr. Towne said. "I know she will be missed."

But while Mrs. Hartnett said she's looking forward to having more time to read, travel and spend time with her children and grandchildren, who live in Exeter and San Jose, Calif., she won't be giving up her volunteer work.

A trustee at Kelley Public Library since 1994, Mrs. Hartnett will continue there, and serve on the board of

directors for the Salem Boys & Girls Club. Mrs. Hartnett has chaired the club's annual auction for more than 10 years and also chaired the costume ball for Salem's 250th celebration last year, which drew more than 500 people.

"She is one of the most capable, generous, enthusiastic and community-oriented person I've ever met," said Library Director Eleanor Strang. "She loves Salem and people in town owe her a debt of gratitude."

Ann Lally, president of Salem Cooperative Bank and president of the Boys & Girls Club board of directors, agreed.

"She's a very dedicated individual who always gives more than 100 percent," Ms. Lally said. "She believes in what she does, and I know she gets an enormous amount of satisfaction knowing the enormous amount of work has paid off (at the auction and other fund-raisers)."

Mrs. Hartnett said that while she's happy to try new things, she knows she'll miss working at Town Hall.

"This is the hub of the community and you hear everything and you see everything," she said. "I'm going to miss that."

As for the town she's lived in for 30 years, Mrs. Hartnett said Salem pro-

vided her family with "a great family life" and is a vital place to live.

"I think Salem is mistakenly called a bedroom community," she said. "I think people here volunteer and really contribute. Look at Field of Dreams. Look at all Salem has, the sports, the Boys & Girls Club. We have everything we need right here. We can worship here, shop here, go to entertainment here. We have everything."

Mrs. Hartnett's last day is Friday. A farewell reception will be held in the lower level of Town Hall that day, from 2 to 4 p.m. The public is invited.

NEW HAMPSHIRE QUARTERLY

Design for 12,000 s/f Salem project provided by Bruce Ronayne Hamilton Architects Fulcrum Associates selected as construction manager for \$1.6m Ingram Senior Center

SALEM, NH — The Town of Salem selected Fulcrum Associates, Inc., of Amherst as construction manager for its new Ingram Senior Center facility to be located on a site at Veteran's Parkway and Geremonty Dr.

The new 12,000 s/f center is part of the town's overall capital improvement program and is slated to commence construction as soon as possible. The total project budget is \$1.6 million.

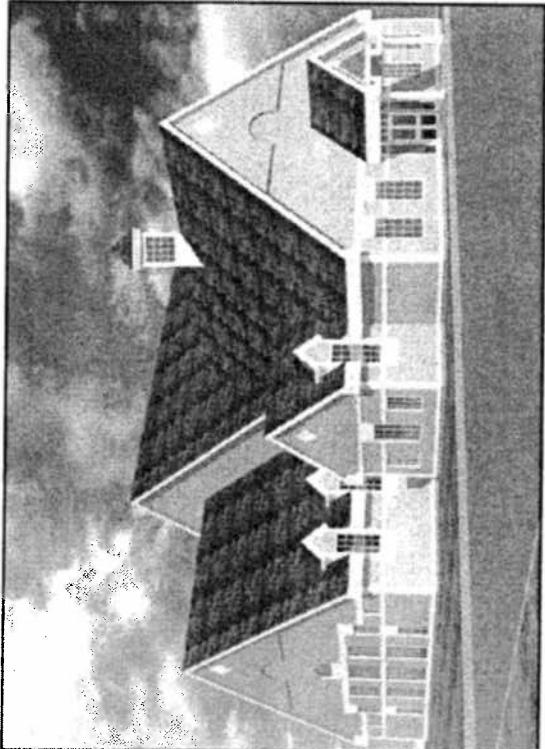
"We are pleased and honored to have been selected as construction managers by the Town of Salem for this impor-

tant project," said Jim Pereira, director of project planning for Fulcrum. "This project is of vital importance to us, as it is to Salem, as this is their first use of the construction management delivery system on a public construction project," he added. Pereira suggested that more public entities are using construction management on projects, noting Fulcrum's recent selection as CM on Nashua School District's Pennichuck Junior High School and Elm Street Junior High School renovation projects.

On the Ingram Senior Center, construction management

is being used to provide early cost estimating before design are finalized. A control estimate will be developed and used to determine feasibility of design, value engineering options, and life cycle cost analysis of selected building components. The project will be constructed on a fast-track schedule, allowing for site analysis and foundation work to commence prior to completion of final architectural plans.

The architect for the project is Bruce Ronayne Hamilton Architects of New Ipswich.



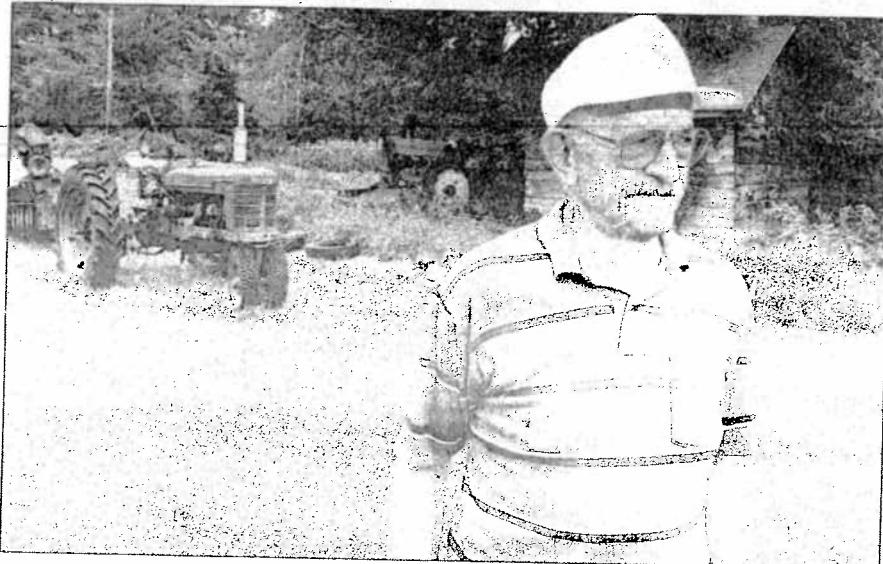
SINGLE SOURCE ACCOUNTABILITY



John B. Sullivan selected as CM for Red Cross project

BEDFORD, N.H. — John B. Sullivan Jr. Corporation of NH Inc. has been retained as construction manager to oversee and coordinate capital improvements to the American Red Cross — Greater Manchester Carpenter House on Elm St.

Improvements to this historical site will include storm window replacements, painting, boiler replacement, car-



Mark Lorenz/Eagle-Tribune

Wally Shultz, a lifetime North Salem resident and retired dairy farmer, stands on his family's Zion Hill Road property. Shultz received a proclamation from the state House of Representatives last week honoring him for his more than 30 years of service to the Conservation Commission. A bridge in the Town Forest was also named after him this summer.

Retired farmer champions Salem's precious open space

♦ A Salem farmer remembers a different time, when there were 300 cows in dairy farms along Zion Hill, few houses and even fewer cars.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — Driving through Salem today, it's hard to believe the town used to be full of dairy farms and wide open spaces, instead of shopping centers and housing developments.

Zion Hill Road in North Salem is one of the few roads left that recalls that agricultural past, and one man in particular has been its spokesman and protector — William R. "Wally" Shultz.

The son of a dairy farmer who bought the family homestead on Zion Hill Road in 1909, Shultz continued the tradition, finally giving up the dairy farm about 20 years ago, when he was 65.

But Shultz, now 85, wouldn't give up the other part of his family's heritage — the almost 100 acres on both sides of Zion Hill Road that his father, the son of Polish immigrants, had passed on to him.

"I just hope my survivors aren't foolish enough to sell it," Shultz said Friday, as he gazed at the meadows and woods he loves. "I've never been tempted to sell. I was born right here in this house, and I like what I see when I look out. It's mine. If I sold it, it would be dollar bills, and I wouldn't see anything."

Many other farmers and landowners in Salem have done just that — sold their land to developers. Along Zion Hill Road itself are dozens of new homes. Shultz's three daughters live on the road, two of them just across the street from Shultz's farmhouse and barn.

But Shultz remembers a different time, when there were 300 cows in dairy farms along Zion Hill, few houses, and even fewer cars. In 1900, only 2,041 people lived in "Cow Hampshire," as some Massachusetts residents called Salem.

He wants that past preserved. For more than 30 years, Shultz has served on Salem's Conservation

"I just hope my survivors aren't foolish enough to sell it."

William R. "Wally" Shultz,
retired farmer

Commission, fighting to save open spaces and Salem's agricultural past, amid a backdrop of intense growth and escalating land prices. His late wife, Peggy, who died of cancer 10 years ago, was also active in conservation issues.

Last week, Shultz was honored with a proclamation from the state House of Representatives, requested by state Rep. Stephanie Micklon. Earlier this summer, the commission honored him by naming the bridge in the Town Forest after him. Both gestures left the quiet farmer "speechless," he said.

"He's our historian," said Conservation Commission Chairman Thomas Campbell, who also happens to be married to Shultz's

Please see WALLY, Page 5

Continued from Page 3

daughter, Mary. "He helps us remember what the town was like 50, 60, 70 years ago."

As for developers pitching ideas to the commission, claiming certain areas aren't prone to flooding or never had a creek run through them, Campbell said he trusts his father-in-law's memory more. Shultz has walked most of Salem's land over the years, and has hunted in its woods and fished its rivers.

"If he says a property is wet, it's wet," Campbell said.

Conservation Commission member and former selectman George Jones agreed.

"Wally has a very genuine, personal concern about preserving open

space in Salem, and he's worked very hard to ensure the open space around his home has stayed that way," Jones said. "He could have sold his land long ago and made a small fortune, but he didn't do that."

Several years ago, however, when his wife was ill with cancer, Shultz did sell two small parcels of land near his home to two churches. One was later resold to the Conservation Commission and the other is home to Triumphant Cross Lutheran Church.

Shultz used the money to travel with his wife, a decision he still regards with pleasure as he recalls their trips: to Florida, Hawaii, Canada, Yellowstone National Park and the Grand Canyon.

his grandchildren who fish and play and skate on the land, and his daughters, who still grow sweet corn, tomatoes, cucumbers, beans, and peas. A family of rabbits lives in the barn with a retired race horse.

Walking the property, Shultz points to a cluster of blue spruce trees he remembers planting as a boy of 10. They now tower 100 feet over the house he was born in. Another tree has a story, the pear tree his Polish ancestors brought to the new country when they arrived over a century ago. It still bears fruit in his back yard.

"All this used to be pasture," he said, looking at the wooded fields behind his home. "I just love open spaces. To me, there's nothing

SALEM 8/15/01

Board approves plan for new senior center

♦ Town officials say they hope to start construction this fall.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — The Planning Board approved plans to build a new off Veterans Memorial Parkway last night, moving forward the much anticipated project.

"I think the Planning Board is very impressed with the plan and is anxious for the town to move forward with the project," said Planning Director Ross Moldoff. The board discussed landscap-

room, card room, arts and crafts room, reception area, offices and bathrooms. A smaller second floor measuring about 4,000 square feet will remain unfinished until more space is needed.

Town Manager Jeffrey C. Towne said the town is still negotiating the project at a meeting at Town Hall.

The two-story clapboard building will sit about 60 feet off Veterans Memorial Parkway and have more than 100 parking spaces, Moldoff said.

In addition, the building will

feature a 3,000-square-foot multi-function room, a kitchen, dining

♦ I think the Planning Board is very impressed with the plan and is anxious for the town to move forward with the project. ♦

Ross Moldoff, planning director

life into the project by donating \$500,000 for a new senior center.

The current center, located on Lawrence Road, is cramped and not centrally located.

Voters approved \$650,000 toward the project last year and another \$450,000 this past March, when it became clear more money was needed.

Last year, Salem residents Russ and Bobbi Ingram injected new

Towne said the town is working with Fulcrum to ensure the pro-

8/28/01

Stay out of the new chief's way

OUR VIEW

Salem's new police chief, not local politics, should be in charge of the Police Department.

Paul Donovan is scheduled to become Salem's new police chief next week.

Donovan is leaving his job as captain in the Hartford, Conn., Police Department to take over for former Chief Stephen B. Mac Kinnon, who left in June after seven tumultuous years as chief.

As he was leaving, Mac Kinnon told The Eagle-Tribune he had been surprised by the intensity and personal nature of the attacks leveled against him.

"Salem is a very political town and I'll be frank, I think I'm drained. I'll miss the personal relationships I've made, but I'm happy to be leaving the politics."

While there is room for debate over how effective Mac Kinnon was while serving as chief, there's no doubt the politics both within the department and outside of it can be overwhelming.

That's why it's so important for Town Manager Jeffrey C. Towne and Salem's Board of Selectmen to give Donovan all the financial and logistical support he needs, while letting him run his department his way.

Towne made a mistake last week when he promoted police Sgt. Philip A. Smith Jr. to lieutenant before Donovan arrived. It's not a question of whether Smith is qualified to be lieutenant; he may very well be.

But Towne's decision to promote Smith, the son of Selectman Philip A. Smith, before Donovan arrived sends a message that it's politics as usual again in Salem.

Any promotions should be made by Donovan after he's been chief long enough to learn all the personalities in the department.

A frequent complaint about Mac Kinnon, who came from a smaller department in Exeter before taking the Salem job, was that he was too much administrator and not enough cop.

That's not the case with Donovan — the Connecticut cop is a 22-year-veteran who's worked on the department's SWAT team for 14 years busting gangs and cracking drug cases.

By all appearances, he seems to have both the street experience that Salem cops said Mac Kinnon didn't and the administrative experience to run the department.

He's coming from a much bigger department and has survived both the Hartford streets and the Hartford City Council.

He will still have to battle the notion held by some rank and file cops that the chief should have come from within the ranks.

We disagree with that.

Letting people decide who their boss should be is often a

SALEM

8/31/01

Board likely to ban hunting

♦ The Conservation Commission is the final authority on hunting matters in Salem.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — Conservation commissioners will likely ban all hunting in the Town Forest when they meet next week.

Last year, the commission voted unanimously to ban firearms in the 200-acre forest, located off Route

111, but mistakenly thought selectmen had the final say on the matter.

In fact, the commission is the final authority on hunting matters, and the group will probably move to ban bow-and-arrow hunting as well, said Chairman Thomas Campbell.

Thomas Campbell,
chairman

"It's really a safety issue," Campbell said yesterday.

"So many people use the forest now, walking, looking at birds, that we just don't think (hunting) is a compatible activity."

Black powder hunting using muzzle loaders and bows and arrows has been allowed since the town opened the forest in 1991, but only a few deer are killed during the November to December hunting season each year, Campbell said.

"The entire herd is only about 20 to 25 animals," Campbell said, adding the deer population hasn't exploded as it has in some other areas.

"That issue has been discussed, and if the herd ever got out of control, we would probably have a special hunting season," he said.

But this year, the vote may not be unanimous.

Some residents have been outspoken about losing one of the last local places to hunt, and Campbell said Selectman James Holland, who sits on the commission, may have misgivings about the ban.

"People do get sensitive when they think we're taking away something they might want to do," Campbell said.

"But it's not as though we have hundreds and hundreds of animals here, and there are lots of hunters. We just don't think it's a safe activity in this location."

The Conservation Commission will meet at Town Hall at 7 p.m. Wednesday.

"It's really a safety issue. So many people use the forest now, walking, looking at birds, that we just don't think (hunting) is a compatible activity."

Thomas Campbell,
Chairman
Thomas
Campbell.

Hunting in town forest is fair game

9/13/01

OVERTURNING its previous position, the conservation commission voted 7-0 Sept. 5 to allow limited hunting with bow and arrow and muzzleloader rifles in the town forest. The commission had voted on June 6 to prohibit hunting of any kind in the town forest,

by
**JOAN
HUNT**
News Editor

News Editor

and his informing the commission that laws authorize it solely to control the use of the town forest.

During the public hearing, the last of four public hearings on the subject since August 2000, hunters, abutters and local officials went to bat for continued hunting in the 200-acre area.

Since it belongs to the whole town, speakers argued, the forest should serve the needs of everyone living in it.

Speakers presented three other reasons they believed hunting should continue.

Former Selectman Tom Eden and current Selectmen Everett McBride, Ron Belanger and Phil Smith testified that when resident Andrew Santo sold the town 10 acres of what is now the town forest it was with the stipulation that hunting continue to be allowed there. Some time later, selectmen

became aware that Santo's stipulation might not have been recorded in the deed.

"I asked the town manager, who at the time was David Owen, to look into what was in the deed, and I am deducing from what's happening here tonight that wasn't done," said Eden, adding, "This town has a poor legal record of taking care of contracts they sign."

"The idea was to maintain hunting," agreed McBride, who said whether the language was in the deed or not, he believes what Santo said.

"The other issue is credibility," said Eden. He suggested that if the commission went against Santo's wishes, "anybody who wants to sell land to the town and stipulates what the land is going to be used for won't be able to count on what they say."

Smith also argued that hunters need to be close to their target when using bow and arrow or muzzleloader weapons, thereby cutting down on the danger of mistaking humans for other animals.

Fish and Game Officer David Walsh said later that no hunting accidents have ever been recorded in Salem.

In answer to the commission's fear that licensing hunters increases

the town's liability, Belanger said the Fish and Game Department already issues licenses at the state level. He suggested limiting the town's involvement to a simple registration, so that police would at least have a list of those who are hunting in the forest.

The many hunters in the audience stressed their attention to safety, while appealing to the commission to allow them the same rights as bikers, walkers and other visitors to use the town forest. They agreed with Santo who took the microphone late in the proceedings to say, "A boy that you introduce to hunting is a boy you don't have to hunt for later on."

Some residents who weren't hunters at all objected to the commission's hunting ban on general principles.

"It is disgusting, and I hope people outside of the town don't hear this because they will say we are a town that is nitpicking instead of a town that cares about its people," said Carol Braddock of Cluff Road. In the windup, the commission responded to popular opinion by reversing its decision. Hunting by bow and arrow and muzzleloaders will be allowed in the town forest again this season, which starts November 14.

SALEM

10/15/01

Space left for 2,700 homes

♦ More than 600 residents responded to a survey asking them what issues they most care about.

By Jennifer D. Jordan
Eagle-Tribune Writer

SALEM — Citizens who listed residential growth and traffic among their top concerns in a recent town survey may be surprised to learn Salem has room for 2,700 more homes.

Officials determined this after completing an analysis of available land in town, Town Planner Ross Moldoff said.

Residents are invited to discuss the issue and several others, including the need for more affordable housing and recreation areas and how Salem should deal with future commercial development at a master plan public hearing at 7 p.m.

Continued from Page 1

tomorrow in Town Hall.

More than 600 residents responded to the survey, which asked them what issues they most care about.

"More than 70 percent said the town should do more to control growth," Moldoff said. "Anytime you get a response that high, town government should pay attention."

The town can limit development in a variety of ways, including levying impact fees, capping building permits, or buying land for conservation or recreation, Moldoff said.

"Currently, the cap is at 130 new homes a year, and a lot of the people who move here have children, which drives up school costs," Moldoff said. "A lot of people said they want the town to start buying more land, but that can be expensive."

About one out of every four Salem households responded to the master plan survey. Moldoff said he was both pleased and surprised with the response.

"Some things did surprise me, like 80 percent of those who responded said they want higher standards for landscaping and screening for future commercial growth," Moldoff said. "That's something I think has been needed for a long time."

Respondents said they oppose allowing tall buildings of four to five stories along Main Street.

Residents also pinpointed specific locations as traffic problems, such as Main Street between the Fisk and Woodbury Schools and the intersection of Routes 28 and 111.

"This (survey) was not typical, in that it's not just the Planning Board saying 'this is what we think should be done,'" Moldoff said. "We asked residents instead. This is a good point for people to get involved and participate."

Residents who can't make it to tomorrow's meeting can watch it on Channel 17 or read a copy of the town's master plan at Kelley Library, Town Hall or on the Internet at: www.ci.salem.nh.us.

rights, use of excessive force by police, assault and battery," Lee said. Last month, Lee wrote a letter to Ga- rone asking for an apology in connection with his May 12 arrest for two

Tracy McGee
RONNIE Hetu, 18, of Londonderry unwinds yesterday at the Londonderry skate park with dozens of other teens.

11/27/01

Salem officials blame bill on budget committee

■ **Proposal to require three-fourths majority for school bonds draws criticism.**

BY JANINE E. GILBERTSON

SALEM — A bill drafted by local state representatives to increase the current two-thirds majority to three-fourths to pass school district bonds has sparked harsh criticism from some town officials and residents, who say the new requirement would be too much.

The bill, sponsored by Stephanie Micklton, D-Salem, who also sits on the town's budget committee, and James Holland, R-Salem, was filed in June and is currently awaiting a committee as-

signment.

"This is a blatant abuse of power," said Ed Huminick, who recently resigned from the budget committee. "If the budget committee is having problems with the Salem School District, why are they trying to force their view on the rest of the state?"

Over the past couple of years, the relationship between the school board and the budget committee has been sour. The budget committee contends the school board has denied it receipts for supplies and other budgetary items, while the school board says it is being micromanaged, with the budget committee overstepping its role.

Last year, the battle ended up in court after the budget committee shrank some

school district accounts to \$1; the court never be another school built in the entire state."

Superintendent Dr. Henry LaBranche said he did not know the motivation behind the bill, but questions why schools should have a different threshold than town government, which requires a two-thirds majority.

Micklton has said she sponsored the bill because a number of her constituents asked her to do it.

Holland said he did not necessarily think the bill would pass, but backed it because he thought big-ticket town warrant articles such as roadway improvements should have priority over some costly school district projects like a new

using conservative numbers between \$133 million and \$175 million for the value of the plant as of next April. An increase of \$133 million to the town's tax base is about a 9 percent contribution, making AES the town's largest taxpayer, Budget Committee Chairman Steve Young said.

Young said he prefers using a conservative estimate in determining the value of the plant to avoid a shortfall in next year's operating budget, should the value of the plant be lower than expected.

"It's to the advantage of the taxpayers that the number used for the estimate is low," Young said. "From a citizen's point of view, it appears lower is bad. But in actual use, the lower the planning number, the better the tax rate. If we plan for a high number and it comes in lower, then we could be in a potential position

How much is AES Granite Ridge worth?

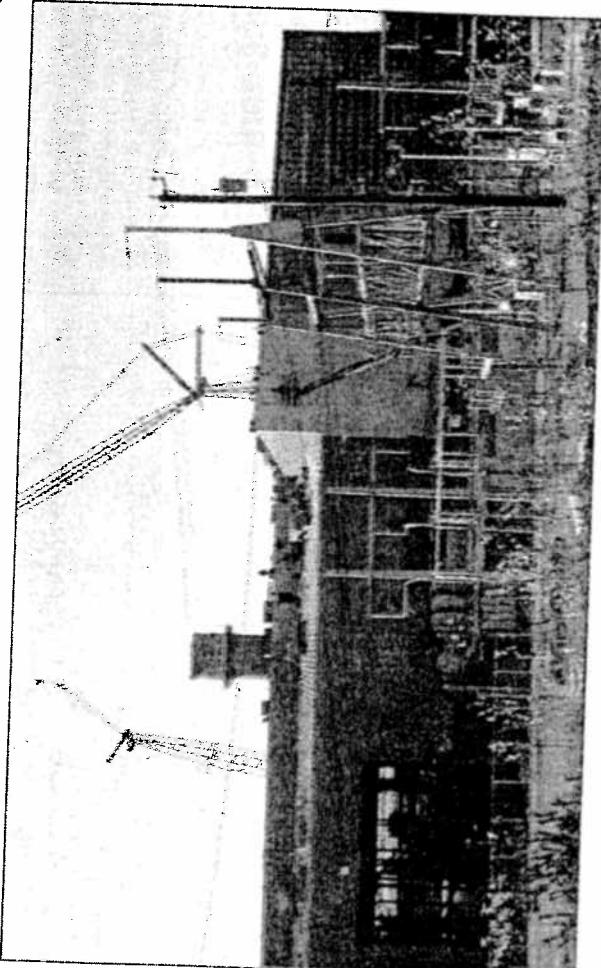
■ Londonderry has mailed the under-construction power plant a \$224,500 tax bill.

BY TUCKER CORDANI

LONDONDERRY — AES Granite Ridge will contribute 9 percent or \$133 million to the town's estimated \$1.6 billion tax base next year, based on the estimates of town officials.

Budget committee members and town councilors are trying to guess what impact the town's largest taxpayer will have on the tax base when the 720-megawatt gas-fired plant goes online next summer. Town Assessor Karen Marchant said she can't precisely determine how much AES is worth until next April — three months before the start of the next fiscal year.

The tax collector's office yesterday mailed AES a \$224,500 bill for the current fiscal year.



BUDGET, Page B2

LEE, Page B1

BUDGET

BUDGET Continued From Page B1)

we have been identified by social work across the state, according to SEA packages of gifts worth a minimum of \$100 each. The association hopes to collect gifts by Nov. 15 and distribute them to the various agencies.

Employees and other citizens of this time of great need," Decker out on-line at SEA Web site to be obtained by writing to Op-9984, 105 State St., Concord, NH.

CEMETERY (Continued From Page 2)

on Page B1)

inating back to 1730.¹¹

CEMETERY

(Continued From Page B1)

son opens next week, Granite登记 a deer kill easier. r has to register from 12 to 24 Charles Royce and Ted Leach, nne Shaheen shortly after son on May 15.

EE
(Continued)

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history with the police department and his former reputation as a fiscal watchdog.

so up to the plate," he said.

“Town gets to a committee, they can look at it and say it’s whacked,” Holland said. “But maybe if it passed, it would slow things down on the school side. They get first dibs on the school side and the town side doesn’t. We approve new town water and the people drinking MtBE water in Salem and we can’t get people to approve new town water and the roads are in terrible shape. I believe the town is falling apart.”

State Rep. Ron “Tony” Giordano, who has criticized the bill, reported to police last week that he received a threatening phone call about comments he made regarding Holland and Micklon’s sponsorship of the legislation.

employees and other citizens of this time of great need," Decker put on-line at SEA Web site 984, 105 State St., Concord, NH,

24 hours

- 10 -

accident yesterday morning when

determine the monkey's weight so ~~escape~~ and who ~~has~~ ^{now} up to the plate," he said.

"I heard the message," Holland said. "It was a male voice and he bid to leave Micklon and Holland alone and said something out looking over his shoulder." Holland said he did not know who was behind the call and said he was angered that someone had mentioned his name during a threat.

Committee in February.
Used From Bassett

... page B1)

s' orders to stop cutting a felled tree that had fallen in his neighbor's truck this morning with the police department and his former reputation as a fiscal watchdog.

"Official misconduct and abuse of power by the Derry Police Department, or any other public agency, must not be rewarded by silence," Lee said. "I can assure you, it is in the best interest of Derry to resolve this matter now."

The settlement offer now, on Dec. 7, and Lee said "it will expire up to the Derry, and control

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Page B1

Page B1

Page B1



IN THE LEAD UP TO

big Friday race

Page D1

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44 Pages



50 cents

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Celestica is moving to Salem

■ Employees, manufacturing will be shifted to Cisco Systems' Salem plant.

By DENIS PAISTE
Union Leader Staff

Celestica Inc. is leaving the building specially built for it at Pease International Tradeport in Portsmouth to take up residence in Cisco Systems Inc.'s sprawling Salem facility, where it will employ about 470.

Toronto-based Celestica is leasing two of four quadrants, approximately 260,000 square feet, at Cisco's New England Manufacturing Center, off Northeastern Boulevard, in Salem. The facility is near Exit 2 off Interstate 93.

About 350 Celestica employees will be moved to Salem from Celestica manufacturing facilities in Portsmouth and in Lowell, Mass. Additionally, 120 current Cisco

employees in Salem will become Celestica employees.

"I'll be moving the Portsmouth organization in the month of January and moving the Lowell manufacturing site in February, and then all the residual stuff will move in March, and we'll vacate both the Portsmouth and Lowell site the end of March," said Tony DeVito, Celestica's vice president and general manager for New England, based in Lowell, Mass.

Celestica will take over manufacturing for Cisco's photonics and optical transport business units in Salem. Cisco will continue to staff a new product introduction unit and a warehouse that together employ 150, said Cisco spokesman Joe Freddoso in Research Triangle Park, N.C. There will be no loss of jobs, he said.

CELESTICA, Page A12

Microsoft: School donations settlement deal offer



DERRY/LONDONDER

Londonderry: Belt-tightening cuts in

Howe's attorney, Fradette, said after reviewing the order he was disappointed with being Brennan's decision.

CELESTICA

(Continued From Page A1)

Celestica, however, cut 250 jobs last Thursday (70 in Portsmouth and 180 in Lowell), before telling remaining employees on Friday their jobs would be moving to Salem. Celestica will also move manufacturing equipment from Portsmouth and Lowell to Salem.

Celestica will be making fiber optic products, such as switches, backbones, servers and routers, which are used in telecommunications and data networks.

"We've had a portable manufacturing process," Cisco spokesman Freddoso said. "That's where trusted partners build the components for us and put those components together to form products for Cisco, and Celestica is one of those trusted partners."

Celestica was awarded a contract to begin manufacturing Cisco products starting Feb. 1, DeVito said.

"We'll produce the fiber optics products that Cisco has, plus I'm relocating my fiber optics out of Portsmouth, New Hampshire," he said. "We will be producing all of Celestica manufacturing of fiber optic products for New England from that site."

Celestica holds a long-term lease on the Pease International Tradeport building, which has about 206,000 square feet. It will

be Celestica's responsibility to find a tenant to sublease, said R. Michael Dorsch III, with iStar Financial's Boston office. iStar Financial is a principal in an investment fund that owns the building.

Although the economic climate is tough, Celestica has several prospective tenants who might sublet, Dorsch said.

Cisco spokesman Freddoso said once Celestica is up and running in Salem, about four-fifths of the New England Manufacturing Center will be occupied.

Cisco bought the former Compaq and Digital Equipment Corp. facility in the fall of 2000, announcing to great fanfare a \$100 million investment in the plant and plans to hire up to 2,500 employees over three to five years. Gov. Jeanne Shaheen attended the official opening.

Unfortunately, the economic downturn and the sharp fall off in demand for telecommunications products waylaid those plans. In October 2000, Cisco Systems had a market capitalization of \$435 billion. Today, its market capitalization is \$145.1 billion.

Cisco also has about 2,000 employees in its New England Development Center at facilities in Boston and Chelmsford, Mass.

BU
5

BUY ONE PAIR
PRICED PARTS

SAVANNA



Call

Sensible growth is best

11/23/01
B. Tribune

OUR VIEW

*Towns must control development
or it will control them.*

In a state like New Hampshire, which relies heavily on property taxes to pay for everything from schools to town and county services, officials fight with leaders from nearby communities to attract retail and commercial development.

The more malls, restaurants and manufacturing companies that move to town, the bigger the tax base. And as the tax base expands, property tax bills shrink.

No town in Southern New Hampshire has done a better job luring retail and commercial development to locate within its borders than Salem.

The town has a tax base of \$2.3 billion, \$775 million of which comes from Salem's hundreds of retail and manufacturing businesses, from Macy's Department Store and Circuit City to Cisco Systems Inc., and of course the Mall at Rockingham Park.

That means Salem's tax rate is \$19.50 per \$1,000 of assessed value, markedly lower than what residents in similarly sized Keene pay. Keene's tax rate is \$32.65 per \$1,000.

But as reported in the seventh part of our ongoing series, "Southern New Hampshire at the Crossroads," there's a price to be paid for rapid development.

That's true in Salem, particularly on Route 28, the gateway to New Hampshire for thousands of Massachusetts residents who flood across the border to enjoy New Hampshire's sales tax-free status.

Drive down Route 28 in Salem and you'll see why some people point to it as the classic example of how not to plan commercial development. Tattoo parlors, ramshackle storefronts and a seemingly endless collection of aging or rundown strip malls. The same problem — to a lesser degree — exists in Plaistow on Route 125.

"I just wish it would go away," Conservation Commission Chairman Thomas Campbell said about the eyesores on Route 28. "I do understand the need for the tax base, and I'm very thankful it helps to keep my property taxes down, but there are aesthetic problems and crime issues that come with it."

That's why it's so important for officials to control and monitor development in their towns, even as they continue to encourage companies to move in.

Establishing impact fees for new development, conducting traffic studies and requiring businesses to use landscaping and screening are all reasonable ways for towns to control development.

Until New Hampshire changes its tax system, towns will continue to rely on commercial development to help broaden their tax bases.

But it's important for town leaders to control development, otherwise development can end up controlling a town.

Senior housing proposal gets planners' initial OK

The Salem Planning Board on Tuesday night gave builder Ronald MacLaren the initial go-ahead to continue with plans for a 108-unit senior housing project to be located at 59-65 Cluff Road.

"This proposal conforms to the vision of the senior overlay district and would be a great benefit to the town should the board choose to go with it," said James Troisi, representing MacLaren at the meeting. "This is a place that you would like your mother or father to live in and be proud.

It's really upscale, and it meets head-on the purpose of the senior overlay district. It's a good idea for the town and for the potential residents of this building." This was the second time this site plan had been to the planning board for conceptual discussion, the first coming on June 26 when the board shot down MacLaren's initial plans for several reasons, including the height of one of the buildings and whether any of the units would be classified as "affordable" housing.

To satisfy those concerns, the new plan reduced the height of the first building to under the 48-foot limit set by zoning standards, which also reduced the number of units from 120 to 108 for the entire complex. In addition, Troisi also informed the board that MacLaren was willing to make 20 percent of the units "affordable" to satisfy the request that at least 10 percent be affordable.

The latter concession made a difference to Dick Gregory, the selectman representative to the planning

by **ADAM BARONE**
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board, who said he would be more open to approving a request for a waiver the project would require for the amount of space the buildings would be set back from the road.

The board sent MacLaren away from the meeting with instructions to continue the planning process the way it was going, agreeing that the project was a suitable possibility for the site.

One agenda item the board didn't get to was a public hearing for a revised site plan that would, in Planning Director Ross Moldoff's words, "turn an eyesore into an asset" and a conceptual discussion for a senior housing project at 59-65 Cluff Crossing Road.

The current "eyesore" is Brothers Too Tattoo Emporium, located at 99 S. Broadway. The owner of the site wants to turn it into a tanning salon, tearing down the current building and building a bigger, more attractive one in its place along with better signage and landscaping.

"It's one of the older buildings on Route 28," Moldoff said. "There's a lot of paving and there's not much grass, weeds mostly. There's also three free-standing signs. It's a great opportunity to take a tired old building and site and really upgrade it with some nicer architecture and nicer signage and landscaping and turn an eyesore into an asset for this community."

The board will pick this item up at its next meeting on Dec. 11.