

Noise buffer to bloom minus fence

◆ Forsythias, lilacs and evergreens, rather than an eight-foot-high fence, may help shield a quiet Salem neighborhood from busy Route 28.

By Scott Van Voorhis
Eagle-Tribune Writer

SALEM, N.H. — Neighbors on Old Rockingham Road will have to contend with a daily bombardment of headlights and the steady drone of traffic from nearby Route 28 without the help of a fence.

The eight-foot-high fence would have cost of \$35,000. Some shrubs were also planned as an additional buffer.

While the shrubs are still in the works, the fence was not included in the final proposal to the town by the North Broadway Landscaping Committee.

“The thought was that we could get more bang for the buck,” said Ross Moldoff.

Residents of Old Rockingham Road, which runs alongside Route 28, found themselves suddenly exposed to the highway's hustle and bustle this summer.

Stately old maples and vigorous bramble bushes that had shielded their neighborhood were bulldozed when the state widened the road and a Wal-Mart moved in.

Four 100-foot-long banks of shrubs, as well as evergreens and evergreen seedlings will be put in, said Ross Moldoff, planning director for the town and a member of the Landscaping Committee.

“The thought was that we could get more bang for the buck,” he said. “The thought was that we could get more bang for the buck,” he said.

Mr. Moldoff and David Tilton, interim town manager, served alongside business people and residents of the neighborhood, said she is

disappointed with the decision.

Noise, fumes and lights from the highway have become part of everyday life, said Mrs. Mason, who served on the committee.

“It was very important because this certainly would have given us a lot of privacy,” she said.

On the other hand, Mrs. Mason said she could not see burdening taxpayers with the cost of the fence. Nevertheless, she said she had serious reservations about whether the greenery is enough.

She questioned how effective the evergreens and seedlings would be as buffers and said it could be years before they are tall enough to have any impact.

The trimmed-down proposal, which totals about \$16,000, is now set to be reviewed by the Board of Selectmen.

Trees, shrubs proposed for North Broadway

1/18/95

SALEM — The North Broadway Landscaping Committee has proposed \$16,000 in plantings to beautify the area and provide a noise buffer for nearby residents.

The committee was formed after residents in the Old Rockingham Road area and citizens throughout town expressed concern over the de-nuding of North Broadway for road improvements related to the construction of Wal-Mart.

The road widening affected Old Rockingham Road residents the most. When trees were removed for the road work, more noise and headlights intruded on their peaceful neighborhoods and backyards.

In the committee's final report, it

recommends a natural buffer of trees and shrubs to filter out traffic noise and beautify the area. The committee has proposed planting four 100-foot long rows of shrubs, evergreen trees and evergreen seedlings.

At one point, the committee had considered constructing a fence along North Broadway to serve as a buffer to the Old Rockingham Road neighborhood. This would have cost \$35,000. It was vetoed by the committee as both too expensive and unattractive.

The Board of Selectmen will now review this report. If they agree with it, residents at Town Meeting could be asked to fund its recommendations.



Judy Emmert/Eagle-Tribune

Charlotte and Richard Weber stand on the porch of their home on Shadow Lake Road in Salem. The Webers are selling 11 acres of woodland to the town to ensure it is never developed.

Deal adds 11 acres to town forest

♦ Land farmed by Salem's first settlers will soon be sold to the town for \$75,000 to save it from being used for new homes.

By Scott Van Voorhis
Eagle-Tribune Writer

SALEM, N.H. — Sometime in the next few months Charlotte Weber and her husband, Richard, will sign over to the town 11 acres of land that has been part of her family's history since 1736.

The land, on Shadow Lake Road across from the old Kelley Farm, will become part of a large tract of town-protected woodland.

Known as the Salem Town Forest, it is part of an effort by conservation officials to preserve a bit of Salem's fast-fading rural character.

It is a goal the Webers, who have rejected offers from developers over the years, say they share.

The pair, interviewed in the rustic, log cabin in retirement home they had put up on the front of the lot six years ago, said they did not want to see family land turned into yet another housing development.

"We will always see it as it is, and that's how we want it. ... There's not much land that is not developed," said Mr. Weber, a retired heavy equipment operator.

For their part, the 11 acres hold a treasure trove of special memories for the Salem couple.

It was Mrs. Weber's ancestors who built Kelley Farm back in the 18th century.

Mrs. Weber herself grew up on the farm. The land across the street, which the couple is now selling, was used as a pasture for the farm's dairy cows.

In the 1950s, Mrs. Weber's father got out of

the dairy business and allowed most of the land across the road to grow back into woods.

The land was then sold off in the 1970s. However, Mrs. Weber and her husband wound up buying it back six years ago to build their retirement home on.

Under their deal with the town, the couple has agreed to sell the land for \$75,000, while keeping a lot around their house.

Mr. Weber said he and his wife will still be able to walk the land they love and enjoy the rich array of wildlife that calls the woods its home.

William Schultz, a member of the Conservation Commission who helped arrange the sale, said he is pleased as well.

With more and more homes going up all the time, it is important that the town buy such land.

"This place is going to be like New York or Boston. There will not be a green space left," said Mr. Schultz.

Residents unite against development

11/18/95

by Monique Duhamel

SALEM — The planning board has received a petition with 11 pages of signatures in support of a proposal to rezone land on Kelly Road.

At a public hearing on changes to the zoning ordinance and map last Thursday, residents who live in neighborhoods off Kelly Road showed up in force.

The board had publicized a list of 13 proposed amendments to the zoning ordinance and map, including a change for 28 Kelly Road. The proposed change seeks to rezone

the land from Commercial to Residential.

This is the change that neighbors support. They submitted a petition to the planning board which reads, "We, the voters and taxpayers of the Town of Salem, New Hampshire endorse Planning Board Amendment #3 to rezone 28 Kelly Road from Highway Commercial District to Residential District. We ask that the Planning Board vote favorably on this rezoning request."

The petition is signed by more than 200 residents.

Opponents of the proposal say the land is already being considered for development, and to rezone it now is unfair. Further, opponents, and Atty. Frank Hekimian, representing the landowner, said the last time the board considered rezoning this land, the board agreed to wait one-and-a-half to two years before considering the issue again.

Board members John Lukens and Bernard Campbell indicated that a previous board could not bind the actions of the present or any future boards.

"This is part of a trend to rezone commercial and to residential land," said Planning Director Ross Moldoff. He bought up several examples where the planning board has done the same thing in the past few years. The goal of this trend is to keep the commercial sector from encroaching into the residential areas.

A development plan is in the works for some of the land at 28 Kelly Road, and for land at 14-24 Kelly Road (current site of a warehouse). This plan, the Rosen plan, seeks to locate several stores on the warehouse parcel, with access via a set of traffic lights on Route 28 between Kelly Road and Home Depot.

Moldoff said the board is concerned that if the proposed Rosen plan does not move forward, then something else could end up on Kelly Road properties.

After much discussion, planners voted to place the rezoning amendment on the town ballot, by a 4-3 vote.

Due to the large volume of speakers at the board's public hearing, there was only time for the board to receive input on five proposed amendments. Last night, after press time, the board received input on the remaining articles. Among those were proposals to rezone land on Cluff Crossing Road from residential to commercial.

Moldoff said this proposal is similar to the Kelly Road plan. Again this property is being considered for

development, under the JAN Companies plan. The company has worked with the town to donate a portion of the land to the town as open space. Planners, however, are concerned that if this plan doesn't proceed, then another, less desirable development could occur on this parcel.

Other amendments which were considered after press time, include allowing residential units in the Salem Depot area; limiting the size of stores in the Depot and the number of stores on a single lot in the Depot; requiring adequate parking in the Depot area; and changes to the wetlands ordinance.

■ See UNITE, Page 2

SALEM

1/19/95

Battle brewing to save rural feel

♦ Salem neighbors of a proposed retail complex, worried about more traffic and the loss of an old field, are hoping to limit its size through a proposal that will go before voters in March.

By Scott Van Voorhis
Eagle-Tribune Writer

SALEM, N.H. — Barbara Lutey's first memories of the field on Kelly Road are as a little girl on her grandfather's farm in the 1930s.

Today, the farm is gone, but the scenic field remains.

However, Mrs. Lutey and neighbors now fear that the field could soon be playing host to part of a proposed retail shopping complex.

If so, the already-busy roads by their homes will become clogged with cars and Salem will lose yet another connection to its rural past, residents say.

Banding together, neighbors have put together a petition with 190 signatures urging that commercial development be barred from the field.

The issue will now go before March Town Meeting voters, who will decide whether to stop stores from being built there.

The decision to have the town vote on the matter was made last week by the Planning Board after it heard the neighbors' concerns.

"All we know is that we do not want the mall. We have enough malls in Salem," said Marion Lawton of Bagnell Avenue, who helped put the petition together.

Concern that the new shopping complex will pile more traffic onto the main neighborhood road is a top concern.

Dotted with single-family homes with a country feel, Kelly Road runs from Computer Town on Route 28 to the Soule School.

It is heavily traveled by drivers who use to get to The Mall Rockingham Park while avoiding traffic on Route 28.

While the developer, Rosen Associates, has said the shopping complex will not have an entrance on Kelly Road, residents are skeptical.

They say this will not stop shoppers from trying to use the road to and from the new stores.

Further, with nearby Route 28 often clogged with traffic, neighbors say they use Kelly Road to get in and out through back roads.

"They do not want it. We're trapped in here now," said Mrs. Lawton.

Those living next door to the proposed retail complex are concerned with more than just more traffic, however.

Residents on Kelly Road find themselves in the path of another expansion of Salem's mammoth business district on Route 28.

Right now, the field is the only thing that buffers them from the warehouse where the new retail stores are to go, said Mrs. Lutey, who has plans to live again on Kelly Road in her stepmother's home.

"Our side is very high and we would be looking down at the parking lot and the rooftops," she said.

At the time of the accident there was a light mist falling. Police were unable to airlift the injured boy by helicopter to Boston because of fog and rain.

“If you think in terms of the criminal mindset, you are going to go to where the action is.”

1/20/95

Salem Police Chief Stephen Mac Kinnon

Auto thefts give Salem 2nd highest crime rate in N.H.

By Scott Van Voorhis
Eagle-Tribune Writer

SALEM, N.H. — A skyrocketing number of stolen cars has helped give Salem the second highest crime rate in New Hampshire, annual police statistics released yesterday show.

A 38-percent jump in car thefts last year was accompanied by smaller but equally dramatic increases in the number of burglaries, shoplifting cases, car breaks and other larcenies.

Only Manchester has a higher crime rate, according to Police Chief Stephen B. Mac Kinnon, who said yesterday Salem's retail boom is a big factor behind the increase.

More and more stores are opening up and expanding, bringing an ever-increasing number of shoppers — and cars — into town, he said.

Stealing the cars are individual criminals, teen-agers out for joy rides, and two Lawrence gangs, The Southside Kings and License To Steal.

“If you think in terms of the criminal mindset, you are going to go to

where the action is . . . there are a lot of good things that draw people to Salem, and because of that, we are going to get some of the bad elements as well,” Chief Mac Kinnon said.

However, while thieves are finding more opportunities in Salem, police officers here are increasingly tied up on mundane cases.

Despite the crime rate rise, the number of traffic stops officers made last year actually dropped, Chief Mac Kinnon said.

That is because officers found themselves spending more and more time dealing with shoplifters.

Though it might only involve a few dollars of purloined goods, each case takes up at least an hour and half to clear, Chief Mac Kinnon said.

And while routine in and of themselves, traffic stops not only make police more visible, but they can also lead to more important arrests, such as for car theft, he said.

Stolen cars are not the only problem area, however.

Burglaries jumped 20 percent last

Please see CRIME, Page 2

Crime: Retail boom fuels crime in Salem

Continued from Page 1

year and shoplifting, car breaks and other larcenies rose 19 percent.

Hoping to get a handle on the rising rates, everything from putting more officers on the street to educating passers-by and neighbors to call in suspicious activities are being eyed, Chief Mac Kinnon said.

Actions being weighed are:

Hiring five more officers with money from the federal crime bill approved last year. The town should hear Feb. 1 whether its grant application has been approved.

Putting more officers out in unmarked cars to catch car thieves and getting more patrol cars out in the neighborhoods to deter burglars.

Allowing store security guards to handle more theft situations and possibly setting a minimum amount a shoplifter would have to be caught with before an officer would make an arrest.

Educating neighbors and business people to call police when they see something suspicious going on next door or in the parking lot.

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Page 9

1/95

Want to serve on zoning panel?

Candidates interested in serving on an advisory committee to study possible changes to the town's zoning laws dealing with home businesses are now being sought.

Currently, home businesses are not allowed in Salem under old town ordinances.

This became an issue this fall when the town's planning director put together a proposal that would allow residents to run businesses out of their homes under certain conditions.

Dozens of such businesses are currently operating in town, according to officials.

The proposal was backed by a committee of the Greater Salem Chamber of Commerce.

The plan was sent back to the drawing board by the Planning Board, which said it needed more work.

Coming up with another proposal will be the job of the advisory committee.

Those interested on serving on the committee are asked to submit applications or letters of interest to office of Ross Moldoff, planning director, which is located in the Municipal Office Building.

The deadline is Feb. 6.

1/95

Neighbors mourn the loss of moat of trees

The view from Harry's Raymond's big picture window used to be a scenic one.

Beyond the snug single-family homes in his neighborhood was a thick wood of towering old trees.

Today, many of the trees are gone, bulldozed when Wal-Mart was built this summer and fall and Route 28 expanded in front of it.

And the view from the front window of Mr. Raymond's home on Old Rockingham Road, which runs parallel to the state highway, has been dramatically altered.

The thin screen of trees left are no more than window dressing for the main view, the mammoth discount retail store and its sprawling parking lot.

However, Mr. Raymond, a sprightly 82-year-old who helped build space rockets for a local high-tech company, said the trees, though picturesque, were much more than just nice to look at.

A World War II veteran, Mr. Raymond came to Salem in 1956, moving into the newly built modern home with his teen-age daughter and his first wife.

He originally hailed from Rhode Island, and East Providence in particular, where he was that police department's radio expert, installing, repairing and maintaining the equipment.

"They served a purpose ... they were a shield," he said of the now long gone trees.

More bothersome than the new view, though, are the headlights at night that shine through his windows, Mr. Raymond said.

His bedroom window has the unfortunate luck of being almost directly across from the entrance to the store's parking lot.

Though his house sits above the parking lot and is separated from it by several hundred feet, the beams from truck headlights, mounted high, all too frequently make it through his bedroom window, Mr. Raymond said.

And he is not alone. Other residents have also complained of headlights in their windows, and traffic noise as well, now that the neighborhood's woodland buffer is gone.

A replacement of sorts, an eight foot high fence, was originally looked into by a committee formed by the town. It was later dropped in favor of a natural screen of trees and shrubs.

For his part, Mr. Raymond says he is unsettled by more than just the headlights.

Puttering around in a plaid flannel shirt, Mr. Raymond gave a spot by spot tour of his house one evening last week, pointing to a crack in the side of his garage and other oddities he thinks may have been caused by blasting done when the store was built.

Whatever the case, Mr. Raymond said life is definitely different now with so many of the trees that used to buffer his neighborhood now gone.

"It made it a residential area, rather than a commercial area," he said.

12/14/94 0656 Planners reject school impact fee

by Monique Duhamel

SALEM — Any school impact fee proposal on the town ballot this March will be there without the support of the Salem Planning Board.

During a worksession last week, the board decided not to place the proposal on the ballot this year, on a 4-0 vote.

The proposal would charge developers of new housing units an impact fee per each unit, to be used to offset the cost of additions to Salem schools. Depending on the type of home, the fee ranged from \$898 for multi-family units to \$2,300 for single family homes.

Proponents of the proposal may still submit a citizens' petition to place the issue on the ballot. The deadline for submission is today, December 14, at 5 p.m. at the town hall.

At press time, the town had not received any citizens' petitions.

The impact fee proposal called for a one-time charge on new homes. Anyone moving into the new homes would be responsible for this charge. However, a person moving into an existing home in Salem would not have to pay such a fee.

Proponents of the fee favor the system, claiming new homes bring in more children who use public schools. The fee would be used to expand or renovate schools, and not for operating expenses.

They argue that it is a more fair way to pay for the added expense of educating new children entering the school district. They argue that those who are building the new homes the children live in should help to pay for the cost of educating those children.

Many of the proponents of this proposal also support millions of dollars in additions to the town's elementary and middle schools.

Opponents say the system is unfair, placing an additional tax on one percent of the housing population. Already approximately 60 percent of the town's property taxes fund the school system. New home buyers without children would not only support the schools through taxes, but through this fee as well.

The formula used to set the proposed impact fees was also questioned, as was the degree of public input into how the money collected would be spent.

In a letter to the board, local developer Laurence Belair said, "The whole concept is double taxation and, in some cases of new residents, it is taxation without representation; and without question, it is a very discriminatory tax."

Planning Board member Emi Corrente, a local contractor, said he thought the entire proposal was offensive.

Corrente added that a proposal like this would undoubtedly divide the town into opposing special interest groups.

After it became clear that the planning board would not support the proposal this year, proponents of the measure asked that it be considered in the future.

Carl Ramsey of the Parents Action Committee which supports the measure said he hoped the planning and school boards would continue to work towards alternative funding of public education costs.

In his letter, Belair also suggested that if the board did want to consider the issue further, that it develop a study group to look at the entire proposal.

Letters

12/14/94
Put away tax shotgun

To the Editor:

Someone couldn't leave well enough alone. They had to get greedy.

Impact fees! "Free money from nowhere." Someone thinks it's the answer to funding \$5.7 million in school additions.

"Who can we sock?" "Who's the culprit?" Despite the indisputable fact that we've only had a net increase of 6 students in 10 years, even though we've had over 1100 new homes built. Someone thinks "it must be the new homes. Hit 'em with an impact fee!"

Well, some new homes do have students in them. Some of the students are new to the system. Some families are just relocating within Salem, so the students are already in the system! Some young couples have no children. Many older couples no longer have (or never had) any school aged children. Why should all of these new homeowners be treated the same - hit with a \$2300 impact fee?

And what about people with school children who move into Salem and

buy an existing home? They will impact the school system yet they will not have to pay an impact fee. Is this fair?

Some people send their children to private schools, pay tuition and still, 60% of their property taxes go to pay for public schools. In fact, everyone pays 60% of their taxes for schools.

Since I spoke out on this issue, I've heard from quite a few folks. Some think it's time for the ultimate user's fee - charge tuition. I disagree. Educating our children is a community responsibility. I paid for schools before I had children, while they were in school and after they graduated. I'm pleased with the Salem school system and prefer the traditional funding system.

Others think privatization is the answer. Wrong again! Before you know it, they'll have everything on a pay-as-you-go basis. Next we can pay the fire department to put out our fires. Or, we could put the police on a pay per service basis. I can see it now. A police officer pulls you over, gives you a ticket and

charges you a service charge. Oh, if the service was good and professional, perhaps we could give the officer a tip. Fifteen percent? Maybe twenty percent if we're really pleased.

Slow down. Do your homework first. Measure the real impact of new homes recently built. If you really want impact fees, take the time to place the fee on those who cause the impact.

Put away your tax shotgun. Just because someone builds a new home doesn't mean they've impacted the school system. Take the time to do it right.

Larry Belair
Local builder and very proud of it!

Rock says video bets will mean growth

2/7/83
♦ A bill that would allow video gambling at Rockingham Park and three dog racing tracks is slugging its way through the Legislature.

By John Macone
Eagle-Tribune Writer

SALEM, N.H. — Rockingham Park has grand plans for expanding its Salem horse-racing track, such as building a new convention center and adding hundreds of jobs, if lawmakers give the green light to a proposed law allowing video gambling machines.

But the bill is facing tough opposition, and some lawmakers say it will never pass muster unless substantial loopholes are closed and gray areas made clear.

Yesterday members of the House Regulated Revenues Committee heard testimony from police chiefs, restaurateurs, lawmakers, housewives, lobbyists and others as the bill shot from the starting gate on its journey through the Legislature. The committee will review it and vote to recommend the Legislature either pass it, amend it or kill it.

The bill would allow Rockingham and the dog tracks in Seabrook, Belmont and Hinsdale to put in as many video gambling machines as they want. Anyone 18 or older could play.

Each track would still have to have at least 100 live races a year to ensure video gambling does not supplant racing.

Rockingham plans to create a "first class gaming facility" containing about 1,500 machines, said Rockingham lawyer Daniel Callahan. It will include a lounge, two restaurants, and a 20,000-square-foot convention center, said William Downey of Showboat Inc., a New Jersey-based company that recently loaned Rockingham \$8.9 million and is helping to develop plans for the gaming center.

Bill supporters said competition from off-track-betting and casino plans in other nearby states are threatening the future of New Hampshire's racetracks. They said video gambling would bring about 800 jobs paying an average of \$25,000 per year to Rockingham alone and

Track: Rockingham bets on expansion

Continued from Page 1

generate \$46 million to \$52 million in new state revenue.

"This is an economic development bill," said sponsor Rep. Robert Milligan, R-Herrimere.

But critics argued even an amended version submitted just before the hearing yesterday was fraught with problems.

"This bill will never pass as it is written now," Rep. Stephen G. Avery, R-Dublin, chairman of the House gambling subcommittee, told The Eagle-Tribune.

Among the problems pointed to by critics were:

No provisions for background checks on employees or operators.

No limit to the number of machines allowed.

The bill allows 18-year-olds into gambling halls where alcohol is sold.

No mechanism for checking for fraud.

No plans for how the state and local communities will handle the increase in crime that both the House and the Attorney General's Office and the State Association of Chiefs of Police

strenuously argued gambling will bring.

No way for communities to ban video gambling halls once they are approved. The bill says voters in

each of the four towns must approve a ballot question on video gambling before any machines are allowed, but that approval can never be rescinded.

Racing lobbyists argued many of those problems can be handled through tight regulation by the state, and said they would be willing to work with lawmakers on any changes they deemed necessary.

Patricia Drelick, executive director of the Greater Salem Chamber of Commerce, said Rockingham has been a good corporate neighbor and has shown "good judgment" by looking to diversity to protect its future.

She argued other "major retailers" that have moved to towns have not shown the same "sense of community" that Rockingham has displayed, adding they have created mostly minimum wage jobs and have spurred an increase in crime.

"I'm concerned about the future of Rockingham. If it is unable to survive, what will take its place?" she said.

But critics such as Goffstown Police Chief Stephen R. Monier argued video gambling has led to increased crime in casino towns ranging from Atlantic City to Deadwood, N.D.

"We can expect an increase in violent crime, and that concerns the attorney general," added William Lyons of the state Attorney General's office.

Still others, such as Mount Washington Hotel owner Joel J. Bedor and restaurant lobbyist Tor Burri, argued gambling at racetracks would give track owners an unfair competitive advantage.

Mr. Bedor said video machines should also be allowed at his hotel, and Mr. Burri had pushed a bill that would allow video lottery machines in the 1,200 bars and restaurants statewide that hold liquor licenses.

Please see TRACK, Page 2

If You Care about Your Property Taxes--

ATTEND Salem School District Meeting Saturday, March 11, 10am

VOTE Town Election Tuesday March 14

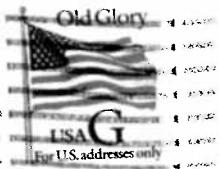
ATTEND Town Meeting Saturday, March 18, 9am

Meetings are held at Salem High School
VOTE at your local polling place

Roulston for Selectman
20 Alfred Dr.
Salem, NH 03079



[Stamp]



Hartnett
58 Townsend Ave
Salem, NH 03079

Roulston for Selectman Campaign Headquarters opens Sunday, February 12, 12 noon to 8pm, 20 Alfred Drive, North Salem (Call 893-6549 for directions).

I am available to come to your neighborhood or civic group any weeknight or anytime on weekends to discuss issues affecting your taxes and the issues facing the Town of Salem.

If you can obtain one or more political sign locations, please call me at 893-6549.



2/10/95

N.H. AT LARGE

Are we gambling with state's image?

The great debate on legalizing video gambling at Salem's Rockingham Park and the three dog-tracks in Seabrook, Hinsdale and Belmont is slowly marching forward at the Statehouse, but as always, it is bogged down by a slew of unanswered questions.



John Macone

Will crime increase? Both sides have statistics to support their arguments.

Will it produce enough state revenue to make it worthwhile, an estimated \$46 to \$52 million a year? That will likely depend on

if nearby states approve casinos or expand gambling in the near future.

Will it save the racetracks? That is likely true, especially if other states approve casino gambling. But will the casinos eclipse racing?

Will it change the state's image as a family vacation spot? That is the kind of decision that statistics cannot prove, but it is clearly something that weighs heavily in the formula.

Make no doubt about it. Casino gambling, which is really what is being considered, will be a tough sell. It has opponents lined up from the Attorney General's office on down.

Some are saying it will make Salem into a major destination point for travelers throughout New England. Along with that crush of tourists will come a need for more motels, hotels, restaurants and shops.

Nancy Ford of Nashua

"On average, they (gamblers) will lose \$60 each time they go."

But

some think The Rock will be able

to grab those tourists as they come in and reap the rewards, leaving only scraps for the businesses outside. The New Hampshire Lodging and Restaurant Association is dead set against letting the tracks have the sole rights to video gambling machines.

They think it will create an unfair business advantage, and are hoping for their own piece of the action in the form of a bill working its way through the Legislature that will create video lottery machines. These machines would be an extension of the state lottery system.

Only five machines would be allowed in any restaurant or bar. That is a far cry from the 1,500 or more machines Rockingham is considering if video gambling passes.

But from a law enforcement point of view, spreading gambling machines to as many as 1,200 spots statewide would be a nightmare compared to limiting it to just four spots that already are heavily regulated.

Finally, file this next conundrum under the Gamblers Can't Be Choosers category. Some lawmakers and opponents are very disturbed about who will be going to these gambling halls. They note with concern the bulk of the revenues raised will come from New Hampshire residents, and hint at least some of the players they hire from Massachusetts do not fit their definition of desirable guests.

They pointed out a study commissioned by the state indicated almost 50 percent of the patrons will live within 25 miles of the gambling halls.

That means most of the pat will be New Hampshire residents, they noted with alarm. "On average they will lose \$60 each time go," said former state Rep. Nancy Ford of Nashua.

"I don't think it will attract many out-of-state people," said Pam Thompson of Brookline. "It will give New Hampshire residents another way to squander their money."

Some, such as Rep. Charles Reynolds, R-Dover, alluded to great potential for drawing Staters to the tracks. "Massachusetts has the highest per capita lottery sales in the country," he noted.

But others expressed concern that people from Lawrence and Lowell are within 25 miles of Rockingham and Seabrook.

WOULD YOU LIVE HERE IF YOU HAD THE CHOICE?



House located on Route 38, corner of South Policy and Pleasant Street.



The Mall at Rockingham Park across the street from the corner house.



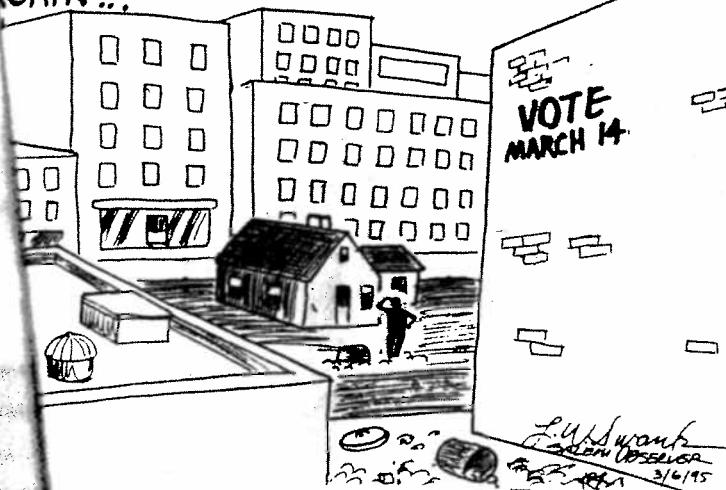
View of house and mall.

**IF YOU WOULDN'T WANT TO LIVE HERE,
PLEASE VOTE
"YES"**

ON CITIZENS ARTICLE #3

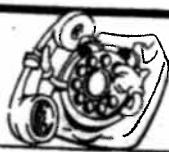
Fiscal Agent: Tom Porter

3/8/95
D'DA SAID NO... I SHOULD'DA SAID NO!... NOW,
RROUNDED! @@@@! MY TRASH CANS ARE
GAIN!!!



ICE LINE

Call Voice Line at 893-0721
5 p.m. to 8 a.m. All day Saturday & Sunday



Make difference

To all parents who want better education for your children: This is your chance to make that happen. Please attend School District Meeting on Saturday and support the four school renovation projects. Your vote can make a difference.

New goal

I think one of the planning board's goals should be to develop ways to limit growth in Salem. Why isn't that on their list of 1995 goals?

Keep malls out

The last thing Salem needs are more malls. Some of the articles on this year's town election ballot can help limit that. Vote yes to rezoning land on Kelly Road and Cliff Cross-

ing Road. Help prevent the mall-ing of Salem.

No new taxes

I am tired of hearing from all the parents who want to add more unneeded rooms onto Salem schools and increase our taxes. I hope all the reasonable residents who are opposed to hefty tax increases will go to School District Meeting on Saturday and vote to keep our taxes in line.

Wants pickup

Curbside pickup of trash and recyclables just makes sense. It's the most efficient and cost effective way for us to get rid of our trash and recycle. Also, after the newness wears off, it will also be convenient for all residents.

Community Calendar

Wednesday, March 8

Retail Committee — 8 a.m., Chamber of Commerce office; Alcoholics Anonymous — noon, The Road Back, 97 Shoppes; Salem Exchange Club — 12:15 p.m., Holiday Inn; Whist party — 1 p.m., Senior Center; TOPS (Take Off Pounds Sensibly) — 6:30-8:30 p.m., Pleasant Street United Methodist Church; Salem Youth Hockey — 6:30 p.m., Kelley Library, Room B; Epilepsy Support Group — 6:30 p.m., Northeast Rehabilitation Hospital; Recreation Advisory Committee — 6:30 p.m., Municipal Office Building, Room 2; Catholic Daughters — 7:30 p.m., St. Joseph Church, St. Julie Hall; Knights of Columbus — 7:30 p.m., Knights of Columbus Hall, 37 Main Street; Merrimack Valley Diabetes Assn. — 7:30 p.m., Northeast Rehabilitation Hospital; New Member Reception — 5:30 p.m., Greater Salem Chamber of Commerce; Alateen — 8 p.m., Pleasant Street United Methodist Church; Alcoholics Anonymous Peace of Mind group — 8 p.m., Mary Queen of Peace Church

Thursday, March 9

Salem Garden Club — 9 a.m., First Congregational Church, topic: English and Scottish gardens; Senior painting class — 9:30-11 a.m., Senior Center, topic: Egg Representations

Letters

Vote to limit growth

Dear Fellow Residents,

In the past several years more and more of you have evidenced a concern for the future direction of the growth of our Town. The primary way you can have a say in that process is the approval or rejection of proposals to amend the Salem Zoning Ordinance. The zoning ordinance is the mechanism which determines what gets built where and in what form.

On Tuesday, March 14, 1995, the Town of Salem will conduct its annual municipal elections. Among the zoning questions to be considered are several which would rezone property currently zoned for commercial development. In each case the Planning Board is preparing to change the commercial area to some type of residential occupancy. These articles include:

Ballot Article #2 - rezones several lots off Lancelot Court condominiums on Cliff Crossing Road to Garden Apartment District.

Ballot Article #3 - rezones several lots off North Broadway (west of the railroad tracks) to Residential District.

Ballot Article #4 - rezones a six acre lot on Kelly Road behind Wilmington Warehouse.

Ballot Article #5 - rezones lots on Cliff Crossing Road behind Soule School to Garden Apartment District.

The Planning Board urges Salem voters to vote YES on these articles.

Ballot Article #6, which was submitted by citizen's petition, rezones three lots behind the Mall at Rockingham Park on Pleasant Street and South Policy Street, from Residential to Commercial District. The Planning Board believes this would extend commercial development to an unsuitable area and would negatively impact nearby residential properties. The Board urges Salem voters to vote NO on Article 8.

In each case, the Planning Board believes it is implementing the recommendation in the Salem Master Plan which recommends limiting the future commercial retail development to areas along Route 28. The goal is to protect and enhance adjoining residential areas. Each of the Board's recommendations are aimed at that objective.

I urge all residents to vote on March 14th and to support the Planning Board's recommendations.

Yours truly,
Bernard H. Campbell, Chairman
Salem Planning Board

Favors Article 4

Youngsters create their own 'Fun Town,' USA

3/29/96

Kids Town and Fun Town were some names Lancaster School third-graders came up with for a fictional community they created this week. Helping them plot their ideal town out on a map was Ross Moldoff, town planning director.

The lesson in planning was part of a Community Service Day at the school.

"It was pretty fun. I enjoyed it. And I think they did too," Mr. Moldoff said.

One class put an aquarium and a zoo in their ideal town. Another put

SALEM

Scott Van Voorhis

best near the highway, where people can get in and out quickly. And playgrounds should go near schools, where children can use them, Mr. Moldoff told his young apprentices.

"Is it really as easy as this when you do planning for the town?" asked one youngster.

Mr. Moldoff made sure that each class put in the houses as well, from fire and police stations to houses, schools and apartment buildings.

In the process, the youngsters learned some of the basics of town planning.

For example, movie theaters go

Lots of homes

muny park and playground on Cemetery Drive. The park opens for its third summer on April 15. Volunteers will be served coffee and doughnuts at 8 a.m. and will then begin to spruce up the park and playground areas.

Executive Director Debra Swift said groups of 20 or more people cannot use the park without getting a permit and copy of the rules.

"Because Field of Dreams is non-

profit, donations are always

needed," said Mrs. Swift.

A total of 70 new home lots are up for approval before the Planning Board.

This includes 13 lots at Briarwood

Road and Elsie Avenue, four lots on

Brookdale Road, a 30 lot Cooper

Homes subdivision at Cordland

Drive and Salem Street, and 10 lots

on Sylvan Drive.

There is also an eight-lot subdi-

vision proposed for Haverhill Road

and five lots for Shannon Road.

Cleanup day April 8

Townpeople are asked get car rakes for the season and help clean Field of Dreams. April 8 is cleanup day at the com-

Location tips corporate scales in favor of a move to Salem

4/4/95

◆ Location, location, location. That is part of the attraction drawing store after company after restaurant to Salem.

By Scott Van Voorhis
Eagle Tribune Writer

SALEM, N.H. — John Musselman, head of Northeast Gas, was looking for more room and easier access to the Massachusetts market while not sacrificing the advantages of doing business and living in the Granite State.

He found all three things in Salem, where the company, which sells medical gases and welding supplies, set up shop early last year after moving from Manchester.

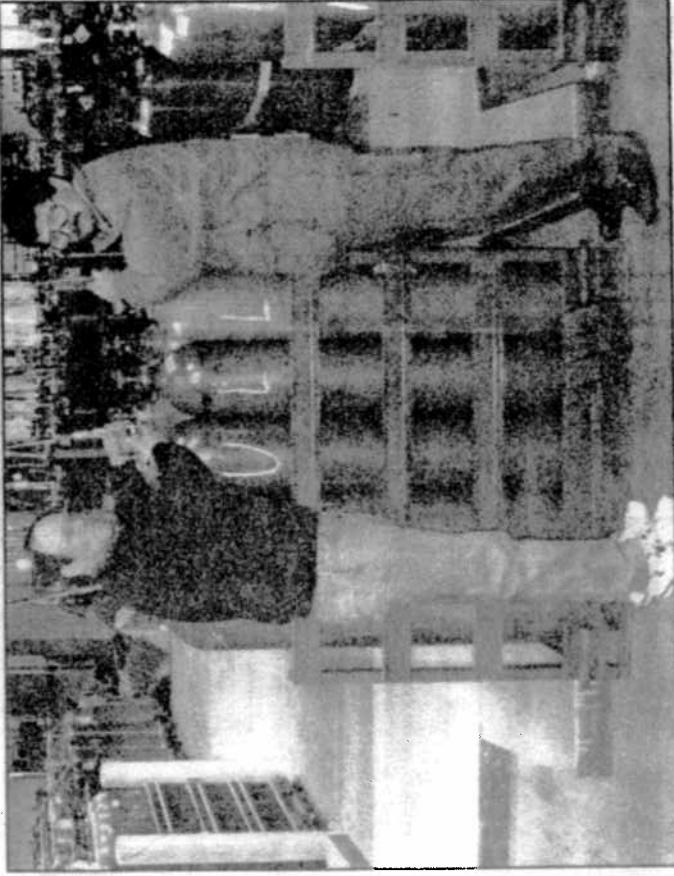
Sealing the deal was the receptive and welcoming attitude displayed by Salem officials, and in particular the fire chief, to his business, Mr. Musselman said.

Only one meeting of the Planning Board was needed before the plan was approved.

Fire officials were equally helpful, working closely with the company to set up the necessary safety plans and precautions.

"The town of Salem welcomed us with open arms," said Mr. Musselman, who lives in Windham.

Not unusual, the story of Northeast Argo's move to Salem is part of an ongoing influx of companies and retail stores coming into town. The number of manufacturing companies, computer firms and the like jumped from 28 in 1980 to 68 in



Scott Van Voorhis/Eagle-Tribune

John Musselman (left), head of Northeast Gas in Salem, N.H., and Operations Manager Patrick Macomber.

1990, said Ross Moldoff, the town's planning director.

The retail and service sector also saw explosive growth, expanding from 423 stores and restaurants to 830.

With the boom has continued into the 1990s, with more than 100 retail stores opening up their doors when The Mall at Rockingham Park opened for business, Mr. Moldoff said.

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the 1990s, with more than 100 retail stores opening up their doors when The Mall at Rockingham Park opened for business, Mr. Moldoff said.

The area's newest Wal-Mart opened up its doors on Route 28 last

"It's an automatic 5 percent raise."
Patricia Drelick, executive director of the Greater Salem Chamber of Commerce, on the lack of an income tax in New Hampshire

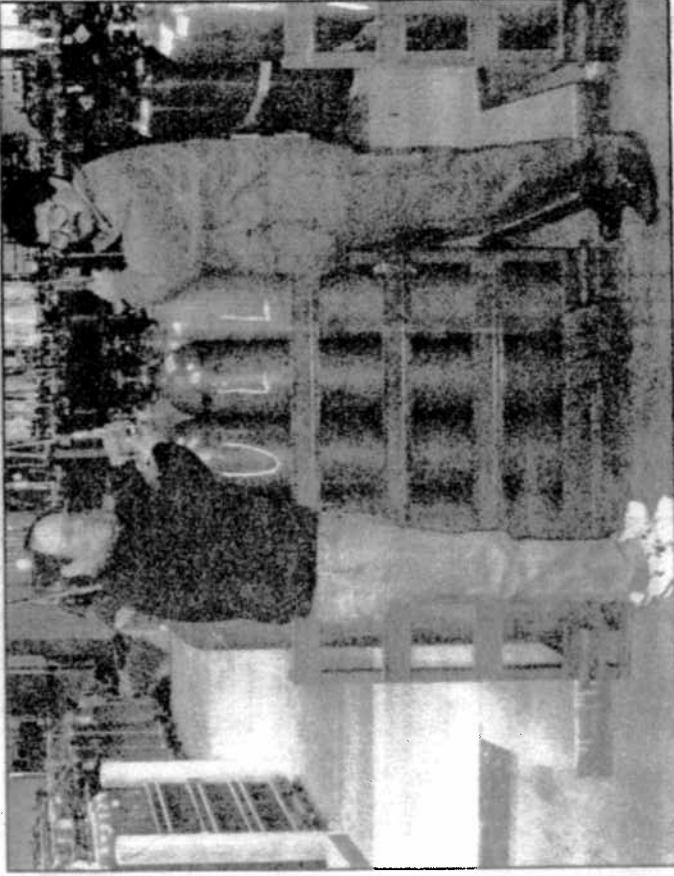
All these factors came into play with the move of Northeast Argo to town last summer.

Moving into a new building in the town's industrial park on Northwest Drive, the company tripled its working space, Mr. Musselman said. The new location was also within minutes of Interstates 93 and 95, which connect the company to its outlets and customers across Massachusetts, Mr. Musselman said.

for new restaurants, stores and homes are reviewed by officials.

The advantages are many for companies that move to town, especially from out of state, said Patricia Drelick, executive director of the Greater Salem Chamber of Commerce. Employees soon find they no longer have to pay a state income tax.

"It's an automatic 5 percent raise," she said.



Scott Van Voorhis/Eagle-Tribune

John Musselman (left), head of Northeast Gas in Salem, N.H., and Operations Manager Patrick Macomber.

the 1990s, with more than 100 retail stores opening up their doors when The Mall at Rockingham Park opened for business, Mr. Moldoff said.

The area's newest Wal-Mart opened up its doors on Route 28 last

Eagle-Tribune Writer

The state's three liquor commissioners may soon be out of their jobs.

They face charges ranging from ineffective leadership to illegal, preferential treatment of a Londonderry liquor company — accusations taken from a damaging audit released yesterday.

Auditors want the three, Chairman Joseph Acorace of Manchester, Miriam Luce of Windham, and Anthony Maiola of Newport, to be replaced by a single administrator.

The long-awaited audit of the lucrative Liquor Commission was released publicly and its top officials were brought before a panel of state senators and representatives for questioning.

Lawmakers are now huddling to decide what actions they will take against an agency that is one of the largest producers of revenue for the

Merrill said he will decide within a few days what he will do with Mr. Acorace, whose term expires July 1.

"Where it goes from here, I don't know," said Fiscal Committee Chairman Channing Brown. "It's one of the toughest audits I've ever seen."

The Office of Legislative Budget Assistant's audit, which has generated speculation in the halls of the Statehouse for months, pointed out 46 problems in how the \$209 million operation is run.

Even though the audit declares some actions as illegal, Attorney General Jeffrey Howard's office found no evidence of criminal wrongdoing. But Mr. Howard's office suggested the commission pay stricter attention to state policies.

Among the items raising eyebrows during yesterday's hearing were:

Special treatment: Auditors accuse

Please see STATEHOUSE, Page 16

SALEM

4/13/95

Cleanup crews will tackle Spicket debris

♦ Townspeople are getting an early call to set aside six days this fall to clean the Spicket River.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — The Spicket River Cleanup crew will be back in action on three weekends this fall.

The Salem Conservation Commission has set the 1995 river cleanup campaign for Sept. 9 and 10, Sept. 23 and 24 and Oct. 7 and 8.

"Workers should come prepared to get dirty," said Chairman Michael Lyons. "We are going rain or shine."

New this year are free Spicket River Cleanup T-shirts for everyone who volunteers to help. Essential gear includes rubber boots, long-sleeved shirts and pants and gloves.

Mr. Lyons told his fellow commission members that he expects this year's cleanup to reach the Main Street point on the river.

♦ At a glance

The cleanup of the Spicket River will take three weekends:

Dates: Sept. 9 and 10, Sept. 23 and 24 and Oct. 7 and 8.

Meeting place: The Municipal Office Building on Geremonty Drive.

Time: 9 a.m.

"If we get lucky maybe we'll make it to Bridge Street," he said.

He said a swampy area south of Wilson's Pond, off North Main Street, that was missed last year will be cleaned.

Owners of riverfront property from Wheeler Dam to Bridge Street

Please see SALEM, Page 16

COURTS

Judge cuts off town

118

CONCORD N.H.

“I believe many judges are simply behaving as politicians in black robes,” he said while campaigning for the Republican presidential nomination in New Hampshire this week. He said federal district judges

He said federal district and appellate judges should be appointed for eight years, and should face reconfirmation for a second eight-year term, though he was open to negotiations on the terms.

He said voters should be able to recall or fire judges

SALEM: Spicket cleanup set

Continued from Page 15

will be asked to help clean or allow volunteers to cross their land to get to the water. About 150 letters and cleanup brochures will be mailed.

The campaign is aimed at making the 11.5-mile Spicket River clean and open after years of neglect. The river is littered with large appliances, barrels and hundreds of fallen trees.

The cleanup crew believes that more people would use the Spicket River if it was clean and open.

About 1.5 miles of river from Arlington Pond dam to just south of Bluff Street Extension were cleaned in five outings last year.

Mr. Lyons said he hopes donations and corporate sponsors will cover the \$1,482 cost for the 1995 campaign. Expenses include two

chainsaws, T-shirts and the printing of several hundred campaign brochures.

Mr. Lyons said an appeal for manpower has gone out to other conservation commissions, Boy Scouts, Girl Scouts, and the New Hampshire River Council. Townspeople pitched in last time and are expected back this year, along with boaters, hikers, sportsmen and ecology and environmental groups from around the state.

Mr. Lyons said U.S. Sen. Judd Gregg is lending his support to the cleanup.

"He wrote a very nice letter to the Army Reserve Division out of Fort Devens asking for help. They do these kinds of projects," he said.

Strike averted

BOSTON (AP) — A strike that might have disrupted ambulance service for nearly 1 million New England residents today was postponed by the union representing paramedics and emergency medical technicians at Chaulk Services Inc.

The International Association of Emergency Medical Technicians and Paramedics did not set a new date for a strike in wage disputes with Chaulk, which became the second-largest ambulance service in New England when it merged with Ambulance System of America. The merged company operates 350 ambulances in Massachusetts, Maine, New Hampshire and New Jersey.

Astronaut speaks at commencement

WORCESTER, Mass. (AP) — Veteran space shuttle astronaut Kathryn Thornton will be the commencement speaker at Worcester Polytechnic Institute, the school announced.

Ms. Thornton, who has made

SPRING



VOICE LINE

Call Voice Line at 893-0721
Weekdays from 5 p.m. to 8 a.m. All day Saturday & Sunday



Wants sidewalks

I don't understand why it is so difficult to get sidewalks built in this town. In the past, many more children were able to walk to school, and people of all ages were able to enjoy recreational walking in safety. Now, kids who live less than a half mile from school are still bused due to lack of sidewalks. This encourages an unhealthy lifestyle at an early age. I think we should get sidewalks on Zion Hill Road and South Policy Street and in other areas where children could walk to school. In the long run, this would save our tax dollars because we wouldn't have to pay to bus these kids to school.

Depot woes

Is anything ever going to be done about the traffic in the Salem Depot? Last week, I drove through there at rush hour and traffic was backed up past the Fire Station. This is not only aggravating, it's dangerous for someone who might need an ambulance during rush hour.

Note: Although plans have been proposed to restructure the traffic flow in the Salem Depot, they have huge price tags and will probably not happen. Your best bet is to find an alternative route.

Park concerns

I think the parking at the Field of Dreams is atrocious. Someone is going to get hurt. People park illegally, and on the sides of the road. I also think that busloads of people should not be allowed to come to the park. These people make a mess of the site and don't contribute anything to its maintenance or quality. Many of the kids on these buses are poorly supervised, causing safety problems for everyone.

Stop hiding

I read in your paper and think it's great that there's big building boom in Salem. However I get very nervous when I see its the same Planning, Engineering and Building departments who were on the job for the Wal-Mart site. What a mess that is. Whenever there's a problem, like at Wal-Mart, they blame it on the state. It's not the state's problem, it's the town's problem. If Wal-Mart won't comply, why doesn't the town take Wal-Mart to court? We've got to stop hiding behind the state.

Make vote count

I think someone is trying to pull wool over the eyes of Salem voters. By more than a two-thirds vote, we voted to rezone land on Kelly Road. That should be enough, but now the property owners have a new tactic. They are going to try to get the vote changed. Enough is enough. We said no and we meant it. Go to the Board of Selectmen on May 1 and make them see that your vote counts for something.

Unfair

I think the person who called last week to say the new police chief should be fired is unfair. He has some good ideas that take time to implement. The person who called and said he has done nothing obviously has a grudge against him.

Ban development

The traffic on Route 28 is terrible. I'm concerned that the town will allow North Broadway to get as bad as South Broadway. That would be a terrible mistake. The abutters have already suffered enough. I think more development on North Broadway should be banned.

Thanks

A few weeks ago, I called Voice-Line to complain about the lack of a "stop ahead" sign before the new stop sign at East Broadway and North Main Street. Now, I'm calling to say thanks to whoever installed the new "stop ahead" sign. That was a quick response. Thank you.

Community Calendar

Wednesday, April 26

Salem Chamber of Commerce presents: How state agencies can help your business grow — 7:45 a.m., Sturling's Restaurant, \$12; Human Resources Network — 8 a.m., Chamber of Commerce; Salem Exchange Club Awards Breakfast — 8 a.m., Bickford's Restaurant; Alcoholics Anonymous — noon, The Road Back, 97 Shoppes; Free Seminar on Cataract Surgery and Screening — 10 a.m., Salem Health Center, register 890-1377; Chamber of Commerce Secretary's Day luncheon — noon, Promises to Keep, \$15, 893-3177; Vocational Rehabilitation — noon, Kelley Library; Salem Exchange Club — 12:15 p.m., Holiday Inn; Whist party — 1 p.m., Senior Center; Carnival Magic to benefit the Field of Dreams — 6-10 p.m., Rockingham Park; TOPS (Take Off Pounds Sensibly) — 6:30-8:30 p.m., Pleasant Street United Methodist Church; Budget Committee — 7 p.m., Municipal Office Building, Knightly Meeting Room. Also telecast live on Cable Channel 38; Knights of Columbus Ladies Auxiliary — 7 p.m., Knights of Columbus Hall, 37 Main Street; Alcoholics Anonymous Men's Meeting — 7:30 p.m., The Road Back, 97 Shoppes; Alateen — 8 p.m., Pleasant Street United Methodist Church; Alcoholics Anonymous Peace of Mind group — 8 p.m., Mary Queen of Peace Church

Thursday, April 27

Greater Salem Human Services Council — 9 a.m., Kelley Library, Room B; Senior painting class — 9:30-11 a.m., Senior Center; Congressman Charles Bass representative — 10-11 a.m., Municipal Office Building, Room 1; Alcoholics Anonymous — noon, 7 p.m., The Road Back Club, 97 Shoppes; Drawing for the Young — 4 p.m., Kelley Library, Room B; Greater Salem Chamber of Commerce Business After Hours — 5:30 p.m., Windham Country Store; Carnival Magic to benefit the Field of Dreams — 6-10 p.m., Rockingham Park; Salem Democratic Town Committee — 7 p.m., Kelley Library, Room B; Alcoholics Anonymous — 8 p.m., Granite State Baptist Church

Friday, April 28

Salem Garden Club Arbor Day Ceremony — 10 a.m., Michele Memorial Park; Alcoholics Anonymous — noon, The Road Back, 97 Shoppes; Salem/Methuen Rotary — 12:15 p.m., LaChandelle; Whist party — 1 p.m., Senior Center; Basic Drawing — 4 p.m., Kelley Library, Room B; Carnival Magic to benefit the Field of Dreams — 6-11 p.m., Rockingham Park; Alcoholics Anonymous — 8, 8:30 p.m., St. David's Church

Saturday, April 29

Lions Club Rabies Clinic — 9:11 a.m., Salem High School, \$8; Salem Shrine Club Free Children's Screening for Orthopedic and Burn Problems — 9 a.m.-1 p.m., Masonic Hall; Alcoholics Anonymous — 10:30 a.m., St. David's Church; Carnival Magic to benefit the Field of Dreams — noon-11 p.m., Rockingham Park; Recovery meeting for all addicts in recovery — 2 p.m., The Road Back, 97 Shoppes

Green wall tones down noise

It has been several months now since the trees and bushes that used to shield homes on Old Rockingham Road from the glare of headlights on nearby Route 28 were bulldozed away.

Roadwork and the expansion of the highway in front of a new Wal-Mart store, which opened in January, were to blame.

Since then a committee made up of residents, business owners and town officials has met to come up with ideas for regreening the area and creating another buffer.

Plans call for tall evergreens to be planted behind the homes on Old Rockingham Road that now look down upon the store's parking lot.

Flower beds and bushes are to be planted along Route 28. And evergreen seedlings will be put in the earth this Saturday along the

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Railroad tracks by the highway by Salem Boy Scouts.

Reviewing these ideas this week, selectmen have put Town Manager Stephen Daly to work on a plan to put them in action.

All told, the work is estimated to cost \$16,000, said Ross Moldoff, town planning director.

A letter is also in the works to the town's state representatives asking them to look into having the state put up a guardrail in the area.

Please see SALEM, Page 10

SALEM

Scott Van Voorhis

LETTERS 4/26/95

Thanks to town officials

To the Editor:

I would like to publicly thank some of our town officials. I live in the area of town that was vastly affected by the construction of the new Wal-Mart store on North Broadway. A group of citizens have banded together to form the Old Rockingham Road Neighborhood Association (ORRNA). We have been trying to reforest the area that was destroyed by the subcontract-

tors. Many other groups have also helped us with this effort. At the last Selectmen's meeting a proposal was presented by Mr. Ross Moldoff, of which you have reported. Selectman Campbell tried to shoot down many of the ideas stating that the residents, not the merchant should have to pay to clean up the area that was a result of Mother Nature. He did not have all of the facts and continued to defend his actions. Mr. Ed. Blaine, Town Engineer, approached the podium at my insistence that Mr. Campbell learn all of the facts before he continued

in his tirade. Mr. Blaine obliged for this I would like to say Thank You. I would also like to thank our new Town Manager, Stephen Daly for listening to the concerns of the citizens AND following up on them. On Tuesday, April 18 Mr. Daly, Mr. Blaine, Mr. Moldoff and Chief of Police Mac Kinnon walked Old Rockingham Road and witnessed, first hand, our concerns with the state of the site. It was a pleasure to speak with them and to witness their concerns for our problems. Again I would like to say thank you to these gentlemen for their time and patience

as they listened to the many residents who are trying to keep their neighborhood safe and a pleasant place to live. These measures will ensure that this massacre of the land does not happen to another neighborhood.

Sincerely yours,
Susan A. Lane
Salem

4/26/95

Adult bookstore suit finally gets to court

by Monique Duhamel

SALEM — A lawsuit filed against the town in 1991 by an adult bookstore will finally have its day in court on May 1.

That's the day when the court hearing on the matter will begin in Rockingham County Superior Court in Exeter.

The Moonlite Reader adult bookstore originally filed the suit against the town in late 1991, after some public and private opposition was expressed about the opening of such a store.

The store, located in Child's Plaza on South Broadway, is owned and operated by Thaddeus Drabkowski and Delano Paone. It sells adult oriented videos, books, magazines, and other materials. The windows of the store are covered and no one under 21 years old is allowed in the store.

The lawsuit is filed against the Town of Salem, the town's Board of Adjustment and former Selectman Joseph Gagnon.

Initially, the suit had sought immediate relief from an alleged "un-

justified campaign that the Town of Salem is waging through threats, intimidation, criminal prosecution and coercion to stop Moonlite Reader from operating."

Background

On May 31, 1991, the store's owners first filed for a change of use permit that same day, as well as for a Sunday Sales permit. These permits were issued on June 4, 1991.

On June 6, the lawsuit alleges that Drabkowski and Paone were contacted by Gagnon as a representative of the town, and met with him at a nearby restaurant. The suit charges that Gagnon told the two men to withdraw the application and file it several weeks later as an unspecified video store. It further charges that Gagnon also contacted the company's attorney with the same suggestion.

The lawsuit further alleges that Gagnon produced the two men's telephone numbers and urged citizens to call them to express their opposition to the store's opening. The two men subsequently received

several telephone calls.

On June 19, 1991, when the store's sign was being installed, owners were notified that a resident had appealed the issuance of the June 4 application.

A hearing was scheduled on July 2 on the appeal. That same day, the town issued a violation notice to the store, and an order to vacate the premises. The appeal was denied on the evening of July 2.

At some point, a resident filed another request for a hearing, which was granted on August 6. That hearing was scheduled for September 3.

On August 8, Gagnon made statements published in a local daily newspaper. These statements included calling Paone a "sleazeball."

The lawsuit also charges that the town faxed information regarding the Moonlite Reader and Paone to an attorney who was then representing Paone's estranged wife in a divorce proceeding.

At the September 3 rehearing, the Board of Adjustment tabled the matter for at least 60 days.

The suit charges that all the delays were done deliberately by the town. While the delays were occurring, the town was preparing an adult business ordinance.

The lawsuit

The lawsuit initially sought to get the town to stop trying to prevent the store from operating. Four years later, with the store still open, that issue is resolved (or moot).

It also claims that the town violated the federal rights of Drabkowski and Paone by improperly enforcing the town ordinances, using criminal prosecution, and imposing restraints on their rights to free speech and right to conduct business.

The suit also seeks "compensatory damages" of an unspecified amount up to \$2 million as well as reasonable attorney's fees.

A jury trial was requested.

GO OVER THERE AN PLANT A COUPLE OF TREES...
MAYBE IT'LL SHUT THOSE PEOPLE UP !
...HERE, TAKE ONE OF MINE !



Tom Toles
Washington Post

5/12/95

BOS opposed to Boulevard restaurants

by Monique Duhamel

SALEM — The future of a proposed plan for two restaurants is now up in the air.

During a worksession on Monday evening, the Board of Selectmen and Planning Board discussed the proposed plan.

The discussion was to prepare the selectmen for a future request for the board to lay out a road off Rockingham Boulevard.

The two restaurants are proposed for land located behind the Rockingham Mall, which stretches clear across from Rockingham Boulevard to Cluff Crossing Road. The land is zoned partially for commercial use and partially for garden apartment use.

Planning Director Ross Moldoff said the land is between 20 and 30 acres and includes some wetlands as well as some upland fields abutting Soule School.

Moldoff explained that any access to the property off Rockingham Boulevard will require a state driveway permit that the state Department of Transportation (DOT) will only issue to the town if a town road is built. He added that the state wants the road to connect Rockingham Boulevard and Cluff Crossing Road.

The developer, Jan Companies, had originally proposed two restaurants on the Rockingham Boulevard end of the property and a

shopping center on Cluff Crossing Road. Then, in March, voters rezoned the Cluff Crossing Road end to apartment zoning.

The developer is willing to donate more than 18 acres of the parcel (8.5 acres of uplands adjacent to Soule School and 10 acres of wetlands) to the town. The upland could be used for ballfields or school expansion. This donation is possible if the town helps the developer secure the driveway permit.

■ **See OPPOSE, Page 8**

Moldoff said the state would allow the road extension to be mapped out but not built, as long as a future plan of the road layout is completed.

Selectman George Jones said he was concerned about the impact of this proposal on Rockingham Boulevard traffic. He did not want to see the traffic impacted. He also expressed concern about allowing access to the property from Cluff Crossing Road, which he says does not need any more traffic. In light of this, he considers the land to be essentially condemned.

Selectman Robert Campbell wants a more detailed letter from the state which would assure the town of never having to extend the road through to Cluff Crossing Road. He said his standards for approving a road layout are that the capacity of Rockingham Boulevard is not diminished and that travel time there is not increased.

"You've created a standard that can't be met," Planning Board Chairman Bernard Campbell said.

"God didn't say there has to be a restaurant there. The Constitution didn't say there has to be a restaurant there, and we shouldn't inconvenience 27,000 residents to put a restaurant there," said Selectman Campbell.

Both Selectman Everett McBride and Selectman Robert Ellis expressed concerns over traffic safety on Rockingham Boulevard and Cluff Crossing Road.

"We have no obligation to create a situation which is ridiculous," said McBride.

There were no votes taken during this worksession, but the board is now prepared if the developer should seek such a road layout.

5/12/95 Town boards look to future plans

by Monique Duhamel

SALEM — The Board of Selectmen and Planning Board discussed Depot traffic, sidewalk construction, water improvements and the future purchase of town land Monday evening.

The evening started with a discussion of the Depot traffic issue, then went on to address the town's water needs, future government center needs, and sidewalk improvements. As so often happens in these types of discussions, the subject matter varied, from the possible need of an assistant planner to a pedestrian bridge crossing Route 28.

Depot traffic

This issue took up the bulk of the discussion, as both boards reviewed the Depot Traffic Study adopted by the Planning Board last year. This study proposes to widen the Depot in all four directions and includes significant taking of land.

Capital Improvements Plan (CIP) Subcommittee chairman John Lukens said the town has to decide, before the Year 2000, whether to improve the Depot or to focus on other traffic improvements.

Selectman Robert Campbell said the town needs an overall plan for the redevelopment of the Depot, not just for the traffic there.

Selectman George Jones said the town has a responsibility to get people safely through the Depot, but that a broad scale road widening effort may not be the answer.

"I have serious reserves...about spending \$7 million to create that," he said, pointing at the Depot Traffic Plan.

Selectman Everett McBride said the town has too many other things to do before the Year 2000 that are of a higher priority.

Planning Board chairman Bernard Campbell said he wants to see Depot improvements to prevent drivers from cutting through residential neighborhoods to avoid the Depot.

He urged the selectmen to start acquiring land in the Depot as it becomes available and to plan for

the future.

Lukens suggested gradual improvements in the area until an ultimate solution is reached.

"This is a political decision that needs to be made by the Board of Selectmen," said Planning Board member Emil Corrente.

Selectman Robert Campbell said he wants the Planning Board to help the selectmen come up with the answer. Some of the things that need to be considered in the answer are the possible future of Rockingham Park and other businesses on Route 28.

Jones favors adding left turning lanes to the Depot, but that is all. He added that he needs to receive significantly more public input to determine what the people of Salem want to see happen in the Depot.

Corrente pointed out that despite the traffic problems on South Broadway, people still go there to shop.

"People vote with their feet. It's popular," he said.

Selectman Robert Ellis said the town has three choices: to make a concerted effort to move traffic through the Depot; to support the Depot as a center of Salem with some minimum changes to make it safe (like eliminating curb cuts too close to the intersection); or to leave it alone.

This summer, the planning department will conduct a survey to see what townspeople want done to the Depot area. Once that information is compiled, the boards may then move forward.

"I can tell you what they're going to say: No to \$7 million and eight lanes," said McBride. "I think the public is willing to do something, but not that much."

Water system

The worksession next moved on to discuss the town's water needs.

Engineering Director Edward Blaine told the boards that designs for small treatment plants at the TP 2 and Donigian wells should be completed by November, with bids in hand by December.

A Spicket Hill water tower will be included in the 1996 CIP.

The boards also discussed the concept of a raw water transmission line from Arlington Pond to Canobie Lake.

McBride wondered if development should be phased in to give the town time to absorb the impacts of new housing projects on the water system, school system and in other areas. He also suggested larger lot sizes in North Salem, in accordance with the Master Plan, regardless of the availability of sewer.

■ See PLANS, Page 2

News Briefs

Water level lower than usual

SALEM — The water level in Canobie Lake is about 100 million gallons less than its usual level for this time of year.

The water level is now at 216.5 feet above sea level. Although it is not currently at a critical point, a dry, hot season could be a cause for concern, according to Director George Sealy. The combination may lead to water use

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■ PLANS

Most of the board members present agreed that North Salem needs to be sewerized to protect the lake, as do the other areas in town around other lakes.

Jones proposed no greater density in North Salem with sewer and water than without it. Blaine told the selectmen a decision will have to be made before 1997 about whether sewer should be extended up North Main Street, since that road is scheduled for reconstruction in 1997.

Jones also expressed concern about what sewer line extension might do to the development of the very small lots on Arlington Pond. The boards will get a legal opinion on this from the town's attorney.

Land purchase

Again, most board members agreed that in the future, something will have to be done to provide more office and meeting space for town government.

The board briefly discussed the 14 acres located behind the building, owned by someone else. "It's probably a very good time to further the vision of the '60s planners

discussed in last week's Observer," said Town Manager Stephen Daly.

They also considered land on the corner of Veterans Memorial Park-way and Geremonty Drive, on the same side as the town hall.

Jones pointed out that the town needs space for a senior center, Recreation and Welfare departments, and possibly for a combined police/fire dispatch.

Corrente said it would be an advantage to get the land behind the town hall because it is adjacent, but that public buildings should be seen from the street.

Jones added that there is a great need for recreation land.

McBride said the town first needs to look at the 15 acres the School District owns in North Salem and the 16 acres the town owns at Millville Lake.

Lukens said some land recently

deeded to the town could be used

for ballfields.

Daly said the 1996 CIP has \$12,000 in it for a Recreation Master Plan. This will address the issues, options

and needs for recreation land.

It is for this type of planning that an assistant planner is needed, said Jones.

"The only time in the last 20 years when we were somewhat ahead of the development curve was when we had an assistant planner," he added.

Daly agreed, saying the community where he came from had a planning staff of nearly four people and was half the size of Salem.

Sidewalks

If the selectmen would commit to plowing sidewalks, Corrente said the planning board would require developers to build them.

Further, selectmen agreed that sidewalks should be constructed during the town's road reconstruction, if at all possible.

"The board needs to make a decision that's easy for the planning board to enforce," said Corrente.

Planning Board member Bernard Campbell said he would like to see the sidewalk on North Policy Street extend to the public recreation area

at Canobie Lake when the road is reconstructed.

Jones said that while the town does not need sidewalks everywhere, clearly there are places where they ought to be.

The boards also discussed their concerns with the pedestrians who cross Route 28 and Rockingham Boulevard. At that point, Blaine suggested the pedestrian bridge over Route 28.

Both boards will continue to look at the sidewalk issue. The selectmen will seek to improve or install sidewalks and the planning board will seek to require their construction, according to rules already specified in the town ordinance.

Military

Kelly AFB, San Antonio, Texas—Air Force Senior Airmen Michael R. Vella has arrived for duty here.

Vella, a printer system operator, is the son of Joseph S. and Kathy R. Vella of 3 Cortland Dr., Salem. He is a 1990 graduate of Salem High School.

6/8/95

Dow plans move into Salem park

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — A Wilmington, Mass., company plans to move part of its operation into two new buildings in the Keewaydin Industrial Park.

Dow Industries wants to build two, 22,000-square-foot buildings for its Dow Switch division.

"They are growing and want to move two divisions up here to Salem," said Kent D. Locke Jr., vice president and general manager of Keewaydin Properties, park owner.

He said the high technology company makes membrane switches, most commonly found in the touch pads of microwave ovens.

Dennco Inc., a manufacturer of golf accessories, also plans to expand its current operation in the industrial park, according to Mr. Locke.

Both projects are on the Planning Board's agenda for June 13. There are no estimates of project costs.

Mr. Locke said Dow wants to combine two lots on Northwestern Drive off Route 97 on the west side of Interstate 93.

He said Keewaydin, with 560 acres, is one of the biggest industrial parks in New Hampshire. He said the first section opened in 1970 with Digital Equipment Corp. building on the east side of I-93 in 1976.

There are now more than 40 buildings.

Mr. Locke said Dow Switch would employ up to 50 people in one Salem division and fewer in the other operation.

Town Planner Ross Moldoff said Dennco wants to expand its 25,000-square-foot operation by building a 100,000-square-foot facility.

"They will only take 50,000 right now and rent the rest," he said.

Mr. Locke said that industry in Keewaydin Park has begun to grow after several slow years.

"What's happening is that the vacant space is all filled up and the only way to come to Salem is to create new space. Many companies are outgrowing their current locations," he said. "Salem still continues to be very attractive...it is close to Route 93 with a stable government and stable tax base."

NEW HAMPSHIRE

INSIDE
Obituaries, 16

ALEM

\$10,000 gift to go for trees

SALEM, N.H. — A \$10,000 donation from Wal-Mart may help add trees and plants to Salem.

Town Planner Ross Moldoff said the money will most likely be used to landscape a portion of North Broadway in the vicinity of the new Wal-Mart. Hundreds of trees were cut to widen a section of Route 28 in the area of the store.

"The money is going to help implement the recommendations in the North Broadway landscaping Report," said Mr. Moldoff. A committee of representatives from the Conservation Commission, Garden Club, Landscapers and nearby property owners drew the plan.

The committee recommended planting large evergreens or tall shrubs along the rear

property lines of the five houses on Old Rockingham Road, which are across North Broadway from the Wal-Mart entrance.

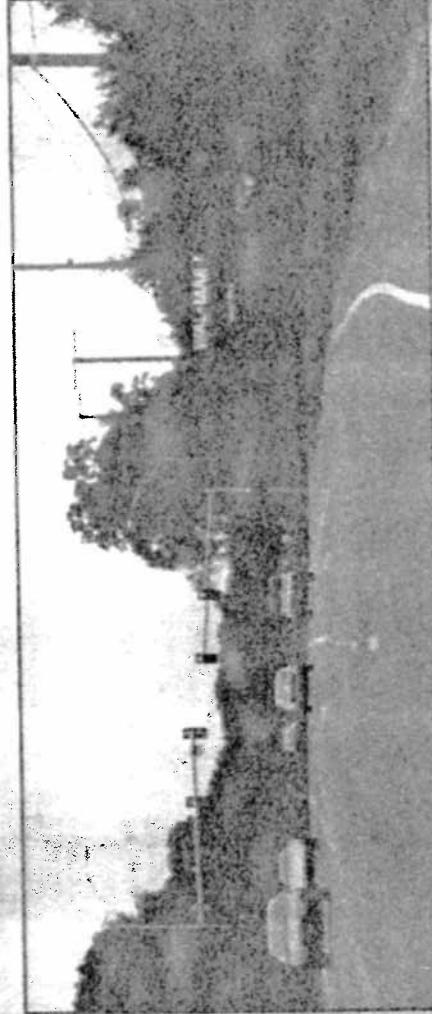
The 550-foot area was once buffered from North Broadway by trees. The work is estimated at \$5,500.

Also recommended were raised beds of lilacs, forsythias and other salt-tolerant, hardy and rapidly growing shrubs to beautify the westerly side of the road for passing motorists. That work is estimated at \$5,000.

Mr. Moldoff said local Boy Scouts have planted about 300 evergreen seedlings across North Broadway from Wal-Mart.

"We will get a proposal together and go to the selectmen who will decide what the \$10,000 will be used for," he said.

A \$10,000 donation from Wal-Mart will help add trees to this section of North Broadway near the new Wal-Mart store.



Wal-Mart donation to beautify Route 28

6/21 Observer

By Carol Moore

SALEM - Residents of the Rockingham Road area stand to benefit most from a donation of \$10,000 given by Wal-Mart to landscape the area of Route 28 across from the newly constructed department store. For decades, North Broadway has remained relatively rural and residents in the affected area were only exposed to the rush of traffic on Route 28. With the construction

of Wal-Mart, some residents have complained about the brightness of the lights coming from the parking lot and the absence of a buffer zone along the strip of Route 28 bordering the railroad tracks. In response to complaints and in an effort to be good neighbors, Wal-Mart is offering the town \$10,000 to be used for beautifying the stretch of road and creating a natural buffer.

Planning director Ross Moldoff

indicated the presentation of the donation would take place at the June 26 Board of Selectmen's meeting. Official acceptance of the donation must be done by selectmen. Plans for landscaping and design are not fully completed yet, but Moldoff indicated trees, flowering shrubs, and flowers will be utilized to create a section of beauty and protection for the narrow area.

SPRING PLANTING



NEW HAMPSHIRE

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Battle over bypass begins brewing

• Representatives of the state Department of Transportation were in town yesterday to talk to Windham and Salem residents about the Route 111 bypass project. Clearly, the public has already begun taking sides on the issue.

By John Basilisco
Eagle-Tribune Writer

WINDHAM, N.H. — Critics will it a specious proposal say it is the answer to growing traffic problems above Route 111. They are referring to the same thing — the

extensive project also calls for a rerouting of Route 111 along the northwestern side of Shadow Lake. Half of the lake is in Windham, the other half is in Salem.

Windham resident Brad Dinanore said he is strongly opposed to plans for a four-lane bypass project, largely because it will help cause traffic problems at the intersection of Route 28-Route 111, which is close to where they live.

As they drove west on Route 111 yesterday, they said they support the intersection of two lanes in size along some

streets of the proposed highway.

Joel and Melanie Lipof, who live on the Windham-Salem border, have a different point of view. They said they support the bypass project, largely because it will help ease traffic problems at the intersection of Route 28-Route 111, which is close to where they live.

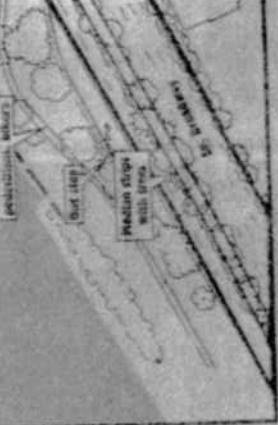
As they drove west on Route 111 yesterday, they said they support the intersection of two lanes in size along some

TRANSPORTATION

Vision of change for Salem Depot

PROPOSED NEW SALEM DEPOT

When Ladd Co. proposed to close its Salem Depot in 1997, Main Street and Salem's 12th Street will be replaced by a "short, one-block highway" with wider streets and no formal intersections and no grade stops.



Clock ticks but budget bickering rages on

CORCORD, N.H. (AP) — With a June 30 deadline approaching, state budget negotiators still made little progress and even turned a bit testy despite word of some good news.

Gov. Stephen E. Merrill's administration officials reportedly have secured federal approval to leverage more federal money. The plan to make up the state's mental hospital wing link with community health centers could generate as much as \$20 million in new money during the next two years, officials said.

But up to \$40 million remains in dispute between House and Senate negotiators as the lawmakers neared the date when the current budget expires.

House Finance Committee Vice Chairman Franklin Tarr, R-Dover, spoke for many negotiators after a meeting yesterday with Senate President Joseph Delahunt, R-Salem.

NEW LOOK DESIGNED FOR DEPOT



Proposed design for the new Salem Depot. The design features a modern, multi-story building with large windows and a flat roof, situated in a landscaped area with trees and shrubs. The building appears to be a mix of glass and stone or concrete.

• Trees, parks, a greenway path and new retail shops would give Salem Depot a new look and make townspeople proud of their busiest intersection.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Two landscape architectural students envision Salem Depot with trees, small parks, stone walls and retail shops in a village setting.

They recommend that utility lines be buried at the major intersection and that the town create a bike and walking path along the abandoned railroad track through the center of town.

"Vegetation is absent in the Depot making it so stark and bare," said Patricia Kolben, a graduate student at Conway School of Landscape Design in Conway, Mass. Salem Depot is formed by the intersection of Broadway (Route 28) and Main Street (Route 97). For three decades, it has been the town's primary trouble spot through which about 25,000 cars pass a day on their route south to Melrose or north to

and ice cream at the corner of Main Street at Hallowell Street in Lawrence. When a 13-year-old student, Frances Salvatore, kept the corner tidy, her teacher in a Lawrence classroom wrote: "It was then 66, after, she said right, I remember you

came to the newspaper and I remember you

Bypass: Salem, Windham start taking sides

Continued from Page 11

at 5:15 p.m., they saw traffic crawling east on Route 111, backed up from the intersection of Route 28 to the Windham Nursery on Route 111. "I was feeling more and more in favor of the bypass project as we traveled along and saw all those bumper-to-bumper cars," Mrs. Lipof said.

The Lipofs said the bypass project is needed to alleviate traffic backups during the morning and evening commuter rush hours like the one they saw yesterday afternoon. Mr. and Mrs. Lipof and Mr. Dimanmore and his son

spent part of their afternoon at Windham Cutler Saturday afternoon. They and other experts were on hand to discuss the highway project with Windham and Salem residents at a meeting between 2 and 8 p.m. Here is what others had to say about the bypass project:

Frederick Noyes: "It will be a terrible thing for Windham. It is not a bypass, but a speedway right through the center of the town. It's going to cut Windham right in half. It's going to

be a terrible

loss.

Albert Church: "We have

been told that

the new president

of Merrimack

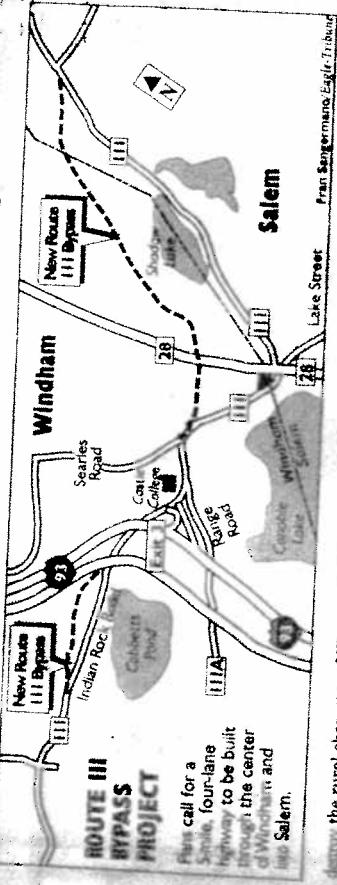
College

is going to be a

terrible

loss.

Brad Dimanmore: "We want to keep our town in the rural state. People move to the town because of the rural character."



Lakes. "It's needed to alleviate current and future problems just on the Windham end. Every evening rush hour, traffic heading east on Route 111 is backed up a quarter to a half mile for an hour. It is traffic bound for Route 28 to such communities as Salem and Hampton."

The Governor's Executive Council is expected to hold a public hearing on the project in September and vote on it six or so months after that hearing, said Project Manager Jeff Brillhart of the state Department of Transportation. It also needs the approval of the U.S. Army Corps of Engineers and the Federal Highway Administration.

Fran Sanderman/Eagle-Tribune

Santagati: Search real, but few were interested

stuled regarding his latest appointment. Faculty and search committee members learned about it by reading the Sunday *Eagle-Tribune*.

Mr. Santagati dismissed the idea that the presidential search was halfhearted, and that he had been a candidate since the beginning. He is the first layperson to be made president of the Catholic college.

"I am absolutely sure the board had an open search with the hopes of finding an Augustinian priest," said Mr. Santagati. "Certainly that changed over the last few months when there were few candidates, and fewer interested candidates."

Mr. Santagati said the trustees and others began leaning toward him as an applicant about two months ago, but that he was not formally asked until Friday. They were

concerned that a new president would not be found in time for the fall planning of the college's 50th anniversary.

Science and engineering faculty members had earlier signed a petition and Mr. Santagati had made a candidate of many students on campus.

Merrimack College is having an alumni reunion this weekend. Alumni in Association President Robert Cuomo said the group is meeting next week to draft a statement regarding Mr. Santagati's appointment. The association had been consulted during the aborted presidential search.

Mr. Cuomo said alumni are generally supportive of Mr. Santagati, who he credited with improving the dormitory's application rate.

MERRIMACK COLLEGE

♦ Faculty met to discuss the "surprise" appointment of the new president of Merrimack College.

By Al Lara
Eagle-Tribune Writer

NORTH ANDOVER — Newly appointed Merrimack College president Richard Santagati said yesterday that the intentions of trustees in starting a presidential search were sincere, and that his candidacy for the position was considered only recently.

The decision was made by Richard

trustees and

Santagati

approved by former Merrimack

alumni

and

others

beginning

two months

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asked until Friday. They were

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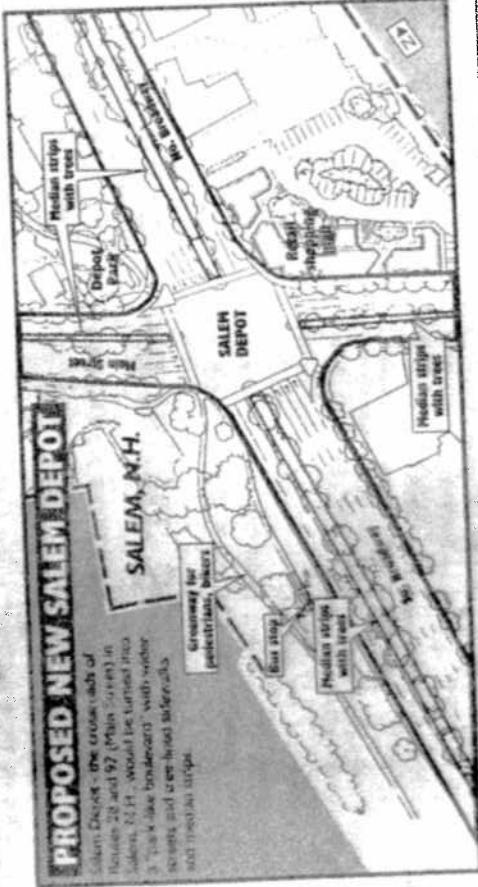
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Visions of change for Salem Depot

Clock ticks but budget bickering rages on



• Trees, parks, a greenway path and new retail shops would give Salem Depot a new look and make townspeople proud of their business intersection.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Two landscape architectural students envision Salem Depot with trees, small parks, stone walls, and retail shops in a village setting.

They recommend that utility lines be buried in the major intersection and that the town create a bike and walking path along the abandoned railroad track through the center of town.

"Organization is absent in the Depot making it so stark and bare," said Patrick Kallion, a graduate student at Conway School of Landscape Design in Conway, Mass.

Salem Depot is termed by the intersection of Broadway (Route 28) and Main Street (Route 97). For three decades, it has been a towering primary transit spot along their way south to Lebanon or north to Keene or east to Hanover.

Their plan for the Depot area is accommodated to the proposed widening of the major intersection to six lanes and removal of up to 17 buildings. The \$7 million Salem Depot Transportation Plan went to the Planning Board in December 1993 and is on hold.

"This shows what we might be able to do to the Depot — what we could do in terms of landscaping and limited redevelopment of some parking," said Town Planner Rose McAffee.

Mr. McAffee arranged for Ms. Kallion and Cynthia Hayes to design the Depot project as part of their master degree program. Ms. Kallion will return to Idaho and Mr. McAffee will go back to California this week.

The women said people driving east on Main Street, from the direction of Interstate 93, see the ticket part of The Depot, with sidewalks, churches, older homes and office

buildings across the street.

"The women said people driving

east on Main Street, from the direc-

NEW LOOK DESIGNED FOR DEPOT



Salem Depot at the intersection of routes 97 and 28.

Design drawings drawn for Salem by Patricia Kallion and Cynthia Hayes would alter the look of the major intersection for many years to come.

Their suggestions include: **PLAZA:** Planted strings would soften the look of the sidewalk and create a "park-like industrial" appearance.

GREENWAY: A path skirting the abandoned railroad tracks would be a safe avenue for bicyclists and pedestrians and the link to shopping and recreation destination to the north and south.

DEPOT PARK: A park on the northeast corner would have lawns, trees, shrubs and benches.

The women see the original train depot building, painted and occupied by lawyer James Seyer, kept as a historical site and moved so it can be seen when entering Salem from the east. It would replace a small stop of shops.

NEW SHOPS: A small shopping complex north of the park would incorporate native stone and have an entrance off the green way path.

SHOPPING VILLAGE AND PARK: Low two- to

three-story buildings would go on the northeast corner of the intersection now occupied by a Shindon, Masonic Temple and other shops. The area would have courtyards, benches and shade trees.

NEW FACADES: Older buildings would get dormers, paneled windows, clapboards and overhangs, to create a New England look.

CHURCH STEEPLES: Steeples on Samantha's Restaurant, formerly a Main Street church, and Pleasant Street Methodist Church, on Pleasant Street, would be framed with tall evergreens.

Photo by David L. Clegg

NEW facades for some time and of twisting the language of the agreement," but Rep. Torr retorted, "I'm not twisting anything. I'm straightening facts."

"Mr. President, we've been doing the mating dance for some time and it's about time we started mating," declared Rep. Torr, provoking laughter.

"Do I get to pick my partner?" Sen. Delahanty asked.

Sen. David L. Clegg said the budget is \$20 million to \$40 million out of whack right now.

Even if a compromise is reached, several days of hard times to print the final document and give public notice will be needed under House procedures.

Photo by David L. Clegg

By

Windham and Salem residents about the Route 111 bypass project, which calls for a $\frac{5}{8}$ -mile, four-lane highway through the center of Windham and into Salem. Two-thirds of the project would involve upgrading the existing Route 111 highway from two to four lanes, beginning near the police station and heading east to Salem.

The extensive project also calls for a rerouting of Route 111 along the northwest side of Shadow Lake. Half of the lake is in Windham, the other half is in Salem. Windham resident Brad Dinsmore said he is strongly opposed to plans for a four-lane highway in Windham. He said a new road in the area of Shadow Lake is all that is needed to alleviate traffic problems there. A four-lane highway down the center of Windham does not need to be built, he said.

median strip, included in the plans, is the equivalent of two lanes in size along some stretches of the proposed highway. Joel and Melanie Lipof, who live on the Windham-Salem border, have a different point of view. They said they support the bypass project, largely because it will help ease traffic problems at the intersection of Route 28-Route 111, which is close to where they live.

As they drove west on Route 111 yesterday

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Please see BYPASS, Page 12.

Continued from Page 11
"The Depot is an important gateway coming into Salem. That is the most attractive approach," said Ms. Kohlert. She said that except for a large tree just north of the Coca-Cola Bottling Co. on South Broadway, the Depot has no greenery. Some members of the community are in favor of removing the tree.

Continued from Page 11

"The Depot is an important gateway coming into Salem. That is the most attractive approach," said Ms. Kolhei. She said that except for a large tree just north of the Colia Bottling Co. on South Broadway, the Depot has no greenery.

Depot: Trees, parks, a bike path

townspeople go through the Depot but do not care about it.

Said Ms. Kolbet, "what we are trying to say is 'make it attractive and user-friendly and accessible and people will care about it.' As it stands now, I would not care about the Depot either."

township people go along but do not care about it.

Said Ms. Kolbet, "what we are trying to say is 'make it attractive and user-friendly and accessible and people will care about it.' As it stands now, I would not care about the Depot either."

way, the Depot has no greenery. Planning Board members Bernard Campbell and Clifford Sullivan and Town Manager Stephen Daly met with Mr. Moldoff and the woman

Mr. Campbell said the plan is innovative and possible. "We could go to some of the land owners and tell them, 'we will put up a new building and you would move into it and you will deed us your parcel,'" Mr. Campbell said. Mr. Moldoff said New England Development, owner of The Mall at Buckingham Park, pays the town \$70,000 a year for road improvements. He said there is \$300,000 in the Depot Trust Fund. Moldoff said the planning Board and selectmen will see the woman's plans.

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555 2nd Street, Suite 100, Sacramento, CA 95814

Mr. Binsmore, Viau Road, Windham, calls it a "six-lane highway," because the raised

lane highway down the center of Windham does not need to be built, he said.

the area of Shadow Lake is all that is needed to alleviate traffic problems there. A four-lane highway

opposed to plans for a four-lane highway in Windham. He said a new road will not be built until the state of the economy improves.

Windham resident Brad Dinsmore said he is strongly opposed to the new facility.

rerouting of Route 111 along the northwestern side of Shadow Lake. Half of the lake is in Windham, the other half is in Salem.

GUTTAV

Editorials

Where the problem lies

Residents of Rockingham Road have been up in arms about motorists using their residential street as a short cut to Route 28. This is not a new phenomenon, but perhaps it has been exacerbated by Rockingham Road's smooth repaving.

Many residents suggest that the opening of the Wal-Mart Department Store is another cause of increased traffic. It seems people are overlooking the fact that the real culprit is the miserable traffic pattern at the intersection of Route 28 and Route 111. This intersection, at the best of times, is a minor merry-go-round. During commuter hours and in the summer months, this intersection is an absolute horror show.

Various proposals, including making one of the smaller intersecting streets one-way, have been proposed, but nothing substantive has been done to address the mess.

When the new traffic lights were installed and the lane markings expanded, there was a period of time—perhaps two weeks—when there was a separately-timed signal for traffic moving both north and south to make left-hand turns. This gave drivers a chance to get out of the way before through traffic started moving.

For some reason, this light sequence was abandoned, causing drivers to jockey for a position to make a turn. Motorists moving straight ahead give no quarter and those wishing to turn in either direction plant themselves in the center of the intersection, nose-to-nose, hoping for a break in traffic so they can complete their turn. Meanwhile, cars following, which are either trying to turn or go straight, line up behind the turning cars with absolutely no place to go.

Who wouldn't want to avoid that mess? And if Rockingham Road is available, why not take the short cut?

Live in Derry and pay higher taxes

• A new state study shows Derry and Londonderry residents pay some of the highest property tax rates in the state, while Salem and Atkinson enjoy rates well below average.

By John Macone
Eagle-Tribune Writer

Hale's Location, and Greenville, may be just about the same land size, but they are worlds apart when it comes to the taxes their residents pay.

In Hale's Location, taxes on a \$100,000 home are \$161, the lowest in the state. But this tiny neighbor of Conway, with a population of 2, is best known for its golf course, not its tax-friendly neighborhoods.

In Greenville, a town of 1,988 about halfway between Rindge and Nashua, taxes on that same house would cost \$4,393, the highest in the state.

The state has released its score card

Please see TAXES, Page C5

WHAT YOU PAY FOR TAXES

The following property taxes are based on a state formula that shows what residents would pay if all tax rates were based on 100 percent valuation. The number in parentheses is the state ranking, with Greenville paying the most at \$4,393.

LONDONDERRY (22) \$3,843

CHESTER (126) \$2,473

SANDOWN (61) \$2,971

DAHLVILLE (71) \$2,710

HAMPSTEAD (164) \$2,389

INGRISTON (14) \$2,312

PLAISTOW (149) \$2,246

DERRY (20) \$3,514

WINDHAM (156) \$2,304

ATKINSON (182) \$2,048

SALEM (169) \$2,118

PELHAM (31) \$2,593

GRANITE STATE (234) \$2,107

PELHAM (31) \$2,593

Continued from Page C1

for property tax rates in 234 towns and cities, ranking the towns from lowest to highest. The study is based on 1994 rates, which were converted to a uniform system to take into account the wide variety of ways towns and cities set values on property.

While no local towns made it into the top-ten highest or lowest categories, the study shows a fact residents in Derry and Londonderry may already suspect: They pay among the highest taxes in the state.

These two towns rank 20th and 22nd respectively statewide. Taxes on that \$100,000 house would be \$3,514 in Derry, using the state's formula. In Londonderry the taxes would be \$3,585.

The study does not take into account 1995 rate increases, such as

Derry's 20.7 percent tax hike.

At the other end of the local spectrum are Salem and Atkinson, ranking 169th and 182nd respectively. For the owner of a \$100,000 home, living in one of these two towns means paying about \$500 to \$700 less per year in property taxes than the average Granite Stater. For the Salem home, it would cost \$2,118, for the Atkinson home, \$1,948.

State officials have drawn no conclusions or identified any trends based upon the results, said Barbara Reid of the Department of Revenue Administration. The goal of the study is simply to show residents how their town stacks up against others.

As many New Hampshire residents know, one cannot simply compare tax rates from town to town and make accurate comparisons, because not every town sets its rates in the same way. The state came up

with a formula to take that into account.

For instance, Salem based its \$45.07 tax rate on 47 percent of the property's assessed value, while Woodstock's \$19.67 rate was based on 107 percent of the value.

But after state officials figured out what the two towns' rates would be if they were based on full assessed value, they came out almost even, \$21.18 for Salem and \$21.05 for Woodstock. Using that kind of calculation, they came up with their ranking system.

The average tax rate in New Hampshire is \$24.13, but most communities do not assess houses at their full value, according to the state study. If they did, the average owner of a home assessed at \$100,000 would pay \$2,534 per year in property taxes.

Play fields may blossom at vacant site — free of charge

6/22/95

SALEM

John Macone

Salem may someday have some more badly needed playing fields, and without spending any public money.

If an idea Planning Board and Town Planner Ross Moldoff are working on comes to fruition, developers of major projects in town will be paying to build the new playing fields on school-owned vacant land. The fields, one multi-purpose and the other for soccer only, would be located behind the community gardens plot off Lowell Road.

The land was acquired several years ago with the thought of building a school on it someday. But School Board members say there are too many wetlands on the land, leaving little buildable space.

"I don't believe any school could be built on that land due to the wetland issues," said Chairman Bernard Campbell.

Earlier this week School Board gave Mr. Moldoff permission to start looking into the idea further, suggesting he contact neighbors of the land to see what they think.

With 900 children playing on soccer teams alone, Salem is in dire need of more playing space.

"The town is almost wrestling for fields," said School Board member Pamela Berry.

Planning Board has the option of requesting developers pay money or provide work toward expanding recreation in the town. So far, Mr. Moldoff said he has contacted two developers, and "neither was negative about the idea."

The land is still primarily intended for

Continued from Page 11

school use, so the recreational area would be built with the idea that perhaps someday it might be used for a school site.

Superintendent Henry E. LaBranche said the building of a new school in Salem is not anticipated for at least five years, but board member Fred A. Kruse warned land for school buildings is running out.

"I recommend recreation on this site, but I won't say never on a school, not when this community is completely crammed as it is," Mr. Kruse said.

Please see SALEM, Page 12

Daly portrays self as risk-taker who makes sound decisions

6/24/95

Salem's new town manager, Stephen J. Daly, gave local business people a glimpse into his "risk-taker" plan for the town yesterday.

Speaking before the Greater Salem Chamber of Commerce, Mr. Daly spelled out a short but pithy list of goals he has set in his first 11 weeks in office. Characterizing himself as "a turn-around man" who is not afraid to take risks, Mr. Daly focused on a handful of general changes he would like to pursue. Among them were: **Transparency.** Mr. Daly said it was hired primarily because he has demonstrated he can lead the town's staff in "sound policy decisions." The roles of the town manager, selectmen and others have become blurred in Salem, he said, adding he plans to set clear roles for the town manager.

studying the recommendations. "I'm not sure but they might be too conservative," he said of the recommendations.

Money management. Mr. Daly plans to dispel a notion that the town has financial problems.

"I want to restore the public's confidence in our fiscal behavior," he said, adding the town's finances are sound.

Planning talk. Mr. Daly wants citizens and businesses to talk more directly with town officials regarding how the town is run and its future direction. He characterized town government as a partnership between residents, businesses and town officials that requires frequent feedback from all parties involved.

Planning for the future. As Salem continues to grow rapidly, Mr. Daly stressed it is vitally important to set specific plans for the future "Salem needs to get ahead of the development

curve, otherwise it will be a mop-up reaction," he said. "We can't stop future growth. We just have to have it happen in a way the town wants it."

John Mai, one

Business review. Mr. Daly said he has heard complaints about the efficiency of the Department of Public Works and the handful of town departments in charge of community development, and plans on addressing them. He wants town departments to treat citizens and business people "in a more timely fashion without delays," he said, and make the permitting process consistent. "The rules won't change as you go through the process."

A "management audit scrutinizing how the community development departments conduct their business" has been completed, and he is

studying the recommendations. "I'm not sure but they might be too conservative," he said of the recommendations.

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back from all parties involved.

Planning for the future. As Salem continues to

grow rapidly, he said. "We just have to have it happen in a way the town wants it."

Bigger eaters, bigger price

School lunches will cost a little more for adults this school year.

School Committee voted last night to increase the cost of adult lunches provided by the schools by 25 cents. The lunches will cost \$2.25 starting this fall. The increase was needed to cover the cost of the meals.

The board refused to consider a proposal to increase student milk prices by five cents. The milk price will remain at 25 cents.

Editorials

Time to speak out

The best thing about the Board of Selectmen's decision to close one end of Old Rockingham Road is that it is a temporary decision.

Now a traffic study will be done to see who uses the road and where they are going when they use it. The information collected in the study will be the foundation for the selectmen's final decision.

We maintain the position that the Board of Selectmen members, in making their decision, felt they were being responsive and meeting the needs of the people in that area.

Now that the board has made this decision, selectmen are finding out that they may not have been as responsive to the area residents and town residents as they had intended to be.

Quite simply, the board may have goofed.

The beauty of the situation is that board members appear to realize their error and are taking steps to collect all the information they need before making a final decision.

While their initial decision may not be popular with Salem residents, it is mobilizing these voters to get involved and make a stand. The decision is having far-reaching effects and causing those with concerns to come forward.

We urge all those with views on the issue, whether in support or opposition to make the effort to air your views. Make phone calls or write letters. Call your selectmen. Call your town manager. As many of you have done, call VoiceLine.

The selectmen's ultimate decision will affect many Salem residents. They need to know how you, the voters and taxpayers of this community, feel about the issue. This public input will contribute to the board's final vote just as much, if not more, than the information collected in the traffic study.

For all who use Old Rockingham Road, you have the chance now to help determine its future. Let the town's decision makers know your feelings on the matter.

Road closure meets with opposition

6/28/95

by Monique Duhamel

SALEM — A different group of Old Rockingham Road area residents appeared before Selectmen at their Monday night meeting.

This group is composed of those who are opposed to closing off Old Rockingham Road. They say they were never approached by the group of residents who want the road closed.

William Knightly Jr. of Rena Avenue says he is surprised the board voted to close the road, with what he considers to be improper notice.

"There should have been a public

hearing. There should have been a traffic study. All area residents should have been surveyed," he said.

Knightly added that all taxpayers paid to construct the road and all the taxpayers should have the use of the road.

The speeding problem on Old Rockingham Road can be resolved with police enforcement, he said. He asked the Board of Selectmen to rescind its previous vote.

Board chairman Everett McBride said the town is now doing a traffic study of the cars using the road before any action is taken.

Fellow board member George Jones, who voted to close the road two weeks ago says the more he thinks about it, the more he thinks he voted the wrong way.

Roland LaChance of Old Rockingham Road says he thinks the traffic on the road has been reduced since the widening of Route 28, not increased as some residents say.

He presented the selectmen with a petition bearing 86 signatures of people opposed to closing the road at the north end.

"The taxpayers feel they have every right to use the road since they paid to reconstruct it," he said.

Town Manager Stephen Daly said the traffic study now underway is more than a simple counting of

cars. It is also an origin and destination survey to find out where the cars are coming from and where they are going.

Susan Lane, 59 Old Rockingham Road, said the selectmen made the right decision to close off one end of the road, and that the board has every right to do so.

"This is a public nuisance to have this much traffic," she said.

David Bridge of St. Mary's Lane also supports closing the road. He expressed his satisfaction that many people went to the selectmen's meeting to discuss both sides of the issue.

"We're all concerned with the area and would like to see something done," he said.

Once the data from the study has been collected, the board will decide the appropriate steps to follow.



Sally Gilman/Eagle-Tribune

Salem Selectmen received a \$10,000 check from Wal-Mart this week to add some greenery to the west side of North Broadway (Route 28) across from their new store, where hundreds of trees were removed to widen the road. The check was given to selectmen this week by store manager Robert Gillenwater. Accepting are (from left) Selectmen Robert Ellis and Sandra Roulston, Chairman Everett McBride, Mr. Gillenwater and Selectmen George Jones and Robert Campbell.

6/23/95

Chamber welcomes new town manager

SALEM - New Salem Town Manager Stephen J. Daly will work to find ways to improve and expand Town services while at the same time controlling spending.

Daly spoke last Wednesday at a welcoming luncheon held in his honor by the Greater Salem Chamber of Commerce.

The room at the Colosseum Restaurant was packed with local business owners eager to hear what Daly planned to do now that he has taken up the reigns as Salem's new Town Manager.

Daly, who has 15 years of executive level municipal experience, came to Salem from North Reading, Mass.

He said he was hired because he

has experience in bringing municipal organizations together.

He said the roles of the Board of Selectmen and the Town Manager

have blurred over the years and need clarification.

He said as Town Manager he plans to lead the staff and develop policies for consideration by the Board of Selectmen.

Daly said he believes there will be considerable progress which he hopes will be noticed by the residents and the business community.

He also said the Town of Salem needs to focus better on customer services and productivity.

He encouraged the members of the Chamber to take part in the process of regulatory development. He said regulations developed by the government alone will not work. "Your input is needed so we can understand what your viewpoint is," he said.

Daly also said the residents of

Salem need to realize the government on their side.

He said the operating efficiency of the Town government must be improved.

He said there has been criticism of the way regulatory departments have been run in the past and the way they deal with the public.

He said a complete management analysis will be done.

"Keep your eyes open," he said.

"We're going to be making some significant changes."

Daly said he will also work to restore the public's confidence in Salem's fiscal behavior.

"Salem is in the habit of paying all of its expenses, capital or otherwise, in cash," he said.

He said he will encourage the use of long-term bonding to finance large

municipal projects.

Daly fielded a number of questions from audience members at the luncheon.

One centered around the recently approved request to limit access to Old Rockingham Road by shutting off one end.

He said traffic studies will be done to see if that move is truly necessary.

He said alternative plans could be

developed, such as adding two or three stops signs along the road, as a way of controlling the speed and traffic along Old Rockingham Road.

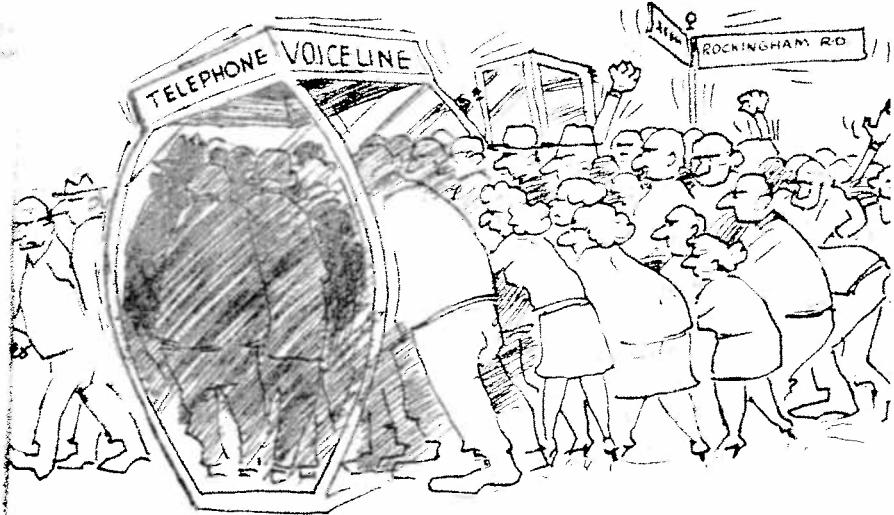
Daly was also asked what he will do concerning future commercial and industrial growth in Salem.

He said there is no legal way to stop such growth, so the Town must plan for it in order to control it.

He said traffic studies will be done to see if that move is truly necessary.

He said alternative plans could be

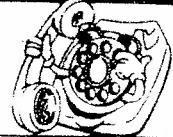
6/28/95



VOICE LINE

Call Voice Line at 893-0721

Weekdays from 5 p.m. to 8 a.m. All day Saturday & Sunday



Editor's note

This week, VoiceLine received more than 30 calls about the closing of Old Rockingham Road. Most calls opposed the closure. Due to space limitations, however, we are not able to print all these calls, and have selected a representative sampling. If possible, we will print more of the remaining calls in next week's issue.

Protesting

I strongly protest the closing of Old Rockingham Road. Why can't I use my tax-supported roads from my home to my place of employment?

Problem geese

It's not dogs who have been leaving the mess at Hedgehog Park, it's the Canadian geese who have been leaving the mess. The ground is covered with it and it is quite a mess.

Help wanted

Why didn't the police respond to the school bus in distress on the last day of school? The bus had been shot at and the glass broken. The bullet just missed the driver. The driver waited for 40 minutes, but no one came to her aid or to investigate. What's wrong with this picture?

Name games

How politically correct our new town manager is when he asked that the Capital Improvements Plan not be called a wish list. Does he believe the public is so naive? We know a rose by any other name.

Fix problem

I protest the closing of the North end of Old Rockingham Road. I am a resident of the neighborhood. The selectmen should take measures to solve the real problems at the North Fency Route 111 intersection.

Clean up

It's my opinion that at least one older business site on North Broadway is beginning to look more and more like a dump area. Rustic tanks, old trucks, unkempt property are all eyesores and embarrassing for the people of Salem. Aesthetics make a world of difference in this town.

Common sense

Closing roads in town would only compound the traffic problems. The whole town of Salem is one big traffic problem. Keep Old Rockingham Road open. Let common sense prevail.

A disgrace

Before the taxpayers spend hundreds of thousands of dollars to turn another road like Old Rockingham Road into a private driveway this should be brought up at Town Meeting before we vote to have any roads repaved. I think it's a disgrace that we all paid to pave a road we won't all be able to use.

Flip flops

A few years ago, the residents of Old Rockingham Road went to Town Meeting and begged the voters to fund road reconstruction. The first time, voters shot it down, and the residents were upset. The next time, voters okayed it and the work got done. Now the residents are still upset. There's just no pleasing some people.

NEW HAMPSHIRE

Lanes to untie North Policy Street

• Improvements at Route 111 and North Policy Street near the Windham-Salem line will help ease traffic tie-ups, officials say.

By Sam Gillman
Eagle-Tribune Writer

Policy Street to get traffic through the busy intersection on the Windham-Salem line. The state project is budgeted at \$980,000, according to Cliff Standiford, director of the Rockingham Regional Planning Commission in Exeter.

Engineering and right-of-way work is expected to begin around October 1996, with construction to start the following year. The houses on the east corner of North Policy Street and Route 111 will be removed to make way for slip lanes, little jogs off the major travel lanes that are used to bypass traffic or make turns. Mr. Standiford said the cost will be

\$10/20 — 80 percent being paid by the federal government and 20 percent, state.

The intersection is the scene of major traffic congestion during morning and evening rush hours. In late afternoon, eastbound traffic backs up more than a mile on Route 111 far beyond North Policy Street, Mr. Standiford said.

“It is going to be a big improvement out there. It (the intersection) is a cause of traffic tie-ups and it is a very unsatisfactory spot,”

Salem Planning Director Ross Moldoff

By Bill 80/20 — 80 percent being paid

by the federal government and 20

percent, state.

The intersection is the scene of major traffic congestion during morning and evening rush hours. In late afternoon, eastbound traffic

backs up more than a mile on Route 111 far beyond North Policy Street, Mr. Standiford said.

“This project would have been done with the Route 111 bypass any-

way,” said Windham Selectman

Continued from Page 13

center of Windham and into Salem. In the meantime, drivers continue to contend with the North Policy Street intersection. Old

Rockingham Road is just east of North Policy Street and is parallel to Route 28.

Windham and the state Department of Transportation have been

sparring over a Route 111 bypass for more than two decades.

A forum between representatives

of the Department of Transportation

and townpeople last week did not

settle the issue of where to put the

bypass. It could be up to 5½ miles

long and four lanes wide through

Elizabeth Dunn. “Selectmen asked for help in easing the serious congestion and it has been put on the Transportation Improvement Plans for this year.”

Salem Planning Director Ross Moldoff said it is good news for drivers who use the busy intersection.

“It is going to be a big improvement out there,” he said. “It is a cause of traffic tie-ups and it is a very unsafe spot.”

Salem selectmen are considering closing the north end of Old Rockingham Road for four months to stop drivers from using the road as a

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Redesigning Salem Depot

Create Focal Point, Widen Broadway Landscapers Say

By THERESA DEFRAZIO
Sunday News Correspondent

TECHNICALLY SPEAKING, Salem doesn't have a downtown.

But Salem Depot, at the intersection of Routes 97 and 28, with its many shops and businesses, resembles a downtown.

The intersection handles 15,000 to 20,000 cars daily and at rush hour, traffic delays and congestion are the norm.

Last year the town planning board conducted a traffic study, hiring consultants from Venisse Hagen Brustein to develop a traffic improvement plan for the Depot and working with Cynthia Hayes and Pat Kolbert, two graduate students from the Conway School of Landscape Design in Conway, Mass.

Over a 10-week period, the two students designed a plan for Salem Depot that they say will improve traffic flow and keep the downtown-like feel.

Town planner Ross Moldoff said the second factor is important to Salem residents.

"We need to solve that traffic problem," Moldoff said. "We need to widen the road. The buildings are right next to the road so some of them would have to come down. Some people are concerned about this (proposal). They say 'What will it look like after we widen the road?' They don't want it to be just a highway. They want to keep that downtown feeling, and they say the road improvements might make us lose that."

But Moldoff said Hayes and Kolbert came up with a proposal that would alleviate the traffic problem, while keeping the Depot as a viable business center for the town.

In their proposal, they suggest widening the road on North Broadway from two to five lanes and on South Broadway from three to five lanes. Also, in-



Theresa DeFranzo Photo

BUSY INTERSECTION — As many as 15,000 to 20,000 cars travel daily through the intersection of Routes 97 and 28, in Salem Depot. Two graduate students from the Conway School of Landscape Design have designed a plan for Salem Depot that they say will improve traffic flow and keep its downtown-like feel.

stead of having many businesses with their own entrances and parking spaces, the graduate students suggested replacing about 17 shops with a larger two to three-story building with parking in the back. To keep this area as a sort of town focal point, they recommend keeping the Depot train station building and converting it into a coffee shop with a patio in front.

Other suggestions in their design include:

• A brick courtyard area with benches.

- Installing utility lines underground.
- Planting trees on both sides of the road.
- Placing islands down the middle of the road and planting trees not only to soften the roadway's appearance, but to make it easier for pedestrians to cross the street.

"They want people to be very proud of the way it looks," Moldoff said.

SALEM DEPOT, Page 4B

Planners Hope Design Lifts Community Pride in Depot

SALEM DEPOT

(Continued From Page 1B)

To date, neither the board of selectmen nor any town department has embraced the design or said "Let's move forward on this." Seventeen properties along roadway would have to be acquired to widen the road. Moldoff said that could cost about \$5 million. Widening the road could cost another \$1.5 million. "The selectmen have said they

TOWN PLANNER Ross Moldoff reviews design plans completed by two Conway School of Landscape Design graduate students.



are very concerned about that," Moldoff said. "It is a state road, and it is on the (state's) 10-year list, so the state may pay for all of it. There are some funding options available."

Moldoff wants Hayes and Kolbert to go before the planning board, selectmen and residents this summer to discuss their design.

"Once they can hear all this and see the plans, they'll be excited," he said.

On Angle Pond in Sandown three water skiers carrying American flags take part in a parade of 20 boats decorated in a Fourth of July theme.

Otter Brown/Eagle-Tribune

Debra
Ashley Garcia, 3, daughter of Luis and Garcia of Salem, dances to rock music at Salem's Grant Field.

Cycling planner spends summer in Salem

When Irene Hauzar of Toronto attended a planning conference and saw that an intern was needed in the Planning Department of Salem, N.H., she knew the town and its

location. "I drove through on the way to Boston with some friends in October and saw a sign for Canadian Institute of Planners in her hometown of Toronto.

We thought it was the Salem, Mass., that is famous for witches," said Miss Hauzar. "I said 'I know Salem, N.H. I was there briefly,'" she said. She

SALEM

Sally Gilman

applied and got the job.

Miss Hauzar started last week and will be in Salem until September. She is living with Stephen and Gayle Beach of Dandridge Avenue, who have hosted many exchange students.

Planning Director Ross Moldoff said he was surprised to get someone with Miss Hauzar's qualifications. She will make \$1,500 as an intern.

She just graduated from Ryerson Polytechnical University in Toronto with a bachelor's degree in urban and regional planning. Her first project is a study of traf-

fic on Old Rockingham Road and surrounding streets. She tracks where cars are coming from, the direction they take and the number of cars that use the road.

Selectmen are considering blocking the north end of Old Rockingham Road for four months to prevent drivers from using the road to bypass the congested intersection of Routes 111 and 28.

Miss Hauzar said she is getting around Salem on a bicycle so she has not seen much of area. She has friends in Boston and plans to see a lot of the sights there.

The games begin

Salem Little League B starting a sandlot program

mer. The games begin Monday continue through Aug. 18, be weekdays from 9 to 11:30. Michelle Park, behind Main of Peace Church on Lawer

Children can register on

The cost is \$30 per child or

family.



by Irene Hauzar up

by Monique Duhamel

SALEM — For the time being, the north end of Old Rockingham Road will remain open. The Board of Selectmen have

ever, is taking other steps to try to make the road safer without creating traffic problems elsewhere in town.

Town faces water shortage

SALEM — With the water level in Canobie Lake continuing to drop, the selectmen are seeking volun-

ary water conservation. Last Monday, the Board of Selectmen voted to initiate water conservation measures on a voluntary basis for non-essential water use. The vote came after the water

level in Canobie Lake dropped to 215 feet above sea level. Public Works Director George Sealy says the lake is about a foot lower than normal, following several months of less than average rainfall and little

In the first three months of the year, the lake level was higher than in the first three months of 1994. "I knew there was a critical curve between March 15 and May 15, with no snow melt and little rain," Sealy said. "We've continued to drop ever since. Without any significant rainfall, the lake is going to continue to drop this winter."

Canobie Lake is fed by underground springs and replenishes at the rate of 1.8 million gallons per day.

rates

all game, as well as a
one between the Salem
I Salem Fire depart-
police team won.
children had photos
the Lion King (with
own politics inside

activities benefited the 2010 Olympics Blue Devils team. The proceeds will help the team with travel, training, and equipment costs.

It began around 9:45 bringing people from as far as Boston. The Fire Department supervised the program and the display was over

SALEM—Here's some things residents can do to help the town in its voluntary water conservation efforts.

Water conservation options

will look at installing stop signs along the road to reduce the speed. The Salem Police Department is conducting speed patrols and ticketing speed drivers.

The safety committee is also looking at an exclusion on through trucking for the road. A "no through trucks" sign was placed at each end of the road prior to its reconstruction in 1994. The signs were not replaced following the road work.

Selectmen rejected a proposal to have the planning board research the matter, saying that the board has enough to do and this is not their job. Instead, the selectmen will continue to monitor the status of the project, which will be overseen by Town Manager Stephen Daly and Planning Director Brian

Monday night, Moldoff told the board about the findings of an area traffic study performed during the last week of June. Selectmen directed him to compare this information to the last traffic study done there in 1992, prior to the road reconstruction and construction of Wal-Mart's parking lot.

The most recent study emphasized what the town staff already knew, according to Moldoff. The heaviest volumes of traffic in the area are found between 4 and 6:30 p.m. and there is twice as much traffic on North Policy Street as on Old Rockingham Road.

The study shows more cars using Pumping Station Road as a cut-through (120 cars) than St. Mary's Lane (49 cars). Twice as many cars

went from those streets to the north end of the road as to the south end.

"Clearly, to me there's a safety issue," said Modoff. He added that the drivers are avoiding the junction of Routes 28 and 11.

The study also showed that left turns out of North Policy Street and Old Rockingham Road onto Route 111 are very dangerous. The only solutions he sees cost a lot of money, he said. The matter is further complicated because both Route 111 and Route 28 are state-owned roads.

which the town does not control. Selectman Robert Campbell said one does not want to come up with a solution for this area which creates a greater problem somewhere else in town. "I want the least impact on the entire community," he said. Selectman George Jones wants the town to ask the state for a delayed left turn signal at the intersection of Routes 28 and 111. Although Daily suggested the planning board tackle the problem, the selectmen felt the matter should remain in their arena.

"I'm not looking to duck this. I think this board is going to have to make a decision," said Jones. Campbell said he thinks the matter is a planning issue, not a planning board issue. He would rather have the town staff and traffic consultant review the matter.

Town staff will now compare the two traffic studies; proceed with the issue of stop signs and through trucking signs; and continue police speed enforcement in the areas.

CIP hearing scheduled

Pelham School Board will meet tonight at 7:30 in the Pelham High Library on Marsh Road.

shutters were
the church windows this
This was part of a restor

Abundance of building permits

7/12/95

SANDOWN

Debra Brown

Stating that he "just wanted everyone to play by the same rules, whether friend or foe," Building Inspector Kenneth Sherwood sought guidance from selectmen Monday night on whether to allow an individual application into the building permit lottery that did not meet all of the application requirements.

The applicant, who remained unidentified during the discussion, also failed to submit the application before the June 30 deadline.

After a lengthy discussion, selectmen agreed to allow the application to stand pending receipt of a missing piece of information and only because there were more applications available than there were applicants.

The building permit lottery, approved by voters at March Town Meeting, is designed to limit the rapid growth the town has experienced over the past years. A maximum of 37 new residences may be built during a one-year period.

There are 25 remaining permits to be issued during the next two quarters. Thirteen of the permits will be available during the third quarter and 12 will be available during the fourth quarter.

The deadline to submit third-quarter applications to selectmen is Sept. 29, 1995, at 2:30 p.m.

"We must be fair in giving the building inspector enough time to study the applications," said Selectman Donald Parent. Mr. Parent

commented that according to the recent survey being conducted by the Planning Board, residents are leaning toward continued growth control in the town.

Selectmen also met with Police Chief Scott Currier on several issues, including the scheduling of hours for the police department. At a prior meeting the chief requested hiring an additional part-time officer due to scheduling problems.

Selectman Paul Bertoncini reiterated to Chief Currier that he wanted him to look at different options worked out by himself and Mr. Parent.

Chief Currier explained that his prosecuting officer, Robert Michaud, needs a dedicated shift to perform his prosecution duties. It was pointed out to the chief that selectmen had included that time in their version of a schedule.

Discussion of the issue became somewhat heated when Mr. Parent pointed out to Chief Currier, "It's not against any ordinance that you can't answer a call when you're performing administrative duties (at the station)."

Both Mr. Bent and Mr. Parent felt that it have a schedule in advance in vacation time

Chief Currier selectmen's to work a 4 p.m. shift think it's better than have no you have Friday and

fire a 1 re che depa left t

In Hea owner rescind vately transfer tinue sea his debri may appear Zoning Board a site in Saratoga that if he files mobile inci building def then himself

SALEM

John Macone 7/13/95

ning hats, revealing tops, shorts and skirts, and references to tobacco on clothing, such as cigarette ads, and gang-related symbols or colors.

Having students wear uniforms would be a good way to rid teachers of the hassle of enforcing dress codes, he said, but he is not planning on having students wear uniforms.

Traffic troubles unresolved

Selectmen have taken their first look at traffic studies of Old Rockingham Road, and decided they want to see some more before taking action.

Traffic on the residential street has caused some neighbors to ask that the road be closed to keep drivers from using it to bypass traffic at Routes 111 and 28. Selectmen are considering closing that north end of the road for four months, but want more information on where cars are going before they do so.

The results of a traffic study submitted to selectmen includes counts of which direction cars are going once they exit the road, but Chairman Everett McBride said the board wants to see

the rest of the data collected to get a better idea of what the flow is in the area.

Meanwhile, school officials are wondering when the selectmen will announce their intentions. Four bus routes use Old Rockingham Road, and would have to be adjusted, said Superintendent Henry LaBranche.

Business is blooming

The Salem Garden Club has announced the winners of its 9th annual Commercial Landscaping Awards.

The awards will be officially presented to six Salem businesses July 27 at 7 p.m. in the Salem Municipal Office Building, just before the regular Planning Board meeting.

The winners are Wal-Mart, Rockingham Mall, U.S. Gas on North Broadway, the Ninety-Nine Restaurant, Red Barn Market, and Rockingham Park Racetrack.

The committee members who reviewed several dozen sites in town are Doris Flaherty, Ronnie Jutras, Emily Dancause, Town Planner Ross Moldoff, and Planning Intern Irene Hauzer.

Four honorable mention awards were also given out. The winners were Butcher Boy, First NH Bank, Michael's of Main Street, and the Willow Tree Restaurant.

The club has presented awards to 48 businesses since 1987.

More fields in works for ballplayers

By John Macone
Eagle-Tribune Writer

SALEM, N.H. — Imagine 700 young athletes trying to squeeze their soccer league games into a paltry two fields.

If you live in Salem, no imagination is needed; that is reality.

But "desperately needed" help may soon be on the way. Plans to add two more fields, one soccer and one baseball/softball, are under way for a parcel off Route 38.

The 15-acre of school-owned property, just west of the Brady Loop/Route 38 intersection, can hold the two fields and parking for 40 cars, plus its current community garden program. Initial plans have been drawn up by Fredette Associates, said Town Planner Ross Moldoff, and the town is expected



Fran Sangermano/Eagle-Tribune

Park: May alleviate squeeze play

Continued from Page 11

to authorize the final plans soon.

Mr. Moldoff would like to have private developers pay for the cost of building the fields, under a Salem bylaw that lets the town assess fees or ask for assistance from developers.

For Recreation Department Director Julie Kamal, the two additional fields would go a long way toward helping alleviate serious overcrowding on town fields. "They're desperately needed," she said, noting the town has to turn down many people who want to play because league sports take up all the time.

The 20-year-old men's baseball league has only two fields to play on. The women's baseball league is in

similar straits, as are the youth baseball leagues.

If the two new fields are built, they would give other fields a badly needed chance to be temporarily pulled out of service so they can be properly maintained, she said. Fields that have long ago been churned to dust could be reseeded and graded.

School Board, which oversees the property, has agreed to the field idea in principle, but has held back on final approval until it gets a chance to see the final plans.

Ultimately, Ms. Kamal would like to see five more fields built so athletes can be accommodated and fields can periodically be retired from use for maintenance.

Please see PARK, Page 12

the public and decided to keep the road open. Thank you.

7/19/95

A coincidence

Isn't it a coincidence that the town gets a check for \$10,000 from Wal-Mart and then the store gets a landscaping award? The award was chosen by a committee which included the town planner and a planning intern. The town planner is the one who arranged for the \$10,000 donation. It sounds like a conflict of interest to me. There are many businesses in Salem which are better landscaped than Wal-Mart.

S

by Carol M

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Tim Gotsch
as he shoveled
started talking "like I was
friend."

"He told me his life story," said Tim. Mr. Gotsch told Tim he was divorced and got laid off. He said he suffered a nervous breakdown.

"Life will stink when you grow up," Tim said Mr. Gotsch told him. When Tim's father went outside, Tim said Mr. Gotsch left right away.

Please see **TEMPESTA**, Page 14

7/28/95

6 more clean ups for Spicket

Members of the Spicket River Cleanup Committee have marked six days between September and October for anyone to join them in cleaning the Spicket River.

The days are Sept. 9, 10, 23, 24 and Oct. 7 and 8. In order to avoid confusion, all

volunteers are asked to meet in front of the Municipal Office Building on Geremonty Drive at 9 a.m.

If you plan to volunteer, the committee asks you to contact the Planning Office. A database has been created to register volunteers.

"There's a lot of big stuff in there," said Michael Lyons, chairman of the Conservation Committee and a member of the Cleanup Committee.

"The funniest thing I saw when I was out there that one day with the kids was an old washing machine and it had to be old because it had four legs and wheels. That pre-dates me. Once you get that big stuff up, you'll have the occasional cans and bottles."

Formed last December following a volunteer cleanup of part of the 11 1/2-mile river, the Cleanup Committee includes Mr. Lyons, Conservation Commission members Thomas Aiello, Thomas Campbell as well as Frank Lyons and David Walsh.

Earlier this month, five members of Ameri-Corps — President Bill Clinton's domestic service program — worked on the river for three days, pulling out 55-gallon oil drums, tires and parts of a pickup truck.

Please see **DEMERLE**, Page 14



Michael Lyons shows off the shirt those who volunteer to clean up the Spicket River will receive. Mr. Lyons is a member of the Cleanup Committee.

judgment,
opportunity to assist
nity has been taken away.

Harley Featherston

Vice Chairman

Salem Democratic Town
Committee

8/9/95
Observer

Plan for growth now

To the Editor:

This letter is an attempt to reach the residential citizens of Salem. It is time that we do something about the uncontrolled increase of both residential and commercial expansion in Salem. It is high time that everyone take a good look around them and see their neighborhoods. If they don't do it now it may be too late.

Our town is divided by state roads that we have no control over. Main Street, State Route 97, is no longer strictly residential. Broadway, State Route 28, is a tourist shopping haven and a nightmare for anyone who does their grocery shopping on Saturdays. Shadow Lake Road, State Route 111, is no longer a quiet corridor for people to slip out of town on their way to the beach. As a result of this, our residential neighborhood streets are being overrun by people who don't know the area and are just trying to find the quickest way home. They don't know that Great-aunt Lucy checks her mail at 4:45 each day and that she has a bad hip. And little Johnny, down the street, is just learning to ride a bike and sometimes wanders out of his driveway.

The time has come for the residents of Salem to stand up to the Planning Board and tell them: ENOUGH IS ENOUGH!!!

To the members of the Planning Board, there is nothing wrong with setting a moratorium on ALL new building in town. Sometimes it is more difficult to STOP AND PLAN. Take a year or two off from even accepting any new plans. Try the wait and see approach. It may enable everyone to clearly envision where this town is headed. Then we can all decide if we like it or not, before it is too late.

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New shopping plaza in the works

8/11/85

It would be bigger than Lechmere, bigger than Wal-Mart, bigger than Home Depot and it may be coming to Kelley Road if the Planning Board approves it.

"It" is a two-building, 170,000-square-foot shopping center proposed by Rosen Associates of Miami.

The center would be located behind ComputerTown off Route 28 on a site now occupied by a warehouse, most of which will be demolished.

"What they're envisioning is two buildings with a total of five or six stores," said Planning Director Ross Moldoff. "So, each of the stores would range from 47,000 square feet to 15,000 square feet. The interesting thing is they haven't told us who any of the stores are."

By comparison, Home Depot, Lechmere and Wal-Mart all range between 110,000 and 130,000 square feet.

The biggest concern for the Planning Board, said Mr. Moldoff, is the impact the shopping center will

have on traffic in the Route 28/Kelley Road area.

SALEM

Rich Demerle

have on traffic in the Route 28/Kelley Road area. He said a detailed traffic study has already been done. The plan had been on the Planning Board's agenda for this week but one of the people involved with the project could not attend the meeting.

The Planning Board has sched-

uled a special hearing for Aug. 29 at 7:30 p.m.

A plea for help

Norma Ricci is 60 years old, living in Town Manor Nursing Home in Lawrence and suffering from cerebral palsy.

Her wheelchair and a sister are her only lifelines to the real world.

Recently, the sister's car was stolen from her place of employment in Andover. The car was recovered

in Lawrence, but the wheelchair was gone.

The stolen vehicle was a 1986 Toyota Camry. The wheelchair, which would cost \$300, weighs 18 pounds and can fit into a car trunk.

Miss Ricci is hoping the wheel-

chair will be returned to the nursing

home.

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Flea market

On Aug. 26, the grounds of Kelley Library will be transformed into a flea market. The Salem Women's Club is hosting its fourth annual Flea Market/Food Festival.

From 8 a.m. to 3 p.m., people will be able to take advantage of a story hour, adopt cats or dogs from the Salem Animal Rescue League or buy locally grown fruits and vegetables, homemade cookies and pastries or jams and jellies.

Anyone interested in reserving a space at the flea market will be charged \$10 and you must supply your own table. Contact Gene Silver at 72 North Main St.

8/16/95

Money says area ranks seventh for liveability

Magazine's survey is much consulted

By Al Lara

Eagle-Tribune Writer

Residents and business owners in Greater Lawrence, Haverhill and Salem, N.H., can take heart: Our area is now ranked the nation's 7th best place to live by Money Magazine.

The two-state region vaulted from 146th last year to 7th out of 300 places. The next highest ranked area in Massachusetts was Fitchburg, in 25th place. Middlesex County, including the Lowell area, was 45th. Boston ranked 78th, down from number 22.

Gainesville, Fla., number 7 last year, is ranked first nationally. (List, page 2.)

The local region — listed as Salem, N.H./Haverhill by Money — includes Lawrence, Haverhill and the eight Essex County towns surrounding them, plus 13 towns in southern Rockingham County as far north as Derry.

The area is also ranked third among the nation's best mid-sized places to live, according to Patti Strauss of Money Magazine.

"We think it is a good place for business to thrive," said Ms. Strauss.

Please see RANKING, Page 2



BEST AND WORST CITIES

Money magazine's annual list of the 300 best places in America to live.
(1996 ranking in parentheses)

TOP 10

1. Gainesville, Fla. (7)
2. Rochester, Minn. (2)
3. Jacksonville, Fla. (67)
4. Seattle (8)
5. Ocala, Fla. (78)
6. Fort Lauderdale (56)
7. Salem, N.H./Haverhill, Mass. (146)
8. Raleigh/Durham/Chapel Hill, N.C. (1)
9. Las Vegas (43)
10. Naples, Fla. (28)

BOTTOM 10

291. Columbia, S.C. (189)
292. Springfield, Mass. (243)
293. Rockford, Ill. (299)
294. Hudson County, N.J. (235)
295. Tulare County, Calif. (202)
296. Glens Falls, N.Y. (296)
297. Pocatello (294)
298. Birmingham (246)
299. Modesto, Calif. (265)
300. Yuba City, Calif. (291)

WHERE THE BIG CITIES RANK

24. San Francisco (11)	102. Honolulu (155)
37. Denver (12)	140. Washington, D.C. (49)
56. Detroit (295)	141. New York City (13)
67. Miami (80)	183. Chicago (225)
75. Boston (22)	205. Cleveland/Lorain/Elyria (158)
94. Los Angeles/Long Beach (66)	252. Atlanta (115)

Ranking: Money lists region 7th

Continued from Page 1

Economic recovery in the area and a change in the factors Money magazine subscribers considered important were two of the reasons for the jump in ranking.

"The area has top medical care, culture, pro-team sports teams 30 to 60 minutes away in Boston, skiing, beaches and no sales tax in New Hampshire," said Ms. Strauss.

She said the area might have scored even higher but southern New Hampshire is starting to feel the pinch from property taxes as they rise to \$2,000 for a typical three-bedroom home.

Large companies looking to relo-

cate to new areas often cite the ranking in making their decision. "We suggest people consider these areas when they move or a business moves," said Ms. Strauss.

Money Magazine has compiled the list for nine years. About 252 subscribers are asked what they value in a place to live. From that information 41 factors were determined this year. What people value, as well as the areas themselves, change each year, resulting in the change in rankings. For example, leisure activities are ranked higher this year.

"Obviously we don't recommend people move just because of this, but to our credit it has become a valuable tool for organizations," said Ms. Strauss.

Salem Planning Director Ross Moldoff said the magazine "validates what we have been saying."

"A lot of people are moving here. We have new houses going up fast along with commercial and industrial growth," said Mr. Moldoff. He, with wife Amy and their two children, lives in town.

Salem Rep. Donna Sytek was born in Haverhill but moved to Salem because she likes New Hampshire's approach to government.

"This is a very attractive area of the country to live in with New Hampshire's tax structure, cultural and educational opportunities plus being close to Boston, the mountains and the ocean," said Rep. Sytek. "Salem may not be the prettiest town in New Hampshire but it's a good place to live."

THE LOTTERY**MASSACHUSETTS****Daily Numbers**

Tuesday	8928
	Payouts/exact order
All four	\$6,331
First or last 3 digits	\$886
Any 2 digits	\$76
Any 1 digit	\$8
	Payouts/any order
All 4 digits	\$528
First 3 digits	\$148
Last 3 digits	\$148

Previous numbers	
Mon. 9591	Fri. 6607
Sun. 2081	Thu. 8904
Sat. 1074	Wed. 0395

Megabucks

2-4-6-24-33-3R

The Eagle-Tribune

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NH Communities Ranked Among Top 20 Places To Live

From Staff and Wire Reports

Three New Hampshire communities are ranked among the top 20 in a list of best places to live in America, according to Money magazine's annual rankings.

The Salem, N.H.-Haverhill, Mass., region ranked 7th, Manchester finished 12th and Nashua grabbed 19th out of 300 U.S. metropolitan areas, according to the magazine's September issue.

The three finished 1-2-3, respectively for the Northeast. Portsmouth finished 119th.

"Surprised at what I'm hearing," said Patricia Drelick, executive director of the Greater Salem Chamber of Commerce. A survey conducted two years ago by the chamber and the state showed businesses were locating to Salem for two reasons — quality of life and available infrastructure.

"We're just two totally different environments," Drelick said of the Salem-Haverhill grouping. "Salem as a town busting at the seams ... and Haverhill is an old mill city."

The magazine polled readers to ask them what they value in a place to live. Then it hired an Oregon demographic consulting firm to collect the most timely statistics available for the 300 largest U.S. metropolitan statistical areas.

The Salem-Haverhill area, ranked 146th last year, beat out places like Cape Cod (266), San Francisco (24) and Boston (75) this year.

On a percentage basis, Salem-Haverhill scored 66 out of 100 for economy, 91 for health, 48 for housing, 23 for weather, 31 for crime, 4 for education, 19 for transit, 72 for leisure and 95 for arts. The scale means 100 is best, 0 is worst.

Manchester scored 88 for economy, 68 for health, 40 for housing, 3 for weather, 56 for crime, 20 for education, 34 for transit, 70 for leisure and 97 for arts.

Nashua received 90 for economy, 57 for health, 25 for housing, 21 for weather, 77 for crime, 16 for education, 16 for transit, 69 for leisure and 95 for arts.

"Get out; you've got to be kidding me," an officer answering the phone at Haverhill's police station said when told of the news yesterday.

Haverhill, Mass., which has struggled economically as its industrial base has withered, is one of several former mill cities along the Merrimack River.

Most recently it was in the news when a group of women golfers filed a lawsuit against the Haverhill Country Club, charging that it discriminates against female members.

Salem, by contrast, is a hotbed of development, thanks to notoriety from its horse-racing track and its lack of state sales taxes.

No. 1 is Gainesville, Fla., home of the University of Florida. Last is Yuba City, Calif., an agricultural area north of Sacramento.

Mark Andrews, Haverhill's economic development director, said the ranking is a payoff for the city's recent commitment to economic development.

"A year ago my job didn't even exist," he said. "The city government is dedicated to reviving this community."

During the past year 45 new businesses have opened in the city.

The biggest catch was ZBR Publications, the ninth largest printing company in the state and the 25th largest bookbinder in the country. It is moving 320 jobs to Haverhill and has pledged to create another 250 during the next three years.

Andrews said the Money ranking will help him as he widens his search for new businesses.

"So far I've been working off a 100-mile radius. Now the next facet is to go after a bigger region and out of state. Money will help people know about us," Andrews said.

John O'Brien, executive director of the Cape Cod Economic Development Council, said the Cape may have suffered because many of its jobs are seasonal, which creates high unemployment during the winter.

Unemployment approaches 40 percent in some communities during January, February and March.

"People come here because they perceive they can live more cheaply. Or they remember it as an idyllic area. But the struggle to make a living here just astounds us," O'Brien said.

Salem named one of best places to live in US

8/23/95

by Monique Duhamel

SALEM — The Salem, NH-Haverhill, MA, region has been named the seventh best place to live in America, in *Money* magazine's ninth annual ranking of the best places to live.

Last year, the region placed at 146.

The seventh-place ranking makes the region the top one in New England and the Northeast.

The magazine polled its readers asking what they value in a place to live. Then, a demographic consulting firm collected and compared the most recent statistics for the 300 largest metropolitan areas in the country.

In addition to being the seventh best overall, the region was also ranked as the third best mid-size

place to live in the United States.

The categories used in the ranking were economy, health, weather, housing, crime, education, leisure, arts, and transit.

The Salem-Haverhill metro area scores, based on a scale of 100 points were as follows: arts, 95; health, 91; leisure, 72; economy, 66; crime, 56; housing, 48; weather, 23; transit, 19; and education, 4.

Planning Director Ross Moldoff said he thinks the region's location had a tremendous amount to do with the seventh-place ranking. He said its proximity to Boston, to the mountains and the beaches really make it an ideal location. Salem town officials have long known that Salem's border status has drawn many Massachusetts residents and businesspeople to the town.

"It's certainly an indication that Salem is a very attractive place to live, work and locate businesses," he said.

Moldoff said the town's industrial park is building out and retail space has developed to the point where residents don't want any more. Approximately 300 more house lots are in some stage of the planning review process.

"Certainly the rating is in line with the kind of activity we're seeing here," he said.

Town Manager Stephen Daly cautioned that such a ranking can be a double-edged sword. While the news reflects well on the region, it could precipitate an unplanned influx of residents and/or businesses. It could place additional stresses on the school system and the delivery of public safety services, he said.

The Salem-Haverhill region includes a total of 24 communities in southern Rockingham County and northern Essex County.

Board of Selectmen chairman Everett McBride says the ranking is a reflection of the decisions made by the community over the past four to five years.

"I'm very proud, as everyone in the community should be," he said.

He thinks the rating reflects the town's road program, water plant, school expansion, and citizens' involvement in the community.

"The significant improvement didn't happen in just one year, we're just seeing the results now," McBride said.

He thinks Salem can retain its top rating if town government addresses such issues as a long-term water supply, management of growth and a continued commitment to the community's infrastructure.

The top 10 places to live in the country, based on *Money* magazine's poll are: Gainesville, Fla.; Rochester, Minn.; Jacksonville, Fla.; Seattle, Wash.; Ocala, Fla.; Fort Lauderdale, Fla.; Salem, NH/Haverhill, Mass.; Raleigh/Durham/Chapel Hill, N.C.; Las Vegas, Nev.; and Naples, Fla.

Other New Hampshire communities ranked in the top 20 include Manchester at 12 and Nashua at 19.

Salem/Haverhill Manchester and

Editorials

Salem misrepresented

Those people who are residents of the Greater Salem area have long known it is a great place to live. That's why you chose to live here.

Now, the rest of the country know it too, based on *Money* magazine's recent report.

In our opinion, we think the report did Salem an injustice. Salem should be judged on its own merit, not lumped in with more than 20 other communities. Those communities include several Massachusetts cities and towns, including Lawrence.

Look at the report. On a scale of 0 to 100, the region received a 4 in education. What parents would want their children to be educated in this area with a rating like that? We think Salem's educational system is worth far more than a mere 4. It is clear to us that the other area communities contribute to the education ranking, which gives Salem a bad rap.

Take the crime rating, a 31. How much of that is based on Salem crime and how much on other area communities.

Look at the arts rating, a 95. Salem certainly doesn't deserve a 95 rating, since it is, by and large, a cultural wasteland.

By grouping together so many communities, crossing state lines, *Money* magazine has done Salem an injustice. With these kinds of ratings, no one can get a true picture of the town.

Sure, Salem deserves to be recognized for the many good things in the community — its mix of residential and business property; its civic involvement; its schools; the progress made in school expansion and water plant construction.

These things are all great.

It's just too bad that the other communities in the area receive reflected glory because of Salem's achievements and Salem has to bear the taint of some of their failures.

NEW ♦ HAMPSHIRE

Two major housing proposals in the works

asking for more information.

KRM Realty is submitting the plan for the development between Equestrian Road, Old Coach Road and Wheeler Avenue in the southeastern part of Salem. Last night was just a conceptual discussion of where a lead-in road should go.

Planning Director Ross Maldoff will ask the School Department how the housing development could affect the Barron School. Other concerns included traffic,

sidewalks, water and the density of the proposed homes.

"The Planning Board essentially said they wanted more information and as soon as they get the information they'll be back on the agenda," he said of KRM Realty.

On another large housing project, a preliminary hearing on the Captain's Village 48-lot subdivision off of Town Farm Road was continued. The project, expected to be balked at approving the plan with the ATM drive-up window but, when the board without more information, Raymond Smith

bedroom homes in along the east side of the Spicket River and north of Town Farm.

Other Planning Board business:

Approved by consensus a request from Andover Bank to begin renovations at a temporary bank site in East Point Plaza on Main Street, just east of Church Street.

Approved a revised site plan for parking Old Farm Road.

Approved a revised site plan for parking

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town. According to Mr. Clark, chairman
of the Rotary Club, according to
Pilkbury & Mammoth roads, the two
roads across from Town Common.

was brought up by the Rotary
Club, according to Mr. Clark, chairman
of the Lions Hall, P.I.U. & the Lions Hall,
Pilkbury & Mammoth roads, the two
roads across from Town Common.

No new homes for now, demands resident group

Sept. 5/45

Residents of North Salem want no more new homes or commercial buildings in town until new restrictions are in place.

The group is circulating petitions that ask people to support three measures:

Bigger lots, slower, at the minimum.

A "salem statement" outlining building goals to be adopted at Town Meeting 1996.

A moratorium on the approval of new developments until the first two goals are achieved.

In an open letter to town resi-

SALEM

Rich Demerle

and corporate development relocation strongly suggest that the trend will continue and likely worsen if no corrective action is taken," he said.

Residents are asked to sign the petition and return it to either 24 or 26 Zion Hill Road.

Programs for tots

The Salem Democratic Town Committee will host a "Night at the Races" on Friday, Sept. 15 at Rockingham Park. The \$25 ticket will include a dinner of either stuffed chicken, breast or baked Boston

Sept. 6. The Preschool session is on Mondays and Wednesdays from 1:30 to 3:30 p.m. The fee is \$175 per Salem resident for the 12-week session and is for children ages 4 and 5. Registration is open to residents and non-residents.

The Tiny Tots session is on Tues-

days and Thursdays from 1:30 to 2:30 p.m. The fee is \$150 per 12-week session and is for 3-year-olds.

All children must be toilet-trained and birth certificates are required when registering the child. Registra-

tion is held at the Recreation Department, 287 Lawrence Road, between 8:30 a.m. and 5 p.m.

Democratic gathering

The Salem Democratic Town Committee will host a "Night at the Races" on Friday, Sept. 15 at Rockingham Park. The \$25 ticket will include a dinner of either stuffed chicken, breast or baked Boston

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William Whiting of Topsfield shores up the newly raised wall.

By Penny Morang Richards
Eagle-Tribune Writer

TOPSFIELD — The spirit of Colonial history mingled with plenty of 20th-century elbow grease as the skeleton of a 300-year-old barn was raised yesterday.

presiu
raise mo
barn. The
by Dr. Michae
Gould home.

Please see BARI

C4

Please see SCHOOL, Page C4

“God only made so many acres and he’s not making any more.”

Bernard J. Campbell, chairman, Salem Planning Board

8/27/95

Salem struggles with building boom

◆ A lower cost of building and increasing demand for single-family homes has Salem riding a 1980s-like housing boom.

By Rich Demerle
Eagle-Tribune Writer

SALEM, N.H. — Driving across the Salem-Haverhill line on Liberty Street, Planning Director Ross Moldoff got a chance to compare new housing developments in both communities.

“I drove around in Haverhill,” Mr. Moldoff said. “They had underground utilities, sidewalks, granite curbing. In Salem, for example, we don’t require any of those things.”

Some surrounding towns also charge developers “impact fees” to pay for road improvements, new schools or other town services.

Salem does not charge impact fees to home builders. It does, however, make commercial developers pay for road improvements for projects on Route 28 and Pelham Road.

For these reasons, Mr. Moldoff believes Salem is seeing a surge in plans for new homes — fewer requirements mean lower costs to the builders.

As of last week, the Planning Department had plans for 14 subdivision containing a total of 300 lots in some form of review.

Several sites are less than ideal for building. They have steep slopes or large wetlands and that is causing problems for the Planning Board.

“A lot of the good land has gone,” said Bernard H. Campbell, chairman. “The Planning Board as a whole has been struggling with a lot of these subdivisions because they’re not in the best locations. You’ve got swampy areas, sidehills and you’ve got long cul-de-sacs in some areas whether it’s Millville Road or Zion’s Hill Road between Arlington Pond.

“God only made so many acres and he’s not making any more.”

Nonetheless, builders want to build. Mr. Moldoff said he is not sure town services can handle the load.

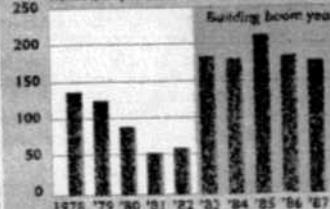
“Not only are there more roads for the town to maintain and to plow and more kids going to the schools, there’s more demand on the water sources in town,” he said.

“This summer, more than previous years, I’m getting a lot of complaints from people about traffic, the impact of commercial development on residential areas. Maybe it’s that I’m more sensitive to it.”

However, both Mr. Campbell and Selectman Robert L. Ellis said they are not worried about the pace of residential building. Commercial building is another story.

SALEM BUILDING PERMITS ON THE RISE . . . AGAIN

Chart shows the number of building permits Salem has issued for single-family homes, duplexes and commercial buildings since 1978.



SITES OF LATEST PROPOSED BUILDING DEVELOPMENTS

The number of housing lots represents the most homes which can be built. Lots can be combined, resulting in fewer homes than building lots.

- Zion Hill Road 53 house lots
- Bridge Street 23 house lots
- Town Farm Road 44 house lots
- Wheeler Avenue 76 house lots
- Hampstead Road 11 house lots
- Cordland Drive 27 house lots



people driving north on Interstate 93.

Communities such as Derry, Londonderry, Methuen and Haverhill are also experiencing similar booms.

“I’ve talked to some of my planner friends in surrounding communities,” said Mr. Moldoff. “There’s big demand for housing and you see this pent-demand as we come out of the recession.”

N



Marc McCausland/Eagle-Tribune
A 12-house development is being built on Lake Street in Salem N.H.

Town planners want your opinion on growth

Many people think of politicians as the pilots of democracy — the elected officials steer the plane while the voters sit quietly in their seats, looking out the window.

SALEM

Rich Demerle

Over the next few days, 500 Salem households will get the chance to tell the pilots where to go — courtesy of a community survey from the Planning Department.

Said Planning Director Ross Moldoff, "One of the things that's been missing from this town for a long time is the feedback from the general populous about where the town is going.

"Some people are very upset when they call and I tell them, 'You have to get involved in the process.'

The survey asks residents if they are satisfied with town services as well as what they feel about residential development, commercial development, transportation and the environment.

The Board of Selectmen, the Planning Board and the Conservation

Please see GROWTH, Page 16



Cheryl Senter/Eagle-Tribune

A Salem officer surveys the scene where motorcyclist Daniel Francisco, 19, of Duston Road, Salem, was hurt when he drove into a road grader on North Main Street at Glen Road yesterday. He was believed to have been speeding in Holy Family Hospital with head, leg and possible internal injuries, he was listed in fair condition this morning.

Growth: Survey being taken

Continued from Page 15

Commission will use the results to update the Master Plan and to set their priorities.

A hot issue facing the Planning Board is a proposed two-building mall on Route 28 near Kelley Road. The Planning Department has received 10 letters in opposition to the project.

"If you're sick of malls and you don't want any more malls, you ... better get involved in the process," said Mr. Moldoff. "Some planner once said 'You get what you zone' and it's true ... a lot of people feel this is inevitable but it's not inevitable."

The survey is due back on Sept. 8 because intern Irene Halizar, who will compile the information, will be leaving at the end of the month. The 500 households were picked by

choosing every 15th household on the registered voters list.

Tax break

Selectmen last night approved two tax abatements for the Rockingham Mall at 92 Cluff Crossing Road.

For 1993, the mall saw its assessed value lowered from \$9,669,100 to \$7,200,000. For 1994 the value was lowered from \$8,251,900 to \$6,600,000.

Town Manager Stephen Daly said the request was made because the mall was being reconstructed during those two years and was suffering tenant losses.

The amount of money to be given back to the Rockingham Mall is unknown, but Mr. Daly said the town had budgeted the money.

Residents seek to stop growth

by Monique Duthamel

SALEM — While the Board of Selectmen is considering a ban on new water connections, several townspeople want to see a ban on new construction, or at least a lot less construction.

The Planning Board says this decision lies with the Board of Selectmen, and it will adhere to whatever the selectmen decide.

Selectman Everett McBride said he would like to set a limit on the number of residential lots allowed per year, but not completely stop building.

He wants a legal opinion on the town's other options for controlling growth.

Laurence Belair, a local developer, asked selectmen to try not to catch developers halfway in the stages of construction. He asked that if a house has been sold, and is built, with the water connection made at the street, but not yet in the house, that the developer be allowed to turn the water on.

"We recognize it is a critical situation. This is a real issue with us," he said.

Selectman George Jones said he would like to stop new water connections during the current water emergency, and then look at greater development controls. He warned the board that many communities have imposed such controls, only to end up thousands of dollars in court and ultimately, having the decisions

Jones will draft a policy to ban new water connections during the current crisis. The board will consider the policy at its September 11 meeting.

He wants a legal opinion on the town's other options for controlling growth.

Laurence Belair, a local developer, asked selectmen to try not to catch developers halfway in the stages of construction. He asked that if a house has been sold, and is built, with the water connection made at the street, but not yet in the house, that the developer be allowed to turn the water on.

"We recognize it is a critical situation. This is a real issue with us," he said.

He added that if developers have to install wells, once the crisis is averted the town may not be able to set the property owners to convert to the water system, due to its cost. "Don't be short-sighted and leave empty spaces between logical connections of the system in town," Bell said.

Richard Ruais, 28 Zion Hill Road, said, "I think the board he wants to see the town slow down growth to preserve the town's rural character. He said the town has no vision in place and wants to see one developed which

occurs every six years or so, and that in a couple of years, the town will see permits issued for only about 35 new homes.

He pointed out that approval of a lot does not necessarily mean the house will be built. Of his 51-lot subdivision approved in 1986, he still has 18 undeveloped lots. The proposed 76-lot KEM Realty subdivision off Wheeler Avenue would

take about eight years to build out, if approved, Belair predicted. As far as school population goes,

Seirai said the school system's own projections show that there will be six fewer students in the elementary schools in 2003 than there are now. Resident Susan Lane of Old Cockingham Road told the board she wants to see increased minimum lot sizes for residential

1

property.

Donald Meisner, 8 Karen Lane, told selectmen he has been a resident for 40 years, and a developer all that time. "It's still a pretty nice place to live," he said.

He pointed out that many of the things the town has now, like the Municipal Office Building, the library, schools, and the like, were funded due to the increased tax base created by development. "We wouldn't have any of these facilities without the growth in the community," he said.

Ruais said he thinks there is plenty of room for managed growth in the future. He wants to make it more difficult for developers to work in Salem and see the board make building as restrictive as it is in some parts of the community, he said.

مکالمہ احمدیہ

Mr. Jones told him to get a copy of the town's Master Plan. He added that he hopes to find ways to maintain growth in a non-panic frame of mind.

Belair said the town's annual growth has been between one and three percent. He added that there was a cyclic spike in growth that

See GROWTH, Page 2

in other communities.

Ruais is circulating a petition asking the town fathers to increase the town's minimum lot sizes; create a comprehensive vision statement for the town; and place an immediate moratorium on approval of any new development in town until the lot sizes are increased and the vision statement is completed.

Tuesday morning, Planning Director Ross Moldoff said there are ways to guide growth, including the adoption of a Growth Control Ordinance.

He added that the town already has a Master Plan, which is the officially recognized vision for the town.

Any changes to the zoning ordinance, including a Growth Control Ordinance would have to be adopted by voters during a March town election.

Selectmen made no decisions on the matter, but will continue to revisit the issue at their future meetings.

Call Observer Cla

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8/19/5

Salem home growth flares tempers

• Some Salem residents feel development is going fine while others worry the town may drown under a flood of new residents and buildings.

By Rich Demerle
Eagle-Tribune Writer

SALEM, N.H. — An off-the-cuff discussion between selectmen turned into a full-fledged debate over the pace of building in town.

Selectman Robert L. Ellis, who also sits on the Planning Board, said other planning members had been talking about a cap on the number of houses that could tie into the town water system.

Just after he and Selectman

George P. Jones III agreed to develop a proposal for such a moratorium,

residents began asking to be heard on the subject.

Developer and builder Lawrence Belair, 139 Hooker Farm Road, said just because housing lots get approved does not mean they get developed quickly.

"In 1986, I had 51 lots approved," he said. "I still have 18 of them left."

Developers Donald Meisner, 8

Karen Lane, and Kurt Meisner, 12

Karen Lane, also said building in

Salem was happening at a reasonable pace.

"The way we've grown, we've always handled this situation," said

Kurt Meisner. "The comment that the market does even itself out is perfect. One year we're busy, the next we're not."

Rich Ruais, 28 Zion Hill Road, did not agree. Spearheading a petition drive to slow the pace of building in Salem, Mr. Ruais urged selectmen to protect the town's character.

"I think it does a real disservice to say people who say this is a problem are people who want to shut the door," he said. "It's absurd."

He cited a Sunday Eagle-Tribune article on growth in Salem that quoted Planning Board Chairman Bernard Campbell saying, "God only made so many acres and he's not making any more."

Paul Savard, 4 Johnson Ave., and Susan Lane, 59 Old Rockingham

Road, also said the pace of building in Salem worried them.

"He wants to build more houses?" asked Mrs. Lane rhetorically about Mr. Belair. "The supply may be there but there's no demand. Who wants to live in a town where you can't go from one end of town to the other in less than a half hour?"

In other action:

Shadow Lake demolition — At the recommendation of Building Inspector Samuel Zannini, selectmen voted 3-0 to destroy a dilapidated house and garage at 77 Shadow Lake Road. Glen A. Smith, 70 Shadow Lake Road, told selectmen he has tried to sell his home a couple of times, only to have the boarded-up house across the street stop the deal.

Editorials

Thoughts on change

Several residents are now expressing an anti-growth sentiment to town officials.

These residents say they want to change things.

Change can be good, if it is done properly.

However, many of those people now becoming vocal have not yet done their homework.

We think it is wonderful that people want to get involved; we're all for it. Those who do so will do a much better job if they understand the history of the issues and the community, the structure of the town government, and the state laws under which it operates.

This week, the Board of Selectmen was chastised by one resident for lack of long-range planning. In fact, the town has done a significant amount of such planning, as has the School District, the resident was simply not aware of it.

We see evidence of such planning in the location of the industrial park in West Salem; the neighborhood schools throughout Salem; the Geremonty Drive/Veterans Memorial Parkway town center area; and in many other ways. As we once said in this column before, these things happened by design, not by accident.

The town has completed several Master Plans, the most recent one in 1992; it annually updates its Capital Improvements Plan; it has completed a Transportation Plan for the entire community, as well as a Water System Master Plan, and sewer build-out plan. The Planning Department is full of these and many other long-range plans. The Salem School District has completed, and continues to update its Strategic Plan.

Most of these plans were completed and updated with significant resident and community involvement. Residents served on the Master Plan Task Force; CIP subcommittee; Strategic Plan Action Teams and many other town boards.

Although the planning has, in fact, been done, the town remains limited by two things: costs and state laws.

It is the voters, at Town Meeting, who determine how much they want to spend on things. These voters have been wise enough to support spending money to expand the town schools, build a water treatment plant and construct an addition to the transfer station. They probably won't support spending the millions of dollars needed to widen the Depot intersection or do some of the other things that the town wants but does not need. It is these voters who have seen that increased lot sizes lead to increased infrastructure costs, longer distances to extend roadways and public utilities.

The town must also adhere to state laws. If plans are presented for a property that meet state law, local ordinances, and satisfy all town requirements, it is difficult for the planning board to deny the plan, based on state laws.

There are many things that can be done to change, and improve. We urge those seeking change to do so in the full knowledge of what has already been done. Only with such knowledge of the past can we move forward confidently into the future.

NEW HAMPSHIRE

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8/30/95

Mini-mall shot down

► A 4½-hour hearing and the comments of 25 residents led the Planning Board to reject the proposed Village Shoppes plaza in south Salem.

By Rich Demarte
Eagle-Tribune Writer

SALEM, N.H. — Town Hall was the scene of some late-night celebrating when the Planning Board, in a surprise move, voted down a shopping plaza planned for Kelly Road and South Broadway.

Out of a crowd of more than 125 who turned out for the meeting, about 25 were still sitting on metal folding chairs at 12:10 this morning when the board made its 5-1 vote.

Fred Scaccia, 40 Haigh Ave., was among those who cheered the loudest.

"I think what the town of Salem is trying to



Rich Demarte/Eagle-Tribune

Planning Director Ross Moldoff (right foreground) listens to testimony on a mini-mall at Route 28 and Kelly Road, along with some of the 125 people who showed up to protest it.

"I'm not sure the town of Salem has had the time to digest all that it's had to swallow in the past five years," said Chairman Bernard H. Campbell.

Planning Board member Clifford Sullivan voted for the plan. Member Thomas Pappalardo was not present.

WHAT NEXT

Just because the Village Shoppes of Salem project was voted down by the Planning Board down does not mean the plan is finished. Here is what can happen:

Appeal: Rosen Associates has 30 days to appeal the decision to Rockingham County Superior Court.

If appeal succeeds: The plan comes back before the Planning Board.

If appeal fails: Rosen Associates would have to make significant changes to the plan to resubmit it.

Resident action: If an appeal fails, residents could try to rezone the property, which is zoned highway/commercial. An industrial zoning would stop the plaza, said Planning Board Chairman Bernard H. Campbell.

How to: To make a zoning change, 25 residents have to petition Town Meeting. That petition must be submitted between Nov. 17 and Dec. 13.

Please see **MAIL**, Page 14

Mall: Plans for development downed

Wednesday, August 30, 1995 The Eagle-Tribune

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Continued from Page 13

"Laumann Brezzl, 5 Spencer Ave.,
applause for challenging the Plan-
ning Board, but the loudest cheer
were reserved for Brit Gang of Char-
ham Circle who spoke with his tongue
in his cheek.

Joining the presentation by developer Rosen Associates, 25 residents did not plan on speaking until Mr. Martin, 20 Barton Ave., did. Mr. Campbell said the influx of business keeps Salesmen's property tax rate low.

The hearing lasted 4½ hours. Prof. Kelly Road became of the traffic.

8/30/85

Resident opinions sought in survey

by Monique Duhamel

SALEM — This week, the town's Planning Department is seeking opinions from Salem residents.

The department is conducting a Community Opinion Survey. The purpose of the survey is to get residents' views on a variety of questions related to housing, commercial development, town services, transportation, and open space/environmental issues.

Approximately 500 households will receive the survey in the mail. The number of households was determined by choosing every 15th household listed on the registered voters list. Residents who received the survey are asked to complete it and mail it back by September 8 in the envelope provided.

The survey asks residents their level of satisfaction with town services such as the library and police protection.

It also asks residents if they favor privately funded sewer line exten-

sions; if sidewalks should be constructed in new subdivisions; if residential growth is occurring too fast; if elderly housing, congregate care, retirement homes should be allowed in certain areas of town; if commercial growth is occurring too rapidly and their opinions on improving commercial growth.

It also asks residents what types of businesses they would like to see move to Salem; if the town should widen the intersection of Routes 28 and 97 (Salem Depot); if a commuter parking lot should be built; is more public access needed to town lakes and ponds; and where residents think the town should preserve open space.

The survey also asks residents the three things they like most about Salem; the three things they like least about Salem; and any other comments they may have.

The survey results will be used to give planners a general sense of the community's views.

ng board at its Sept. 12 meeting. Liam Beauregard announced he would not seek the mayor's post but run for council earlier this month, the board approved selected parts of the redevelopment proposal. The agreement between the partnership and residents should lead to the approval of the entire proposal.

Man, 29, Charged with Breaking Hip of 2-Year-Old Son

By THERESA DEFRAZNO
Union Leader Correspondent

KEENE — A 29-year-old Keene man charged with breaking his 2-year-old son's hip earlier this month has a criminal record that includes endangering the safety of a child and robbery, according to court papers. Robert Robinson-Newell, 29, of 83 Elm St., was arrested and charged with first-degree assault. He's now at theshire County Jail until Sept. when he will return to Keene District Court for a hearing. The injury occurred Aug. 20 at Robinson-Newell's home, according to police.

The police started investigating the case after a physician notified the Division of Children, Youth and Families about the broken femur.

Robinson-Newell initially professed ignorance, but later confessed to probation officer Woody Iss, according to an affidavit by Keene police. Robinson-Newell told Vachasast his temper and broke the leg, police said.

The court papers say Robinson-Newell has a drug problem. In he was convicted of endangering the welfare of a child by using marijuana while looking his twin sons, one of which has a broken femur. Two years before that, he was cited for robbery.

Growth Concerns Salem Residents

By ALICE WILLIAMS
Union Leader Correspondent

SALEM — Two Salem residents concerned about growth want town officials to revise some planning regulations, impose a moratorium on new developments and draft a vision statement for the town.

The two residents behind those requests are Erling Peterson and Richard Ruvals. A six-year Salem resident, Peterson said they drafted an open letter to the citizens of Salem "because we're concerned about the rampant growth in town. I care about the town." That's why they are in the process of gathering signatures from those who agree with their requests. Peterson said they've only been circulating the letter — in the form of a petition — for a little more than a week and

most residents had to the proposed mall.

In addition to those at the meeting, others

sent letters to the planning board opposing the proposed mall. One letter signed by 11 residents said "The Route 28 strip has become the defining character of the town and

"The council has been very good in fighting among itself, but I don't know if it's done as much good as it should for the people it's supposed to serve," Williams said.

Williams is not in the race yet. In an interview with The Union Leader, he said he will wait until tomorrow's filing deadline. If no "credible" candidate files to challenge Russell, Williams plans to file.

However, Williams does not plan to cam-

have already gathered about 100 signatures. Their goal is to collect about 500 signatures to bring before a selectmen and the planning board to show both groups that residents care about the future of the town.

Peterson brought the petition with him to a planning board public hearing Tuesday night where about 150 people attended primarily to voice opposition to a proposed two-building, 170,000 sq. ft. mall on Rte. 28 near the intersection of Kelley Road.

"Enough is enough" was the basic message

drafted by our town fathers and adopted a the 1986 town meeting to guide future development in Salem," the petition states.

Peterson said "The mission statement is more than just a master plan. It's like a mission statement for an individual. The idea is

that the town should have one, too."

Agency Starts Self-Sufficiency Program

PORSCOMOUTH — Rockingham Community Action is offering a self-sufficiency program to help people under Aid to Families with Dependent Children earn more, go back to school or improve job skills.

The program aims to help welfare recipients by providing guidance and support in assessing education and job-training resources and overcoming obstacles.

Program coordinator Wayne Bailey said the program provides an adviser to work with a participant with "emphasis on assessing personal strengths, goal setting, planning and follow through."

The program will initially serve residents of Portsmouth, Newington, New Castle, Rye, Greenland, Stratham, North Hampton, Hampton, Hampton Falls, South Hampton, Kensington and Seabrook. Bailey said the goal is to expand to the rest of the county over

day on Lynch's coattails. Russell, 64, is a social worker with Southwestern Community Services.

In opting out of the mayor's race, Beauregard said business commitments would prevent him from devoting the necessary time to the job.

He wouldn't endorse Russell, however, saying he wanted to wait until the filing period was closed tomorrow.

the residential and rural environment that drew residents to Salem is disappearing. With the increase in commercial development has come a rise in crimes such as car thefts and shoplifting and an increased burden on services such as the police and fire department and the courts."

This is one reason Peterson said it's important for the town to have a vision statement. The town needs to decide what it wants to look like in the future, he said.

"We would like to see a vision statement drafted by our town fathers and adopted a the 1986 town meeting to guide future development in Salem," the petition states.

Peterson said "The mission statement is more than just a master plan. It's like a mission statement for an individual. The idea is that the town should have one, too."

NH News Notes

Community action developed the program in partnership with Americorps-Vista.

Funding comes from a community block grant with additional support from Greater Seacoast United Way, Bailey said. For more information, call Bailey at 800-555-9300 or 431-2911.

KSC To Host Solar-Powered Music Fest

KEENE — Six hours of music powered by the sun will be performed at a Solar-Powered Music Festival and Environmental Fair on Sept. 16.

The festival, sponsored by Campus Ecology, will be from noon to 6 p.m. in the Campus Center of Keene State College. Featured will be Schleighty. Rain date will be Sept. 17. The event is free for all ages and open to the public.

9/1/95

It is past time to stop the growth

To the Editor:

Cheers to the Salem Planning Board and 125-plus citizens who attended the Aug. 29 meeting and rejected the proposal for an additional new shopping mall on Kelly Road.

As concerned citizens of Salem, we hope that a turning point has been reached where development interests get the message that Salem residents and town officials will protect the overall interests of our town.

We have enough explosive commercial and residential growth and it is time for a pause while we develop a vision for the town as we move into the 21st century. Salem's natural resources, limited capacity and our historical town character have been abused under the pressure of many development binges since 1978. To be

sure, any so-called Master Plan that elicits the current state of mega residential developments (exceeding 300 lots) for the last five months of 1995 is seriously deficient and needs to be revised.

We are circulating a petition to provide more evidence that the citizens of Salem want growth slowed. The petition seeks an increase in minimum lot size, appropriate zoning changes and adoption of a new "Vision Statement" to guide further development. Until these conditions are achieved, we are seeking a moratorium on approval of any and all future development projects.

Our goal is to gather 1,000 signatures and we are well on the way with only a couple days of effort. Currently, we have more than five times the

number of voter signatures necessary for an article on the next Town Warrant mandating a moratorium on further mega residential and commercial developments.

Salem residents are now living with the terrible side effects of years of out-of-control development. We are confident that our elected officials will struggle to ease traffic woes and improve areas visibly scarred by overdevelopment. But let's make it clear that concerned citizens will not tolerate decisions that allow things to get worse, especially when such policies benefit only a few developers.

RICH RUIS

Salem, N.H.

9/6/95

Planning Board rejects mall plan

by Monique Duhamel

SALEM — Members of the Planning Board have defeated a proposal to build another mini-mall on Route 28.

The Rosen Associates plan for a mini-mall called for 170,000 s.f. of retail space on a parcel located across from Funhouse Pizza on South Broadway, now the site of a warehouse. The property is now accessed via Kelly road. The "Village Shoppes" plan described a 19-acre lot with six tenants, with total retail space greater than that of the nearby Home Depot and of the Wal-Mart store located on North Broadway.

More than 125 concerned residents attended the board meeting last Tuesday, to voice their concerns about the project. The shopping center plan was the only item of discussion. The meeting began at 7:30 p.m. and ended more than four hours later at 12:10 a.m.

After an initial presentation by representatives of Rosen Associates, a stream of about 25 residents rose to speak during the hearing.

The proposal had been under review for several months. Planners had consistently expressed concerns about traffic impact from the project. The Village Shoppes proposal included widening the road, restriping it, and installing an additional traffic light. The light would have been the fifth such light between Cluff Crossing Road and Kelly Road, a distance of seven-tenths of a mile.

With the addition of a third lane at

the end of Kelly Road, its intersection with Route 28 was expected to increase to 99 percent of capacity if the mall was built. Based on a traffic study, the intersection would reach 114 percent of its capacity in 10 years, by the year 2005.

Traffic was the planning board's major concern, but other reasons for the rejection included safety and the impact on nearby residents.

The board voted 5-1 to deny the proposal, with member Cliff Sullivan opposing the vote.

The company now has 30 days in which to appeal the board's decision by filing such an appeal in Rockingham County Superior Court. The company could also make significant changes to the plan, downscale it, and resubmit it to the board for a new review.

"I really didn't expect the board to vote that night to defeat it," said Planning Director Ross Moldoff. "I thought they would vote to continue it to another hearing. I think the concerns of the residents were so overwhelming that the board listened to them and acted on their concerns."

Moldoff added that the vast majority of plans which go before the planning board for review have no abutter input.

"I was very pleased with the amount of public input on this plan," he said.

He urged residents to provide their input to the planners on other plans and issues that will appear before the board.

NEW HAMPSHIRE

ALLEN

68% of town against growth

Nich Demerle
Eagle-Tribune Writer

vey solicited by the town that showed the residents' aversion toward growth. They met last night with the Planning Board to discuss the results.

On Aug. 28, the Planning Department sent a survey form to every 15th person on the town's list of registered voters — a total of 614 forms. Thirty-six percent, or 223 were returned by the Sept. 8 deadline.

Planning Board Chairman Bernard H. Campbell said he and his colleagues are already mapping out zoning plan changes for the next Town Meeting. They are also looking into increasing minimum lot sizes a house can be built on.

Officials should take some moderation before residents decide on zoning more severe at March Meeting, he said. I think the perception of the people there — right or not — is that

what is an issue," he said. "I don't

int to go down to next March and

some moratorium pass."

Development were reaching to a sur-

losing its rural character, a character Mr. Jones said Salem has already lost.

"Anyone who thinks Salem is rural is kidding themselves," he said. "It's not a suburb. It hasn't been rural for the last 25 years ... If you want rural, you have to go north to Campion or Canterbury or places further north."

Mr. Jones also said Salem residents have to realize they have bought a lower tax rate for a price: heavy traffic on their main streets and traffic traveling to the retail stores.

"Is it a hassle going up and down Broadway?" Mr. Jones asked.

"Absolutely, no doubt about it. What do I do? I don't go up and down

Please see SALEM, Page 14

pressed by the results, saying it was

the best information town officials

had gotten about retail busi-

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WATER, Page 9

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Survey highlights residents' opinions

9/95

by Monique Duhamel

SALEM — A survey conducted by the town's planning department shows the majority of residents have lived in Salem for more than 10 years.

Their likes and dislikes about Salem are as varied as their addresses.

Planning Intern Irene Hauzar coordinated the survey, which was randomly sent to 614 homes in Salem. Thus far, 223, or 36 percent, have been returned.

Although the deadline for replying was September 8, Hauzar says the planning department will continue to accept the surveys as long as they come in.

This survey will be viewed as a representative sampling of the community, and will be used in several ways.

General information

Preliminary results, based on surveys received by September 15, show that 21 percent of those who responded have lived in Salem for 11 to 19 years, while 48 percent have lived here for more than 20 years. The survey is rounded out with 9 percent having lived in Salem for less than one year; 16 percent for one to five years; and 13 percent for six to 10 years.

Only 30 percent of those who responded, and thus, representative of all Salem residents, work in Salem. About 27 percent work in Massachusetts; 16 percent in New Hampshire; and 25 percent are unemployed or retired.

Town services

Approximately 72 percent feel the town has adequate recreational facilities to meet their personal and family needs. Only 22 percent feel the need for more recreational facilities, while six percent had no opinion. If additional recreation facilities were offered in Salem, residents would most like to see both indoor and outdoor swimming pools; tennis courts; ballfields; soccer fields;

and an ice rink. One person would like an airstrip in town, while another seeks a skateboard park.

Out of all the town services offered, residents are most pleased with the Salem Fire Department. Eighty-eight percent of those surveyed are very satisfied with the department, eight percent are somewhat satisfied, and four-tenths of one percent are not satisfied.

In other town services, 80 percent are very satisfied with the Kelley Library; 73 percent with the Salem Police Department; 65 percent with the schools; 59 percent with Recreation; and 58 percent with snow removal.

Only 43 percent of those who responded are satisfied with water and sewer service; 41 percent with elderly programs; 32 percent with zoning enforcement; and a low 28 percent with road maintenance.

The survey also showed that the majority is opposed to upgrading unpaved roads (64 percent); and to the private extension of sewer lines (74 percent).

A closer vote shows up on the sidewalk issue with 48 percent supporting required construction of sidewalks in new subdivisions and 45 opposed.

Best of Salem

The three things residents like most about living in Salem are:

1. Location;
2. Good Schools;
3. A Variety of Shopping Opportunities.

More people chose these three than any others. Some of the things residents like about Salem include: quiet neighborhoods; the police department; the fire department; the

■ See OPINIONS, Page 9

News Briefs

Water ban amended

SALEM — To clarify the water connection ban selectmen adopted last week, they voted to amend its wording on Monday night. They amended the first section to read, "New connections to the water system shall be limited to those structures for which building permits or water service permits have been issued prior to September 11, 1995."

The board also amended the policy to remove the date restriction on appeals to the ban. Initially, appeals had to be filed in writing by September 15, 1995. The new wording allows the appeals to be filed and heard on an individual basis by the Board of Selectmen.

Moonlite Reader case settled

SALEM — The town has reached an out of court settlement with the owners of the Moonlite Reader adult bookstore.

The store owners, Thaddeus Drabkowsky and Delano Paone, initially sued the town in 1991. The lawsuit claimed the town attempted to prevent its opening and caused the business lost revenue.

The trial had been scheduled to begin last week, until an eleventh hour settlement was reached.

The Moonlite Reader will receive a cash payment from the town for \$12,000 to settle the lawsuit.

Spicket River Clean-up continues

SALEM — The Spicket River Clean-up Campaign will continue this weekend.

Volunteers are needed to help clear the river of debris and trash. Those interested should meet at the Municipal Office Building at 9 a.m. on Saturday, Sept. 23 or Sunday, Sept. 24.

The project, spearheaded by the town's Conservation Commission is now in its second year. Two weeks ago, volunteers cleaned up some areas off Bridge Street and hope to continue their efforts this weekend.

Other clean-up dates are October 7 and 8.

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Town's future growth explored

by Carol Moore

SALEM - The planning board held a work session prior to its regular meeting on Tuesday, September 12 to probe the feasibility of various zoning amendments to restrict or define Salem's future.

The potential 1996 zoning amendments were presented by Planning Director Ross Moldoff to give the board a sense of direction for the future growth of the town.

Of prime consideration in the rezoning of several areas of town were suggestions to limit the retail-zoned areas and create new industrial areas.

According to Moldoff, the town has nearly run out of industrial-zoned space, while it still has areas allowing retail development. The combination of restricting retail growth and enhancing industrial possibilities seems to be a likely scenario in the next few years.

One major concern is the possible development of North Broadway in the Dyer Ave. area. Currently, this section of Route 28 is zoned for retail and board member Emil Corrente asked, "Would (development of this area) be an intolerable traffic situation?"

He added that he would like to see a traffic engineer look at the

impact on the area should more development be planned. Moldoff explained that there is still room for retail growth at Rockingham Racetrack, and that this could be a potential problem.

"We used to think the railroad tracks would be a barrier, but they can purchase access across the barrier," he said.

"I'm not saying it's going to happen, but do you want to do anything about it ahead of time?" Moldoff said.

Other amendments to be considered are revisions to the Open Space Preservation Ordinance; Home Occupation Ordinance; Sign

Ordinance; and Wetlands Ordinance.

Also, they board will consider increasing minimum lot size in the

Rural District.

The board will hold another workshop session in October as a follow-up to these discussions.

The School Board approved several Salem High School co-curricular nominations at its September 12 meeting, as follows:

Blue Inc. newspaper advisor, Kerry Younker, \$992.

Varsity Winter Cheerleading Coach, Colleen O'Shea, \$3,009.

Varsity Wrestling Coach, Philip Smith, \$3,405.

Boys Varsity Gymnastics Coach, Ralph Miele, \$3,405.

Assistant Gymnastics Coach, girls and boys, Steven Ring, \$3,085.

Boys Varsity Track Coach, Todd Seastedt, \$3,405.

Boys Assistant Track Coach, Daniel Keleher, \$2,085.

Girls Varsity Track Coach, Tom Harkins, \$3,405.

Girls Assistant Track Coach, Robert Rhoades, \$2,085.

Boys Varsity Basketball Andrew Corey, \$4,901.

Boys JV Basketball Coach, Dan

** *

Construction update — Site work was scheduled to begin at Fisk School on September 18. Finishing touches are being done at Haigh School, including window caulking and completion of the handicapped-accessible bathroom. Window replacement is completed at Soule School and work has begun on the addition.

At Woodbury School, construction remains on schedule, with the perimeter foundations complete. Signs warning the public to stay away from the construction have been placed on the fields behind the school..

Summer School report — A total of 169 students attended summer school for both enrichment classes and remediation. All the students who took the classes for remediation or promotion were successful and attained their goals, according to c.....

School Board Notes

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SEPTEMBER 20, 1995

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Town growth control options discussed

by Monique Duhamel

SALEM — Controlling residential and commercial growth was the topic of discussion during a joint board meeting Monday night.

Members of the Board of Selectmen and Planning Board discussed ways to address residents' concerns about growth, while acting in a realistic and responsible manner.

Planning Board chairman Bernard Campbell said he has not yet been convinced that the current growth is unusual or that it needs to be managed.

"I'm not in a crisis mode at the moment unless someone can persuade me to do something different," said Bernard Campbell.

Selectman Everett McBride said he thinks residents may place an article on the ballot seeking to totally ban new development, an issue which concerns him.

Selectman George Jones said Salem is a suburban community and not a rural community. He agreed that the traffic on Route 28 is a hassle, but that there are benefits to the tax base to be considered as well.

"I'm not willing to be stampeded into upping lot sizes and imposing moratoriums," he said.

Bernard Campbell said the planning board is looking at changes to lot sizes as part of its subdivision regulation amendments, based on soil types.

Selectman Robert Campbell said a three percent growth rate is considered reasonable, and Salem's

growth rate is at about one percent. He asked town staff to look into the state law and court rulings regarding growth management controls at a local level, to give the town boards some direction.

Planning Director Ross Moldoff said growth management controls can be legal if it follows the state law.

Bernard Campbell said the growth management legislation depends on whether the community enacting it has noted a deficiency, such as classroom space or lack of water. However, the community must also have a plan to address that deficiency, he added.

Planning Board member John Lukens said residents in a recent community opinion survey indicated they want to see more groundwater protection in Salem, even if it limits where new buildings can be placed. He urged the board to seek additional protections. McBride told him the selectmen have already agreed to support a groundwater protection ordinance, on which there will be a public hearing in November.

Robert Campbell said the community has to decide it wants change, by supporting zoning changes at the March election. He said the zoning of a parcel of land needs to be changed before someone comes in with a site plan.

"It's too late to decide you don't want something after the plan is before the Planning Board," he said.

Bernard Campbell said his board is already mapping out several zoning

changes to place before voters. The proposed changes include rezoning some commercial land to industrial land, since the town is running out of industrial space.

Lukens, who served as chairman of the Capital Improvements Plan (CIP) subcommittee, said one item in the plan calls for a \$50,000 study on what could happen to the town if Rockingham Park's land was used for a variety of different businesses. After such a study has pointed out the various alternatives, then the town should decide how to zone that land, he said.

The discussion then turned to the issue of sidewalks and whether the planning board should require their construction in new subdivisions.

Jones suggested the board focus on sidewalks near schools, and asked the board to seek cost estimates from the School District on what it would save on busing if sidewalks were installed.

Moldoff also pointed out that Deptot reconstruction is eligible for federal funds.

Bernard Campbell said the planning board is also making an effort to link businesses without using Route 28 or additional stop lights. He said they are trying to make the businesses use shared entrances or create service roads off the main roadway.

The boards agreed to move forward with the planning board's proposed changes to the zoning map and subdivision regulations.

pipe

Is Board to complete this installation. Board voted to indicate that the pipe level change is both permanent and that it is constructed with monies received from the plant construction. \$45,000 remaining from article approved for the construction of the water plant. Funds will cover

Survey highlights residents' opinions

Lake during the annual drawdown of Arlington Pond; and treat water from the TP 2 well.

The board has directed Town Manager Stephen Daly to move forward with all three options.

Canobie Lake pipe

The town's attorney has issued an opinion that construction of a new water intake pipe can be funded through monies left over from the

to 200 feet above sea level.

The pipe will sit on the bottom of the lake, according to Engineering Director Edward Blaine. When not in use for the current water emergency, it will remain as a back-up pipe to the main intake pipe, in the event of malfunction in that pipe system.

Blaine said the town needs to get permits from the New Hampshire

9/20/95

Salem featured on TV news show

by Bill Nolan

SALEM - The Town of Salem will be featured next week on a popular New England television show.

Field Producer Amy Shea and Videographer David Skillicorn from Channel 5's "Chronicle" were in town last week exploring the positive and negative aspects of life in southern New Hampshire.

The "Chronicle" story focuses on life in Salem, Manchester, and Nashua and area's popularity with polling organizations.

The story was prompted by a recent article in "Money" magazine listing the Salem/Haverhill, MA, area as the seventh best place to live in America.

Planning Director Ross Moldoff and local developer Larry Belair were interviewed for the show.

According to Shea, the story delves into both the perceived positive and negative aspects of life in Salem.

She said she spoke with Moldoff about the number of residents unhappy with the rate of residential and commercial growth in Salem.

Shea said the story also focuses on the very nice, yet affordable housing available in Salem.

Shea and Skillicorn also visited Salem High School, where they shot footage of the Salem High School Blue Devils Marching Band and interviewed several students.

"We wanted to get a young perspective on what's good about this town, so we picked Salem High School," said Shea.

The "Chronicle" story is scheduled to air on Tuesday, Sept. 26, at 7:30 p.m. on Channel 5.

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Editorials

The underlying issue

During Monday evening's worksession, we saw a good deal of common sense displayed, something that is all too often absent from the political process.

Most of the selectmen and planning board members expressed opinions that increased lot sizes and development bans are not the answer to the perceived growth of the community. Instead, they favor more subtle regulation and zoning changes which will not hamstring the town or those who want to conduct business here. We think this is the right path to follow.

We know this may not be a popular opinion, but, all emotions aside, the facts show that the town is growing at approximately one percent. Growth of this amount is good and, in fact, vital to the community. One percent is a reasonable growth factor.

We think it is not the community's growth which needs to be addressed, but its infrastructure. The two most obvious issues are water supply and traffic. The selectmen see this and are taking whatever steps possible to obtain additional waters for the town. In the meantime, they have imposed a ban on new connections to the water system.

The traffic issue will take additional effort. South Broadway may never improve, but there is hope for other areas of town, including the Salem Depot. If the town is eligible for federal funding of up to 80 percent to improve that area, we think those monies should be sought.

Once the water and traffic issues are addressed to the degree in which they can be, and if the planning board pursues its proposals to ask voters to change the zoning map, we think the concerns about growth can be seen in a more realistic light.

The real issue here is not the one percent growth in town, it is the need to properly fund these costly endeavors. We urge the voters to focus their efforts on trying to ameliorate existing problems, and not on creating new ones.

Word from the Legislative Office Building

By Rep. Richard Noyes

There are times when the state legislature is "out of the loop."

One such instance grows out of the several paragraphs with which I closed last week's column.

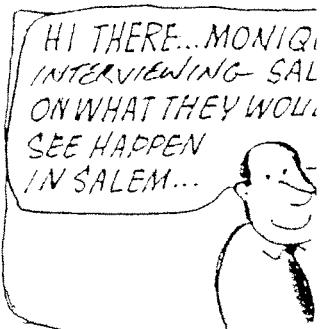
I reported there "a chance conversation with State Senator David Wheeler of Milford," who was more than somewhat disturbed about what he sees as federal intrusion into local education.

"There may be more to be said on

What I can tell you, however, is that Salem is one of five New Hampshire school districts where the program is already very much in effect.

Marie Devlin, whom I reached at the high school principal's office, is a responsible leader of it, not just for Salem but for southern New Hampshire.

The other towns are Nashua, Manchester, Derry's Pinkerton Academy and Sen. Wheeler's own town Milford.



Weekdays from

No lesson

It was always my impression that schools are for learning but School Board can't say no to having "no" was part of learning. wonder what will happen when the students get out of school and in the workday world and the board says "no."

High price

Concerning the construction of Millville Street, why are we paying armed policemen to lean against their cars with their arms folded day long? Surely a flag man can do this useless task for about a quarter of the cost.

Crucial issue

I think school hours should be extended or some reasonable, low-cost care alternatives offered for Salem. As a working parent, I think this issue is crucial.

Wants sewers

Extending the sewer lines do not necessarily mean the town has to grow. I don't want to see much more growth but I do think some

al because or it, our don't put off pro-
a tecting our lakes and lands any
z longer.

9/26/95

Placing blame

The taxpayers of Salem are getting a little tired of paying the planning director's wages. He was hired to slow down the growth and protect the environment and has done neither. He has allowed this critical water shortage to hurt the community. Why are we paying his salary?

Note: The entire northeast region is experiencing a drought right now, with emergency restrictions in place in many communities, far beyond Salem's borders. The planning director is not responsible for the water shortage. Rather, we think the water shortage is due to a number of factors, chiefly the drought. Also, a series of town fathers over the past 15 or so years, their decisions, and/or lack thereof, is far more responsible for the water shortage than the planning director or even the current Board of Selectmen.

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Planning Board meetings are well worth attending

To the Editor:

This letter is another attempt to open the eyes of the citizens of Salem, N.H.

Some of you, a lot it seems, have come forward to speak up about the growth that is running rampant over our community. It is great to see it. More people should come to the meetings. Some of them are pretty funny, some of them are long and boring, but some of them are enough to make anyone angry and upset — such as the Sept. 18 meeting.

On Sept. 11, one week prior, the Board of Selectmen, acting as water commissioner, enacted a ban on new water connections. Appeals would be heard and decided upon on an individual basis.

Surprise! Well, they listened to the first applicant. Everything was in order and met the board's criteria. Thus, she was approved. After the

second applicant sat down with her paperwork the board realized that this could be a long, drawn out process and a board member made a motion to lump quite a few of the applicants together and permit the water connections.

Surprise! These applicants already had water permits. What? The board did not know that you could be issued a water service permit without a building permit. What to do? What to do?

Time for a revision of the ban on new water connections. And the truth is told. Some members of the board are more in favor of granting a commercial expansion, an extension of the existing water line, than of trying to save our existing water supply. They would rather pay Methuen more money for water while increasing the employed in Salem by 20 people.

Think about it. What is this board

really doing to ensure the quality of life in Salem as we know it?

Oh, by the way, did you know that on the Tuesday following the enactment of the water connection ban, the Planning Board approved a 43-44 lot subdivision that will be tied into the municipal water system. The very same system that we are being told cannot supply an existing demand.

I urge all of you to continue to become involved with the issues facing our town. If attending the meetings is difficult, they are aired on cable channel 38: Selectmen on Mondays at 7 p.m. or 7:30 p.m.; the Planning Board on Tuesdays at 7 p.m. or 7:30 p.m. The agendas are also posted in the upper foyer at the Kelley Library. Think about it.

SUSAN A. LANE
Salem, N.H.

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Adult day care helps elderly and their caregivers

clearly made the deciding difference for me. Without it, I am sure my mother would be in a nursing home. * made the dif

once a week in Methuen, and I have benefited greatly from attending regularly. They have made me aware of the services and facilities available to us and better educated and prepared * as the Alzheimer's condition progresses. (There is also a support group in Andover that meets on the 4th Saturday of every month

right onto Island
road and left onto Route 28 at
the traffic lights at Clam Haven.

Fran Sangermano/Eagle-Tribune



... could push him over the edge.
... This isn't a game of Monopoly.

Please see WATER, Page 14

9/26/95

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Couple suing town for \$500,000

ASalem fire lieutenant, found not guilty of making a 1993 prank call to a fellow firefighter, is suing Salem and six town employees for \$500,000 over the incident.

In September 1993, Lt. Kevin J. Breen, 31, 270 Main St., Salem, and Dennis Covey, 36, 6 Moulton St., Raymond, were arrested on a charge of placing a harassing phone call or phone calls to Capt. Kevin Kimball.

Both men were accused of making the phone call on Sept. 13, 1993, while they and two others drove from a Boston Red Sox game to the Golden Banana strip joint in Peabody, Mass.

In February 1994, Lt. Breen and Mr. Covey were each found innocent.

Lt. Breen and his wife, Martha, have brought a nine-count civil suit against the town of Salem and six people employed by the town at the time. Here are the details:

Defendants: In addition to the town



Lt. Breen

SALEM

Rich Demerle

of Salem, the six defendants are former Town Manager Barry M. Brenner, former Police Chief James E. Ross, Police Capt. Alan S. Gould, Police Lt. Richard Dunn, and Police Detectives Mark F. Cavanaugh and Fred A. Rheault Jr.

Charges: The suit charges the defendants with malicious prosecution, negligent and intentional infliction of emotional distress and violating Lt. Breen's Fourth, Fifth and Fourteenth Amendment rights "by willfully ignoring, omitting and misrepresenting various material facts in their investigation and report."

The suit states the defendants went forward with the case against Lt. Breen even though they had statements from witnesses which contradicted the charges and even though there had been a favorable administrative hearing by Fire Chief John R. Nadeau.

The suit also states Chief Ross and Mr. Brenner allowed police officers

to investigate and present information in such a way "that a prosecution would probably result regardless of the true facts."

Mrs. Breen, also named as a plaintiff in the suit, is suing for \$100,000. The suit charges the defendants' actions have damaged the Breen's marriage "including loss of services, sex, companionship and society."

Coming up

Haigh School is hosting a parent night Thursday at 7 p.m. All parents are invited to meet the staff and tour the school. Parents will also be able to schedule a time for an individual conference to take place on Nov. 9.

Meetings this week

Today, the Planning Board will meet at 7 p.m. in Town Hall. The School Board will meet at 7:30 p.m. in the Salem High media center.

Wednesday, the Budget Committee will meet at 7 p.m. in Town Hall.

All meetings are subject to change.

There must be simpler answers to some problems

6/2/95

To the Editor:

I urge all residents of Salem, N.H., to become involved with the issues facing our town. Growth is a contributing factor of both the water and traffic problems. Controlled and thoughtfully planned, managed growth is needed for any community to survive.

The problem is that public services have not grown at the same rate. We have seen Canobie Lake sucked almost dry. We knew about this in March. Yet more homes and businesses tapped into the water supply. Yes, there's buildable land, you are entitled to do what you want with it provided you do not create undue hardship on your neighbors.

The Planning Board continues to approve plans. The selectmen impose a ban on new connections. Very good. If you can supply your own water, you may build. That addresses the water issue for some, but not all. If the town must take out a bond to rectify this problem who pays for it? All taxpayers, including private well owners?

It is absurd for Selectmen Robert Campbell and George

Jones to address the issue of traffic in such a trivial way.

Mr. Campbell wants us to utilize the "back roads," the very roads that people live on, the same roads that have no sidewalks. Mr. Jones urges us to juggle our schedules to avoid the Depot during peak hours. Which are when?

There are some common sense, quick-fix solutions that will not cost the taxpayers a bundle. Left lane-left turn only intersections can be created with a little paint and some signs and a traffic signal. Ambiguity invites disaster. Will it take a serious or fatal accident for this situation to be resolved? I hope not.

The Planning Board meets on Tuesdays at 7:30 p.m.

Please attend or watch. You will be more informed and may even get a chuckle or two. There are some interesting goings-on. Do you want another drive-through coffee shop or another McDonald's?

SUSAN A. LANE

Salem, N.H.

■ PLAN

the housing recommendations have been completed.

The Master Plan, says Moldoff, highlights many areas which the town should be addressing during the coming years. The town needs to plan for such issues as elderly and congregate care zoning; decide what to do with the more than 1,000 acres of town-owned land; preserve the rural areas; and look for new industrial areas.

Many of the parcels of land owned by the town are less than one acre and unbuildable. They should be sold to abutters to increase their lots and be returned to the tax base. In terms of future land use, Moldoff says there is a great need for industrially zoned land. Most of the land in the town's industrial park has been developed. Much of the other available land has been developed for residential or commercial use.

The best remaining location for such development is on the Lowell Road corridor, says Moldoff. He suggests rezoning that area to encourage more high quality industrial development and deterring additional retail development.

"Some cities spend millions to develop industrial parks like we have in Salem," he said. "Salem has done nothing. That's why we need

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October 18, 1995 — THE SALEM OBSERVER — Page 3

From Page 1

valid document in 1995 and beyond, said Moldoff. "It is serving the town pretty well," he said. "It needs some tinkering and strengthening, but is overall, pretty sound."

The plan should continue to be updated regularly and should be as current and accurate as possible, to best serve the town.

"This is the foundation for the future growth of our community," he explained.

At a minimum, the plan should be updated every five years, and more often, if possible.

Such a task could be the project of a long-range planning committee or another task force specifically charged with the update.

SHS royalty



Another issue of future importance, says Moldoff, is open space preservation. The town must better manage the remaining open space in Salem, and provide stronger buffering between residential and commercial areas.

On the recreation side of things, Moldoff would like to expand the link between schools, recreation facilities and neighborhoods. He particularly wants to see more rec-

CHARLES A. ROBERTS

NH LIC. #2910

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CHARLES A. ROBERTS
COMPANY

TUESDAY, OCTOBER 24, 1995
HOLIDAY INN, SALEM, NH
6:00 P.M.

Covering the Region

Windham Calls Highway Plan 'Overkill'

By THERESA DeFRANZO

Windham — Selectmen here do not approve of the New Hampshire Department of Transportation's Preferred Alternative for a Route 111 highway project.

Selectman Chairman Ed Milan made that quite clear last night when he read a prepared statement saying the board unanimously opposes the proposal as presented.

"There's no question there's a traffic problem... however, this proposal does not solve the problem. It is gross overkill. We do not want another four-lane highway cutting our town in quarters."

Milan made his comments last night during a public hearing held by the state's Department of Transportation, a special committee appointed by the governor and Executive Council, the Federal Highway Administration and the Army Corps of Engineers. Residents from Windham and Salem

packed the Windham Center School gymnasium and at press time more people were set to speak on this proposal.

Milan's comments came as a surprise to Executive Councilor Bernard Streeter. Wasn't it the town, Streeter asked, who came to the state several years ago to ask for help in solving its traffic problems?

Milan said "the state asked us to go along and see the final outcome. This is the final outcome and we don't like it."

Streeter also wanted to know why the Department of Transportation was pushing this proposal when the town doesn't support it. Commissioner Charles O'Leary said this was the first time he had heard of the town's opposition.

Windham Selectman Elizabeth Dunn told Street-

er, "we asked for help for a specific problem. Instead I see a state problem being solved on our back. That's our objection."

Windham Selectman Ralph Williams agreed with

Dunn and said it's as if the state is trying to prove east-west traffic flow from Nashua-east. This proposal discussed last night was one piece of the puzzle that would do that. But that's not what Windham wants, he said. Williams said Windham originally wanted the state's help with traffic construction at the intersection of Routes 111 and 28.

"It's true in 1988 we asked for a little help, but this is overkill," he said. "Putting a major highway in a congested area is nonsense. I'm flabbergasted that Mr. O'Leary said this is the first he's heard of (the opposition). It is a terrible project. If it is the desire of the Department of Transportation to build a magnificent highway it should not outweigh the fact that New Hampshire has rural communities funded by the state and federal governments." Much of the proposed work would be built along the existing alignment, but a substantial portion of the work would be built on a new alignment. Brillhart, who said he'd been saying for quite some time now, that even if the C-34 alternative is eventually approved, Windham residents won't see any construction for at least 10 years. And by that time Brillhart thinks even those who oppose the project today may agree with it then.

Dunn and said it's as if the state is trying to prove east-west traffic flow from Nashua-east. This proposal discussed last night was one piece of the puzzle that would do that. But that's not what Windham wants, he said. Williams said Windham originally wanted the state's help with traffic construction at the intersection of Routes 111 and 28. The work will involve construction of a four-lane highway with a center median and paved shoulders. The purpose of the work is to relieve traffic congestion and to allow for the safe and efficient flow of traffic between the improved segments.

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NH News Notes

Milford Schools Cut Back To Avoid Deficit

MILFORD — School administrators are "setting out to trim the school district's sails some, having learned recently that unforeseen spending has put them in jeopardy of ending the year with a \$42,000 deficit."

"In other words, some repairs won't be done and other things we had budgeted for just won't be done," said Elizabeth McCoy, superintendent of School Administrative Unit 40 that oversees the district.

SAU Business Manager Michael Troiano reported the news this week to the school board. The projected deficit became apparent during a periodic check of the \$14 million school budget, according to McCoy.

The overruns are due largely to a doubling of paper costs since the time the budget was set and additional special education expenditures brought about by a number of new enrollment, McCoy said. The latter included the hiring of additional aides, she said.

McCoy said the "numbers are rough" but said there would be no hesitation in acting to cover the \$42,000. "We'll have to," she said.

Missing Airplane Found at Ashland Field

ASHLAND (AP) — Civil Air Patrol members spent a couple of hours looking for a missing airplane at Ashland Field

Fine Food, Fashion Fill Palace

Crowd Turns Out for The Union Leader's 33rd Cooking School

Manchester's Palace Theatre was the place last night for good food and fine fashion as the 33rd annual Union Leader Cooking School was held.

More than 800 people, almost all women, attended the cooking school, according to a count by the theater staff.

Helping her were Debbie Thomas and Linda Laliverette, both of Manchester. Some dishes were made after a break for a fashion show of casual and business clothes from McQuade's stores of New Hampshire.

Modeling in the fashion show was Miss New Hampshire, Stephanie Ann Fousy of Concord. Other models, from Vogue Modeling Agency, were Noel Richardson, Tina Carey, Celeste Simeone, Beaulah Lopes, Heidi Arnold and Michael Barnard.

Brenda McMillan Merrier acted as master of ceremonies for the fashion show.

B&M Officer Assails Ross

ASHLAND (AP) — Civil Air Patrol members spent a couple of hours looking for a missing airplane at Ashland Field

Restaurants planned for boulevard field

10/24/95

A proposal to put two restaurants opposite Rockingham Park race-track had its first public hearing date, a proposal which could impact motorists using Rockingham Boulevard.

Last night, selectmen scheduled Jan. 8, 1996, to hear a plan for a road off of the boulevard. Here are the details of the plan, proposed by Jan Companies:

The road would be located at the intersection of Rockingham Boulevard and across from Rockingham Park race-track, using the existing traffic light for vehicles to enter and exit.

Two restaurants would be built on four acres of an 11-acre site, fronting Rockingham Boulevard.

In exchange, the property owners would give Salem 19 acres of land

SALEM

Rich Demerle

Opposite Rockingham Park race-track, a proposal which could impact motorists using Rockingham Boulevard. Here are the details of the plan, proposed by Jan Companies:

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Two restaurants would be built on four acres of an 11-acre site, fronting Rockingham Boulevard.

In exchange, the property owners would give Salem 19 acres of land

Please see **SALEM**, Page 10.

Salem: Apartments also planned behind school

Continued from Page 9

new ballfields — included Planning Director Ross Moldoff, Recreation Department Director Julie Kamal, Salem Baseball president Thomas E. Delege, Rockingham Commons President Stephen Zeldow, School Board member Pamela R. Berry, Chris Goodnow and David Betteh.

Last night, selectmen scheduled a court.

Vehicles travelling on the boulevard would see their delays go from five seconds at rush hour on week-days to 11 seconds in 2005. Similarly, at peak Saturday hours, traffic delays would rise from the current 13 seconds to 24 seconds in 2005.

Said Selectman Robert J. Campbell, "What I'm concerned is I don't want this to turn into Route 28 where there's a stop light at every shopping mall and you have to stop 14 times by the time you get to the town line."

"Why should I delay those 20,000 people who use that road every day for the sake of conveniencing 500 people going to the restaurants?"

Attorney David W. Hess of Manchester, representing Jan Companies, argued a good reason was providing badly needed recreation fields to town children.

Those who spoke in favor of the plan — because of the possibility of

put in, the boulevard would go from its present traffic capacity of 38 percent to 77 percent capacity in the year 2005.

Director Ross Moldoff, Recreation Department Director Julie Kamal, Salem Baseball president Thomas E. Delege, Rockingham Commons President Stephen Zeldow, School Board member Pamela R. Berry, Chris Goodnow and David Betteh.

"This is a great opportunity for the Recreation Department," said Ms. Kamal. "I understand where you all are coming from in terms of traffic but it's not often you get something for nothing."

Looming in the background is an alternate proposal from Jan Companies — 168 units of multi-family housing behind the Dr. Lewis E. Soule School with an exit onto Cluff Crossing Road.

Calling the plan "defensive," Mr. Hess said the company would pursue the apartment complex if the restaurant plan is defeated.

"I don't know if this is a scare or what," said Selectman George P. Jones III.

"It is not," said Mr. Hess. "It is to me," said Mr. Jones.

ART BY ANDREW MCKEE

10/25/95

Town ballfield and two restaurants proposed

by Monique Duhamel

SALEM — A proposal to develop two restaurants and donate 18 acres of land to the town is back in the public forum.

The JAN Companies plan, which was scheduled to be heard before last night's Planning Board, was also on the agenda for Monday night's Board of Selectmen meeting.

The company is petitioning the Board of Selectmen to seek a

driveway opening off Rockingham Boulevard. In exchange, the company will donate 18 to 19 acres of land to the town. About eight acres of this land is upland, adjacent to Soule School, and suitable for a recreational facility. The remaining acres would be viewed as conservation land.

Atty. David Hess of Manchester appeared before selectmen Monday night on behalf of JAN Com-

panies. The plan he presented to selectmen covers a 30 acre parcel between Cluff Crossing Road and Rockingham Boulevard. Under this plan, more than half of that property would be donated to the town.

Of the remaining 11 to 12 acres, only about four acres are buildable, which is where the company proposes locating two restaurants.

Hess said the best entrance to the site, based on preliminary traffic studies, is across from the entrance to Rockingham Park. He said the added curb cut would add one cycle to the traffic lights already there, and would delay drivers by an approximate 10 additional seconds.

Traffic was the board's main concern with this proposal. Selectman Robert Campbell said he did not see why the town should allow drivers on that road to experience any more delay.

Traffic Consultant Tim Goldie told selectmen that with this development, in 10 years, the intersection would only be at 77 percent of its full capacity. It is now at 58 percent.

■ See PROPOSED, Page 3

by Monique Duhamel

SALEM — The Town of Salem is entering cyberspace, with a planned foray onto the Internet within three months.

Salem Information Services Manager John Bernard says the town is now discussing going on line by creating its own web site on the Internet.

The town is discussing the concept with Londonderry company Netis. The company has offered to give the town space on its system to develop a web site. Additionally, the company will provide training on site development and maintenance, as well as in the hypertext used to place documents on line.

"I think it's going to happen fairly quickly," said Bernard.

The town and the company will enter into a contract which will have no cost to the town. There will be no charges for Salem to set up or maintain its Home Page on the Internet or any of the supporting materials it puts on line.

Netis will also provide the town with a dedicated phone line and password access so town staff can perform research on the Internet.

Bernard says town department heads will have to meet to decide exactly what information the town will place on the Internet. He foresees the town placing its meeting agendas on line, as well as a variety of other information.

In exchange for providing all these services to the town, Netis will be able to advertise its company name on Salem's home page.

"They (Netis) are hoping to make their presence known in southern New Hampshire and we will see a lot of good things from it," Bernard said.

In initial meetings with company representatives, Bernard and other town staff have searched the Internet to see what other towns' web sites look like.

Bernard said he sees this as a no-cost item for the town which will be another avenue to connect with the public.

The web site will be maintained by the town's information services department, which will update and change the material accessible online.

The site is expected to become operational in early 1996.

town land at Taylor Rd an additional 137 million water per year from area located behind Pal

Both sites would need low, gravel packed wells

He added that getting these two aquifer areas less costly than extending line from Arlington Pond to

Raynowska pointed out that the town wants, not just in the fall it would be able to withdraw Arlington Pond water

Additionally, the town place hydrants in North End has long been a fire safe he said.

Selectmen George Jones to be very heartened by He said in the 1970s, the town Commission had an aquifer was under the behind Wickson Corner it is really good news location is farther west.

Jones said he still thinks should pump water from Pond during the dry perhaps the town could water source during the year. He suggested connecting water line from these so proposed pipeline, but research needs to be done.

Board chairman Everett said use of this aquifer

Water projects are progressing

by Monique Duhamel

SALEM — The Board of Selectmen has authorized Town Manager Stephen Daly to seek a judge's permission for a Special Town Meeting on December 13.

Before a town can have a Special Town Meeting, it must be okayed by a Rockingham County Superior Court judge.

The petition will seek permission for the town to raise funds for two reasons: to fund the extension of a pipeline from Arlington Pond to

tests show that the work cannot be done or if it is too costly.

At its meeting of Oct. 18, the Board of Selectmen will discuss on how the project is going to be funded — users, taxpayers, or some combination of both.

Selectman Everett M. Jones said he wants the voters to know the funding mechanisms they attend the special town meeting.

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10/25/95

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Without new fields, children will be cut from ball teams

How desperate is Salem for new athletic fields? Thomas E. Deloge, 54 Ermer Road, is president of Salem Baseball which has 630 youths playing each year.

Monday night, he spoke out in favor of a plan for two restaurants off Rockingham Boulevard because Salem would get 19 acres of land, including 8.5 acres which could be used for ballfields.

"I'm not going to have enough space to play and that means I'm going to have to cut kids," he said. "Where are they going to go? Hang out on the streets? We don't want that."

David Bettencourt, 12, Peggy Lane, is a school teacher in Andover and a baseball coach. He said Salem's current fields are an emba-

SALEM

Rich Demerle

rassment.

"I also get concerned when I hear you talking about a five-second delay or a 20-second delay in regards to people who don't even live in this community and not mentioning the thousands of kids who would benefit from those fields," he said.

In all, nine people spoke in favor of the proposal just from the standpoint of new athletic fields.

The main objection selectmen have to the proposal is its potentially

Please see **SALEM**, Page 10

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By Debra Br
Eagle-Tribune (

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NEW HAMPSHIRE

Salem: Recent

Continued from Page 9

serious impact on traffic using the
boulevard.

The property owners, the Jan
Companies, have lined up an alter-
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restaurants — 168 units of multi-
family housing on the land behind
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10/31/85

Bypass idea wins kudos but official plans don't

Selectmen favor the state building a bypass road along the northwest side of Shadow Lake to ease traffic congestion on Route 111, but not the plans.

The board voted 5-0 to support the state Department of Transportation in its endeavor last night, fearing the project might be scraped altogether otherwise.

"I'd like to see us support the road, the decision without supporting the technical details," Selectman Robert J. Campbell said before the vote. "If we end up nitpicking the details, we're only going to wind up having a negative impact ... all they need is some reason not to give it to us."

Two-thirds of the \$90 million project would expand Route 111 from two to four lanes beginning near the Windham Police Station and heading east to Salem. The bypass in Salem would create a new intersection about a quarter-mile north of the current intersection of routes 28 and 111.

Selectman George P. Jones III raised concern about the plans which has Route 111 paring down from four lanes to two lanes. Both he and Chairman Everett P. McBride Jr. called a proposed connector between East Broadway and Route 111 "a disaster."

Said Mr. Jones about the connector, "We'll fight that battle when we get there."

In other business, selectmen unanimously voted to seek state money to coordinate traffic signals between Cluff Crossing Road and Kelly Road. There are four traffic lights in that stretch of South Broadway, five traffic lights between Kelly Road and the intersection of

SALEM

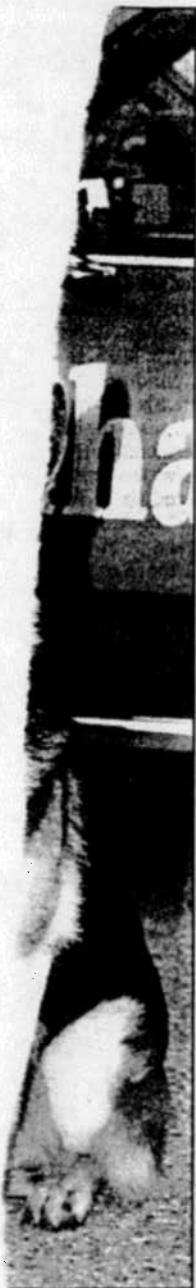
Rich Demerle

Rockingham Park Boulevard and Veterans Memorial Parkway.

Planning Director Ross A. Moldoff said the application, due today, asks the state to pay 75 percent of the estimated \$115,000 cost of coordinating the four signals. The town would pay the difference from the \$320,000 it has collected over the years in Route 28 impact fees.

Mr. Moldoff said he did not know when a decision on the grant application would be made. A similar state grant project — approved two years ago to put sidewalks on Germonty Drive and Veterans Memorial Parkway — will not be completed until next summer.

Mr. Moldoff said if he feels the signalization project will cause traffic problems at the Rockingham Park Boulevard intersection, the town will not go ahead with it.



Eagle-Tribune file photo
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Petitioners aim to keep town rural

11/28/95

♦ A move is under way to increase lot sizes and eventually slow residential growth in Salem.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Townspeople who say they want to preserve the rural character of Salem are pushing for bigger house lots and a plan to increase parks and recreation space.

"We still have rural character in north and west Salem, and we don't want to lose that completely," said Erling Peterson of Zion Hill Road. "We are looking to maintain some of that rural character."

Mr. Peterson said 200 townspeople have signed his petition to increase the minimum lot size by 33 percent and to create a 21st Century Vision Statement to provide for such things as sidewalks, parks and recreation space.

"We want an immediate ban on new development in town until those two items are completed," said Mr. Peterson. He said he needed just 25 signatures to put his proposal before town voters.

Mr. Peterson said Salem attracts developers because it has the smallest lot requirements around.

"I don't think that 30,000-square-foot lots are the way to go," he said. "I would like to manage growth."

Lot sizes and growth will be discussed by the Planning Board at a public information meeting today at 7:30 p.m. at the Municipal Office Building. The increases are recommended by the Rockingham County Conservation District to protect ground water quality.

Salem's minimum lot requirement of 30,000 square feet would be increased to 35,000 square feet under the recommendations. An acre lot is 43,560 square feet.

Contractors are expected to attend tonight's session.

"Traditionally larger lot sizes do not do as much to slow growth as increasing the prices of houses," said Laurence Belair, a former town official and local contractor. "Land

owners wind up getting less for their land and homeowners pay more for their houses."

Mr. Belair prefers requiring large builders to phase their developments over several years to ease the impact on town services, including schools.

"Salem needs to protect itself from people coming here and blitzing us and moving on," he said. "I have never built more than 12 houses a year in Salem."

Town Planning Director Ross A. Moldoff said Salem has the smallest lot sizes of any neighboring town. Lot sizes are based on soil conditions for septic systems.

According to Mr. Moldoff, other minimum lot sizes are: Methuen, 80,000 square feet; Atkinson, 87,000 square feet; Derry, 42,000 square feet; and Peiham, 40,000 square feet.

"Derry has shut off all growth. There are no new subdivisions in Derry," said Mr. Moldoff. "Some of that development is coming here. Salem, because of its location, has always been a very attractive place."

Mr. Moldoff said plans for 350 new house lots are before the Planning Board.

"We are having a very high level of subdivision activity this year, more so than others," he said.

He said larger lots would probably mean fewer homes.

Mr. Moldoff the Planning Board can change the minimum lot size regulations for septic systems. He said 40 percent of the town has municipal sewer so the change would affect about 60 percent of the town.

Mr. Moldoff said larger house lots would mean homes would be more spread out.

"We have some beautiful subdivisions but they are the type of places where you can go out in the back yard and see the back of six other houses," he said. "It is more of a suburban density than a rural one."

NEW HAMPSHIRE

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INSIDE
Obituaries, 12

of No growth for Salem house lots

♦ Planners reject a plan to increase the size of residential house lots in Salem.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — The Planning Board last night said Salem has adequate protection for its ground water so it rejected a recommendation to increase the size of house lots.

"It's growth control in wolf's

clothing and that is my problem," said Clifford Sullivan. Emil Corrente, Robert Ellis, David Bridge and Mr. Sullivan voted against holding a public hearing to consider the increases recommended by the Rockingham County Conservation District to protect ground water quality.

They said the present lots are

adequate to handle septic systems, and if residents want larger lots as a way to curb growth then they should find other ways.

"There are so many other tools,

including phasing of developments, rationing building permits, increasing impact fees. . . . The board should really debate whether we should control growth," said Mr. Corrente. Planners last night held a public information meeting on increasing the minimum lot size from 30,000 square feet to 35,500 square feet. That would still leave Salem with the smallest lot sizes around.

James P. Gove, a soil scientist and chairman of the Conservation District's Soil-Based Lot Size Committee, told planners the recommendation is to protect water and not to control growth.

Please see SALEM, Page 10

"As for rural character, I don't think you will achieve that by increasing the lot size. I think open space is the best way of achieving rural character."

Mark Gross, MHF Design Consultants

CRIME

14 feared by spouses denied guns



Striking a pose

By David Tirrell-Wysocki
Associated Press

♦ State police have about 5,000 protective orders on file, with about 50 more coming in each day.

By David Tirrell-Wysocki
Associated Press

ers see the signs more easily.

Salem: Size of house lots to stay the same

Continued from Page 9

He said lot sizes are based on soil conditions for septic systems and the area needed to remove nitrogen, the major contaminant.

"You have to have enough area on that lot to dilute the nitrogen," Mr. Gove said. He said his committee started work in 1988.

Mark Gross, of MHF Design Consultants, said larger house lots would mean lower land values or higher costs for home buyers.

He also said the board should determine whether any septic systems have failed in Salem.

"As for rural character, I don't think you will achieve that by increasing the lot size," Mr. Gross said. "I think open space is the best way of achieving rural character."

Planning Director Ross A. Moldoff said larger lots are needed to protect water quality and because plans for 15 subdivisions with 350 house lots are being proposed to the Planning Board.

Mr. Moldoff said preserving the rural character of some sections of town is also important.

Christopher Goodnow, of Cluff Crossing Road, and Richard Ruais, of Zion Hill Road, urged the board to increase the lot sizes.

◆ HOW CAN WE HELP YOU?



Cheryl A. Rock is New Hampshire editor. She is responsible for New Hampshire coverage. Her reporters cover news from Salem, Windham, Pelham, Derry, Londonderry and Chester.

She can be reached during business hours at (603) 893-9555 or (508) 685-1000, or by fax at (508) 687-6045. News tips or questions can be directed to the editor on duty evenings and weekends.

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"Whether you consider this a watershed or growth ordinance, why could you not have an ordinance that took both (into consideration)?" Mr. Goodnow asked.

Planning Board Chairman John Lukens, Michael Lyons and Bernard Campbell favored a public hearing on the increases.

"I don't look at this as a growth issue, per se, but as a chance to make some changes," said Mr. Campbell. "This might be an interim measure. I think it's an environmental issue and I think we should move forward on it."

Mr. Lukens told Mr. Moldoff that the board would study the recommendations and work with developers.

"We will try and see if we can come up with something," he said.

Alexar

Continued from Page

nomination has tight her husband has played" who has a

"In Florida, we enthusiastic support candidates. If we on week, we could have Dole," she said in recent Florida straw Dole won, Sen. Phil second and her third.

Though the Alexar on most every issue, she is not afraid to admit she is not sure exactly what positions may be. She him by reading news course, probing him when they are together.

She notes she is

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Town may need to slow residential development

To the Editor:

Score another victory for Salem, N.H.'s development industry lobby. At the Nov. 29 Planning Board meeting, they secured a 4-3 vote to reject an increase in minimum lot sizes.

Salem's building contractors are slam-dunking residents trying to address potential and real problems related to ground water contamination from inadequate lot sizes and continued phenomenal growth within town.

The issue before the Planning Board was a modest increase in soil-based lot sizes to bring the town into conformity with the minimum environmental standards recommended by the Rockingham County Conserva-

tion District's scientific report issued in June 1991.

The RCCD Model Subdivision Reg-
ulations for Soil-Based Lot Size were developed by scientists from the state academia and development industry.

If adopted, the RCCD lot sizes would still keep Salem with the smallest and most attractive lot sizes to builders of any local community.

Planning Board members Emil Cor-
rente, Clifford Sullivan, David Bridge and Robert Ellis all voted in favor of protecting the developer's future prof-
its. The Planning Board's failure to promote proper ground water protec-
tion and growth policies for the town is forcing concerned citizens to move forward with a zoning amendment to

protect the town. The amendment will ultimately require a two-acre minimum lot size.

As long as the development com-
munity and Planning Board appear to be intransigent on these issues, we are forced to step up our plans for an aggressive citizens grassroots cam-
paign.

We are reviewing available proce-
dural options for citizens to mandate overall responsible growth control policies. The options include a mora-
torium on residential development like the one recently implemented and sustained by Derry, N.H.

RICHARD RUAS

Salem, N.H.

12/13/95

12/17/95

Must Salem cut residential growth?

◆ Growth control in Salem, N.H., has become a hot topic because the Planning Board is considering the largest number of house plans in at least 15 to 20 years.

By Sally Gilman
Eagle-Tribune Writer

SINGLE-FAMILY HOMES BUILT IN LAST DECADE

Here is a look at single-family home construction in Salem, N.H.:

1995:	.....	97
1994:	.....	104
1993:	.....	170
1992:	.....	62
1991:	.....	42
1990:	.....	65
1989:	.....	82
1987:	.....	134

builders to come to Salem where the lot requirements are more lenient.

The debate over residential growth in Salem has reached fever pitch because the Planning Board is currently considering the largest number of plans for new homes since the building boom of the late 1970s and early '80s.

Town Planning Director Ross A. Moldoff said the 15 subdivisions with 350 house lots will not be built in one year.

"But the town must prepare for the impact of these homes even if they are over 5 to 10 years," he said. "We must plow the new streets that are coming in. We have to pay for new street lights, recreation and schools.

It's not to say we have to shut off new growth, but we have to prepare for the impact."

Mr. Moldoff said the new subdivisions are beautiful but are giving Salem's rural areas, especially in north Salem, a more suburban look with abutting back yards.

Developers and people who make their liv-

Please see SALEM, Page C2

Winners count on natural appeal

Real greens, flowers
in holiday displays



Snowfall
slows travel;
sun, parade

Salem: Town copes with its growth

Continued from Page C1

ing off residential development contend there is lots of open land left in Salem and to shut off growth would increase the cost of land and homes and deny many people the "American Dream" of owning their own homes.

Glen Smith heads the 100-member Salem Contractors Association. "We are responsible contractors," he said. "Our members live in this town and are responsible citizens of the town. We are not here to take the money and run and just eat up land."

In Salem, a town of 28,000 people, the growth debate has gotten so heated that Mr. Ruais and others will ask March Town Meeting for a 12-month moratorium on new building and an increase in the minimum house lot size from 30,000 square feet to 87,000 square feet (2 acres).

They say a majority of townspeople share their views and concerns, citing a fall Community Opinion Survey by the Salem Planning Department in which 68 percent of residents think that construction of new homes and industrial development is occurring too fast.

Laurence Belair, a former town official and contractor, said he does not put stock in a survey sent to just 600 of Salem's 28,000 residents. Responses came from 223 residents.

"Why would you ask people who own homes whether we need more homes in town?" said Mr. Belair.

He said Salem developers have a good track record.

"Every time I go out and build a home or make a development, I try to make it a lit-

"This is planning for the future of the community. It's the stuff I was trained to do and what I would like to do more of. But the Planning Board gets so swamped with other things it does not get the chance."

Salem, N.H., planning director Ross Moldoff

idents in town see these problems as serious and don't want them to get any worse. What's wrong with taking a breather?" said Mr. Ruais.

Emil Corrente, a Planning Board member and home builder, said it was wrong to use groundwater protection as a growth control tool because no one knows how much growth would be stopped.

"It's like taking a chain saw to give myself a manicure," he said.

Mr. Ruais said he and the other petitioners are upset by the Planning Board's actions.

"We were a little bit naive to think we could work through the system," said Mr. Ruais. "Now they've left us no choice. We are going to have to go and get the vote under the 1996 town warrant."

Mr. Moldoff said townspeople should not be discouraged by the Planning Board's action.

"I am happy to even have the Planning Board talk about some things that they don't have time to talk about," he said. "This is planning for the future of the community. It's the stuff I was trained to do and what I would like to do more of. But the Planning Board gets so swamped with other things it does not get the chance."

He said 2-acre lots are not the answer. "We need to protect our rural character, but I believe the Planning Board needs to require developers to submit phasing charts for their projects," Mr. Belair said. "When you begin to create two-acre lots ... you begin to use up rural character."

The growth debate cranked up a notch last week when the Planning Board rejected a recommendation from the Rockingham County Conservation District to increase the minimum lot size from 30,000 square feet to 35,500 square feet. Although the recommendation was made in order to protect groundwater, Mr. Ruais and others said it would also slow growth. He said he will meet with developers and make another proposal to the Planning Board.

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He said the discussion on groundwater and growth was for the most part positive. "I think there is room for some sort of compromise," Mr. Moldoff. "It's a ground-water management and protection-type ordinance, but you also get some management of growth accomplished at the same time."

He said he will meet with developers and make another proposal to the Planning Board.

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12/24/95 Couple disproving norm

Pilches don't want business-zoned land

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — When Frank and Frances Pilch moved to their home at 19 N. Policy St., 40 years ago, their back yard attracted deer and fox.

"There were raspberry bushes and all kinds of birds and animals out there," Mr. Pilch said.

Now, he said, he looks out his back window and sees the corner of a new commercial building taking shape directly behind his neighbor's home. A paved parking lot, buried under snow, is adjacent to his old stone wall.

"Normally, landowners are very much opposed because they see commercial zoning as money in the bank. I think Mr. Pilch is very unusual."

Ross A. Moldoff, town planner

"I will be able to read my newspaper by the lights on the 20-foot-high poles," he said.

Mr. Pilch said it was not until a few years ago that he realized his one-acre house lot is unusual. The back portion is zoned commercial-industrial and the front 200 feet are residential.

Unlike three neighbors, Mr.

Pilch does not want to make money off his situation by selling the back portion of his land for commercial development.

He has filed a citizen petition to rezone his entire portion residential. The proposed amendment will be on the March election ballot.

Please see LAND, Page 10

... were treated and released.

Police investigating the accident last night declined to release names of the three people involved.

Called in the early
Joe."

Topics have ranged from town

LANDDOWN

Debra Brown

• snow causes it in the red

ive miles of roads and the hours needed to plow them last week's snowstorm has now removal budget in the ordering to Road Agent James

ught we were going to be up back about \$5,000 to the end of this fiscal year,"

d, he is \$8,000 in the hole, ter has just begun, he said. butes the length of the storm ing to push him over budget. hoped that he would be able n some money back to the ke last year when he gave 2.

Bassett also said has decided

Land: Couple wants land residential

Continued from Page 9

"It's a matter of principle," Mr. Pilch said. "I don't want anyone else coming in."

Mr. Pilch said he has not been approached by anyone wanting to buy his back commercial-industrial land.

"The commercial zone will end with my property," Mr. Pilch said. "I just want to get it all residential on my deed."

Town Planning Director Ross A. Moldoff said Mr. Pilch should be commended.

"It's highly unusual for anyone who owns commercial land to get it

rezoned back to residential," he said. "Usually it is the other way around. Normally, landowners are very much opposed because they see commercial zoning as money in the bank. I think Mr. Pilch is very unusual."

Mr. Moldoff said the Planning Board in March 1994 proposed to rezone the commercial-industrial land owned by Mr. Pilch and other neighbors entirely residential. But a neighbor's protest petition required two-thirds approval for passage. It missed by a narrow margin and the back land was sold.

This time, however, a simple

majority vote will do the job because the article is submitted by citizens.

North Policy Street is off Main Street, east of Interstate 93 at Exit 2. It borders Northeastern Boulevard, an industrial area that houses Digital Equipment Corp., GenCorp Polymer Products and other businesses.

Mr. Moldoff said the three-story building going up adjacent to Mr. Pilch's property will house Litle and Co., a firm that processes credit card transactions.

"It is a major company that employs a few hundred people," said Mr. Moldoff. The building will cost about \$550,000.

HOW CAN WE HELP YOU?

Cheryl A. Rock
is New
Hampshire editor.
She is responsible
for New
Hampshire



United Way: First-timers boost giving to record levels

Continued from Page 9

people give to the United

agencies in Derry, Londonderry, Chester, Hampstead, Plaistow, Danville, Atkinson

'I used to know the back roads. Now there are no back roads in Salem, only main roads.'

JAMES JOHNSON, Salem native

Rural no longer, Salem ponders identity

A majority of New Hampshire residents live on the state's borders, where two governments, two sets of laws and sometimes two cultures are factors in their everyday lives. In an occasional series we look at some of the state's border communities and how they are influenced by Maine, Vermont or Massachusetts.

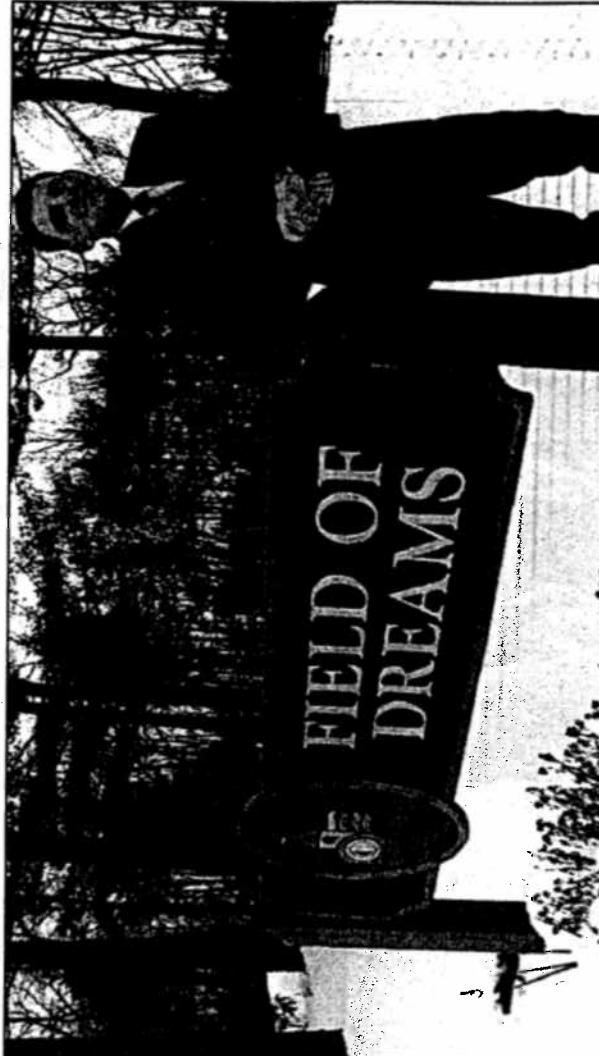
By Rachel M. Collins
GLOBE CORRESPONDENT

SALEM — Debra Swift, a Salem native, remembers when this was a predominantly rural community, and cows used to cross Route 28.

Today cars sit stacked at myriad traffic lights on what is now a multilane thoroughfare that another resident likens to an airport runway. What is surprising is that Swift is only 43.

In fact, all around this town of 28,000 there are residents in their 30s and 40s who remember Salem, which sits just across the border from Massachusetts, as a small town community with farmlands and plenty of wide open spaces.

There are still pockets of rural life here, but many of the cornfields have been transformed into residential developments as more and more seek a community offering a smaller-town quality of life.



GLOBE STAFF PHOTO / FRANK O'BRIEN

James Johnson, a Salem businessman, stands at the town's new playground.

Today Salem is better known for drawing hundreds of thousands of people from all over New England to a tax-free shopping mecca that includes 366 retail outlets — anchored by the 5-year-

old Mall at Rockingham Park with its 135 stores.

The town's two major routes, 28 and 97, are congested almost all day.

SALEM, Page NH 6

No longer a rural town, Salem ponders its identity

SALEM

Continued from Page NH 1

at the difference between the "others" and the residents is that those who live here look far beyond the strip malls, megastores, amusement parks and traffic congestion.

They see the community playground - organized by Swift - and amphitheater that residents paid for and built with their own money and time. They see a school system

known for its innovation and strongly supported high school sports teams that brought home the state title for basketball last year and football this fall.

And what those who live here have known for years is not going unnoticed anymore by the outsiders. Money Magazine this year ranked the Salem-Haverhill, Mass., area as the seventh-best place to live in the United States.

After all, Salem - a little over a half-hour from Boston, the Seacoast and the mountains - has, as they say in the real estate business, location, location and location.

"By the time you get to where you want to go to do your shopping, you don't even have heat in the car yet," said 44-year-old William (Buddy) Croft Jr., who is the third generation to run the family-owned Granite State Potato Chip business.

There is no disputing that Salem is a quintessential bedroom community.

Many of the residents spill out onto the highways each morning heading north to Manchester and Concord and south to Boston and other nearby Massachusetts cities, like Lawrence and Haverhill.

Certainly many newer residents also used to head out of town to attend private schools, religious services and to frequent businesses where they felt allegiances. But several say that trend is turning

around.

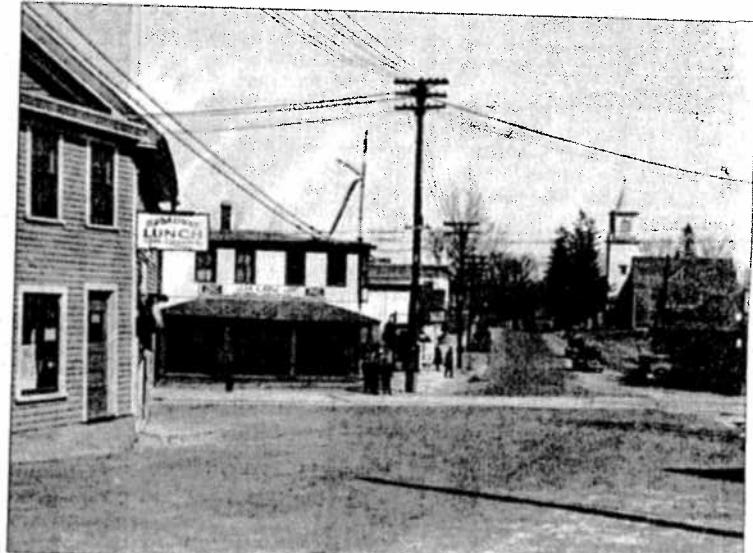
"It used to be that the Salem people from places like Melrose, Medford and Somerville used to relate to the Massachusetts towns they moved out of," said Patrick Corbin, principal of Salem High School and a long-time local resident.

"Now we're seeing a wider mix of second-generation Salem residents who are seeing the community differently."

In fact, these days residents are attempting to cope more with all of those people who want to come in.

Ross Moldoff, the town's planning director, said there are plans for 25 new housing subdivisions with a total of 450 lots. He said that is the most residential development since before the mid '80s.

Already two of the elementary schools and the junior high are being expanded. Many of the schools are at least at capacity, if not over, he said.



GLOBE FILE PHOTO

Broadway through Salem to the Rockingham race track was a quiet scene in 1933.

"We're losing a lot of open space and natural areas," Moldoff said. "To some extent, some people think the character of Salem is being lost."

Only about one third of the town's more than 16,000 acres remains rural today - including a limited number of wooded areas, woodlots and horse farms, he said.

But the planning board is reconsidering the town's zoning laws because they are some of the most lenient in southern New Hampshire, Moldoff said.

That has prompted developers who have been shut off from building in communities like Derry - because of a year-old moratorium - to head over to neighboring Salem, Moldoff said.

And more houses has meant more traffic.

"Salem is very busy," said James Johnson, a 36-year-old native who manages the Douglas & Johnson Funeral Home in a Salem historical district.

"Sometimes I get frustrated when I can't get out of town because of the traffic. I used to know the back roads. Now there are no back roads in Salem, only main roads."

Those who call Salem home, though, are fiercely devoted to the community. They intend to stay and continue to find ways to bring the town together.

"We are always working to maintain a balance," said Swift, a mother of two, who works in the special education preschool program at the high school. "I think it's a constant struggle."

The community retains some of its old-time quaintness with its town form of government - complete with annual meetings, a manager and a board of selectmen.

"The community seems to speak

business owner and state senator Joe Delahunt. "After all, look what we've got here. Canobie Lake Park offers good family entertainment. Rockingham Park [racetrack] is a tourist attraction."

But, despite its considerable draws, its image remains elusive.

"The town gets little respect in terms of New Hampshire communities," Corbin said. "When people think of New Hampshire they look at Concord, Portsmouth and Keene. They see Salem as an annex to Massachusetts."

And that's despite Salem's significant contributions to the state in terms of dollars, politics and education, Corbin said.

However, residents seem, for the most part, undaunted.

"If Salem has a drawback, I think it's that it doesn't have an identifiable center," Corbin said.

There used to be the Salem Depot trolley stop, at the corner of Routes 97 and 28. Then there was Salem Center - at the intersection of Route 97, School Street and Bridge Street - home to an historical cemetery, town hall and firehouse.

Today probably what best epitomizes the town's center and the "Salem Pride" slogan touted by the schools is the Field of Dreams playground adjacent to the high school.

Eight years ago Swift headed an effort to raise \$250,000 to build a playground, 1,500 seat amphitheater, nature trails and fitness area. Now run by a nonprofit organization, it attracts not only area residents but 48 Massachusetts preschools were bused here for field trips this year.

"It did bring the community together," Swift said. "And it continues to do so. It allows people to connect