

County lawyer: Glynn did nothing wrong at marina

By Jim Van Augen
Edge-Tribune Writer

SALEM, N.H. — County Attorney Carlton Eldredge said he has found no wrongdoing by

Salem

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Glynn, at

his marina.

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Mr. Glynn

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Marina.

Mr. Gagnon brought his

charges to the county attorney

in July.

"The consensus is that we

have found nothing that would

persuade this office to pursue

any-

thing

else to come out of it,"

Mr. Eldredge said yesterday.

Mr. Glynn said he welcomed

Mr. Eldredge's investigation.

"It really didn't expect any-

thing else to come out of it,"

Mr. Glynn said yesterday. He

said Mr. Gagnon's attack was

irresponsible.

"It appears to me that it's a

clear abuse of power to use the

office to sit up there and attack

someone and do whatever he

wants to do is totally wrong,"

he said.

This was the second time

Mr. Gagnon called for a crimi-

nal investigation of a select-

man.

In 1983, he charged

Douglas

Micklon

with conflicts of inter-

est, taking it to the attorney

general's office. Mr. Micklon

was later cleared.

Mr. Gagnon said New Hamp-

shire needs stronger ethics

laws.

"There's no laws in this

state," Mr. Gagnon said. "The

laws are poor. I found that out."

He was not surprised by Mr.

Carlton

Glynn.

See GLYNN, next page

County will not prosecute

and trailers stored on the site.

Glynn From page 11

"The bottom line is, I didn't give him everything," Mr. Gagnon said. "But that's OK, I expected the result."

Throughout this summer and early fall, Mr. Gagnon battered Mr. Glynn night after night at selectmen's meetings. More recently, he has turned his attention to trying to get Town Manager Barry Brenner fired.

Mr. Gagnon said Mr. Glynn did construction at his Arlington Pond marina without proper permits, including walls, boat docks/ramps, signs, piers and filling land. He also questioned trucks

Howard Glynn

...no wrongdoing

In September, Mr. Brenner re-

leased a 2-inch thick report on the

issue com-

plied by town

staff. It found

only two possi-

ble problems

at the marina.

At the time

Mr. Gagnon

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Commission Chair-
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which will run
Route 121A, in
about Plainstow

people speak

— Residents
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as a layover will
to express their

public meeting
and MBTA offi-
ers Tuesday evening at 7:30 p.m.
state legislators and
officials are

the station have
the practice of

BRIEFS, Page B6

The Field of Dreams stage and lawn.

the swings this summer.

1/3/93

A park that's the pride of the community

- Field of Dreams is ready for its second stage of growth.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Field of Dreams is a tribute to community spirit.

The dream came true only after four years of hard work and planning and the donation of \$267,000 in money, labor and materials. The Field of Dreams is a 27-acre community park and playground located off Government Drive.

"It was really evident that the business community supported this," said Stephen Cunningham, a Field of Dreams consultant. "We have gifts ranging from \$1,000 to \$25,000." Townspeople also contributed by buying engraved brick pavers for park paths.

The work, however, is not over. This month, Field of Dreams board of trustees, community leaders and other interested people will begin planning to ensure that the community park stays top-notch and expands for future generations.

Trustee President Richard Gregory said the investment of resources and time is so great that townspeople cannot slow down now.

"The future is very important," said Mr. Gregory, who oversaw the park construction. "Field of Dreams is one of the best things that ever happened to Salem. The town got it to this point and now we want to take it further."

Mr. Cunningham said with the park blanketed in snow, it is hard to understand the scope of the project.

"The time by '70s comic Flip Wilson, 'What you see is what you get,' is not always the case," said Mr. Cunningham. "When people ride by and see this beautiful place, I do not think they have a full appreciation for what went into the construction."

"People see the sloping amphitheater



Residents watch a concert at the amphitheater at Field of Dreams in August.

and do not realize the amount of fill that is underneath there and other places," said Mr. Cunningham, the president of Stephen Cunningham and Associates Inc. "They may just think it's a beautiful spot and not know that months earlier, it was dense with trees and hard ledge."

Mr. Cunningham said park development cost \$210,000, and about \$57,000 in donated services and materials was used.

"There was a lot of site development work that went into it. \$10,000 was spent to blast and remove ledge," he said.

He said everyone who helped make the dream come true can be proud of their accomplishment.

Park builders and they are not disappointed.

Michael and Norma Young, owners of

E.M. Young Artesian Well, drilled the park's well, installed an old-fashioned hand pump and also put in the sprinkler system. Their donation was in memory of Mr. Young's niece, Amy Marie DiPietro, who died of a brain tumor in August 1990.

"Field of Dreams is beautiful," said Mrs. Young. "The playground is a favorite with my grandchildren."

Romeo Turcotte, of Rosewood Avenue, is a Field of Dreams volunteer. He celebrated his 74th birthday while helping build the park and is now working on upcoming summer activities.

"Everyone I talk to praises the park," said Mr. Turcotte. "I will be pushing for more activities for our seniors, like a horseshoe pit."

Field of Dreams was one of the most popular spots in Salem last summer and

"Field of Dreams is one of the best things that ever happened to Salem. The town got it to this point and now we want to take it further."

Richard Gregory, trustee president

its parking lot was always filled with cars, according to Mr. Cunningham.

"That tells us it is needed and appreciated and that it is really being used," he said.

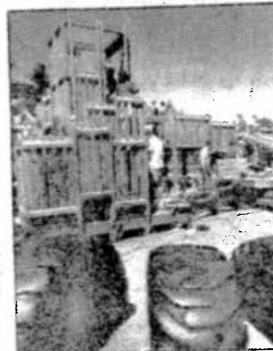
The timber playground was always crowded with children.

Mr. Cunningham said the next step is to identify future expansion of the 8-acre Field of Dreams site.

"We are looking to expand the grounds, decide what activities townspeople want, how much they will cost and where the money will come from," said Mr. Cunningham.

Mr. Cunningham said Field of Dreams is a wonderful example of what a community can do for itself with volunteers and no tax money.

"Not only did the community do it, but it is sustaining its Field of Dreams."



Volunteers put up the playground in June.

Here are features of Field of Dreams

Field of Dreams, four years in the works, opened with a gala community party on July 19. Now closed for the winter, it will reopen in April.

Here are its features:

A grass amphitheater is perfect for the audience's blankets and lawn chairs. The green slopes to an open performance stage.

A custom-designed playground, complete with handicap area, is a favorite with children.

A sand volleyball court is a big attraction.

Concerts and shows attracted about 1,000 people on Wednesday night and between 300 and 400 people at noontime brown bag shows on Tuesday.

Shaded picnic groves and tables are popular with picnickers.

A sand green and community evergreen is the focus of the entrance.

Engraved bricks line the main path and a special memory lane. Bricks can be purchased for \$49 by contacting Field of Dreams, P.O. Box 284, Salem, N.H. 03079. More will be installed in the spring.

THE FIGURES

Here is an idea of just what went into Field of Dreams:

LUMBER: Enough to frame four Cape Cod-style houses.

FILL: Enough to make a pile 75 feet in diameter and 55 feet high.

BRICKS: Enough to pave a path 400 feet long.



SUNDAY
FEBRUARY 28, 1993

LOCAL NEWS

Section B

Weather, B2
Books, B4

Is this man a rebel with a cause?

• Selectman Joseph Gagnon's feisty, confrontational politics have made him the darling of the thumb-your-nose at the powerful crowd and the bane of those on the receiving end of his attacks.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — Joseph Gagnon had just convinced the owners of a finance company to resell their mortgages to his corporation, which in turn will sell them on the secondary mortgage market. As one of the owners boasted about his

Framingham, Mass., office making copies, Mr. Gagnon set the tone with little phrases such as "Beautiful, beautiful" and "I love you guys."

Dressed in a Brooks Brothers pinstripe suit and wearing a Rolex watch, Mr. Gagnon walked out still smirking on the deal's success.

"It's really the chemistry that sells," he said.

Selectman Gagnon is depending on a similar chemistry between him and voters when he seeks re-election to a third three-

to abolish secret sessions, cut spending and accused others of abuse of power.

The Lawrence native, who grew up in Lawrence's Essex Street project, came across like "a Dapper O'Neill with a Frenchman's name," a description supplied by Philip Smith, a description supporters of this year's election agree still likes to use.

Observers of this year's election agree Mr. Gagnon's popularity crested then. While he is seen as a formidable candidate, even supporters such as Mr. Smith, a School Board member, say some voters have grown tired of his style.

He is vying with four others — Everett McBride, Ronald Belanger, Robert Campbell and Jane Balsamo — for two seats.

Critics say he has become a disruptive force who prevents the town from moving forward. In addition, they say he practices dirty politics, unfairly sullying opponents' reputations and undermining worker morale.

Mr. Gagnon said critics use the dirty politics allegation as a smokescreen to divert attention from the real issues.

"Since I've got in office, people know more about government," Mr. Gagnon

said. "You may have to step on some toes. But I never do smear tactics."

Connecting

The Mr. Gagnon who leaves meetings under police escort and assails opponents may sound bitter and negative.

Those who see him in person view him differently. At a selectmen's meeting, the short, tousle-haired man approaches the overhead projector with an athletic bounce, exuding friendliness and confidence.

He discusses the numbers on the screen — sewer bond costs passed by Town Meeting over the last 30 years — like a college professor with research to share.

When a comment is tossed out from the audience, he adjusts easily, using the information.

Mr. Gagnon, a salesman for 20 years, knows what is happening. He's starting to connect — if not with the people in the room, then to those watching at home.

Last week, as he drove by a series of

Please see GAGNON, Page B2

REMEMBERING THE MAN THEY LOVED



Welfare office says all bids treated same

• The state Welfare Department says it is playing no favorites as it searches for a new welfare

By Bill Murphy



Joseph Gagnon

A WEEK AHEAD

Tuesday FAIR Wednesday FAIR Thursday CLOUDY

High 35° Low 15° High 40° Low 20° High 42° Low 25°

TRAVELERS

City	High Fest
Albion	32°
Albuquerque	45°
Anchorage	36°
Asheville	34°
Atlantic City	29°
Baltimore	40°
Buffalo	37°
Charleston, S.C.	42°
Charlotte	40°
Cheyenne	40°
Chicago	34°
Cincinnati	31°
Cleveland	32°
Dallas	45°
Denver	42°
Des Moines	40°
Detroit	34°
Hartford	36°
Honolulu	83°
Houston	62°
Indianapolis	36°
Kansas City	39°
Las Vegas	50°
Los Angeles	52°
Madison	42°
Memphis	54°
Miami	73°
Minneapolis	37°
Nashville	50°
New Orleans	64°
New York	37°
Phoenix	50°
Okla City	43°
Orlando	68°
Philadelphia	40°
Phoenix	50°
Pittsburgh	37°
Portland	50°
Providence	36°
Raleigh	40°
Sacramento	56°
St. Louis	37°
Salt Lake City	42°
San Jose	50°
San Francisco	54°
San Juan	84°
San Jose	40°
Seattle	52°
Syracuse	34°
Tampa	47°
Tulsa	42°
Washington	42°

high around 35°
low 15°, high 35-45°
in 20s, highs in 40s,
cloudiness, lows in 20s.

Chatham: Today NE
6-12 feet, conga, wind
5-10 feet.

Tomorrow: Sunrise 6:34 a.m., 11 hours, 14

3:47 p.m., Low 9.39

4:02 a.m., 4:41 p.m., Low

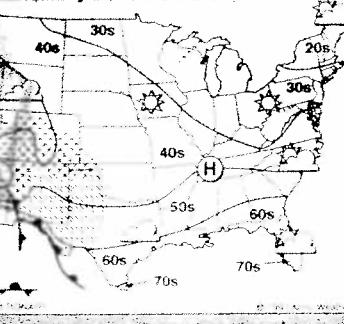
9.39

MOONS

Last quarter	March 14
New moon	March 23
First quarter	March 1
Full moon	March 8

forecast for noon, Sunday, Feb. 28.

Expect high temperature zones for the day



Drivers file insurance bill

Sen. James J. Jajuga, D-Salem, has introduced a bill that would have sponsored legislation that would prohibit insurance companies from penalizing drivers who have children under 16 years old.

Under the proposed law, parents lose the right to set their driver points down to zero, and inexperienced drivers would not be penalized.

Proposed by Sen. James J. Jajuga, D-Salem, and Reps. Douglas Michaud, R-Newbury-

port, and Thomas G. Palermo, R-Newburyport, would prohibit insurance companies from penalizing drivers in this way.

"We must stop this inequitable and unreasonable burden being placed on hard-working and law-abiding families. If there has been no show of increased risk, there should not be any increase in the family's rates," Mr. Jajuga said.

DATEBOOK

of 1993 and the
hockey game was being played.
TODAY'S MOON: Day before first
quarter, March 1.

'New' Joe Gagnon is toning it down

Continued from Page B1

now office buildings on busy Route 9 in Framingham, Mr. Gagnon said he loves making cold calls. They represent potential successes, never awkward encounters. "I can walk into any of these businesses and be treated like a long-lost cousin," said Mr. Gagnon, a salesman for a wholesale mortgage broker.

His salesman's instincts help him gauge the political climate. His issues — a demand for low taxes, open government and an end to insider deals — connect him with the average person.

Hitting a nerve

His critics say Mr. Gagnon can do more than connect — he knows how to hit a nerve.

Budget Committee member Earl Merrow said Mr. Gagnon tried to do that to him in September 1987.

At a selectmen's meeting, Mr. Merrow criticized Mr. Gagnon for billing the town for selectmen business cards he had printed.

The next day, Mr. Merrow said he stood talking to two women town employees in the Municipal Office Building.

Mr. Gagnon walked up and offered him one as a joke. "I said 'I have enough toilet paper at home,'" said Mr. Merrow.

A few days later, Mr. Merrow said he received a letter from Mr. Gagnon marked confidential. Mr. Gagnon wrote Mr. Merrow's office color insult constituted sexual harassment of the two women employees, Mr. Merrow said.

Mr. Merrow saw the letter as "a veiled threat" — a way of informing him Mr. Gagnon documented his alleged misdeed and was going to hold it over him.

"Knowing how Joe operates, I was afraid somewhere down the road he might spring it on me and bend it way out of shape," Mr. Merrow said, who brought it up to selectmen.

Mr. Gagnon said it was never a threat.

Asked whether he believes Mr. Merrow sexually harassed the women, Mr. Gagnon said, "Absolutely. You don't make crude comments in front of women, especially if you're in a position of power."

Former Selectman Dick Gregory also knows what it is like to answer to Mr. Gagnon.

In August 1992, Mr. Gagnon accused then Selectman Gregory of misuse of office. Mr. Gagnon said Mr. Gregory tried to persuade Town Manager Barry Bremner to speed up improvement of a Kee-waydin Drive sewer pump station. Mr. Gregory owned several buildings nearby.

Mr. Gregory has denied it.

"Joe is a great one to throw out misinformation and downright lies at people," Mr. Gregory said then. "He just does it in a reckless fashion. He doesn't care."

Last week, Mr. Bremner said it was town workers, not Mr. Gregory, who prompted the decision to speed improvements.

Mr. Gagnon sticks by his allegation.

He said Mr. Gregory, Mr. Bremner and Mr. Jones can accuse him of spreading misinformation "because reporters will print their remarks. I had the facts and it was documented," Mr. Gagnon said.

Lawsuits

Several of Mr. Gagnon's comments have forced Salem into litigation.

In 1988, then Selectman Douglas Michaud and wife, Stephanie, sued, alleging Mr. Gagnon defamed Mr. Michaud by accusing him at a board meeting of taking a bribe.

"I was taught to be a street fighter. That's what people refer to me as. It doesn't bother me to fight."

— Joseph Gagnon

closed out-of-court settlement with the Michauds last year.

Last week, Mr. Gagnon said he did say Mr. Michaud took money from a person who appeared before the board. But that, he said, he meant Mr. Michaud had accepted a campaign contribution from that person.

Town Engineer Edward Blaine has also taken exception to Mr. Gagnon's comments. His lawyer, Ronald Caron of Manchester, has notified the town that Mr. Blaine will file a slander suit against the town this week.

In the suit, Mr. Blaine alleges Mr. Gagnon defamed him at a selectmen's meeting in May 1992 when he said Mr. Blaine never sent a letter to the state Water Supply and Pollution Control Bureau. At the meeting, Mr. Blaine had insisted he sent the letter.

Mr. Gagnon said critics are engaging in smear tactics when they say his practices smear tactics. They are trying to throw a "fog" over his remarks, he said.

Mr. Smith said, "I think Joe gives out what he gets. They come out and chastise him, and he gives it back. I think Joe will talk about anyone who is trying to work behind the scenes rather than go through the regular process."

Street fighter

"I play hard-ball politics — for the people," Mr. Gagnon said. "I was taught to be a street fighter. That's what people refer to me as. It doesn't bother me to fight. I can take it. Some politicians can't take it and seek cover from their organization."

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The town reached an out-of-court settlement with the Michauds last year.

child of Annette (Rallo) and Joseph W. Gagnon Sr. His mother's parents had immigrated from Sicily, his father's from France.

His father quit school in sixth grade and later became a carpenter at Andrew Wilson Co., a steel fabrication firm on Essex Street.

Mr. Gagnon, who would go on to earn a master's in mathematics from the University of Lowell, said his father did not enjoy the same facility with numbers.

"I used to help my dad with his time card," he said.

The family, always working class, faced even greater difficulties after his father died of cancer. Mr. Gagnon was in the eighth grade.

His mother advised him that Italian tradition calls on the oldest son, which he was, to become a priest.

After one year at Central Catholic, he entered Sacred Heart Seminary, Ipswich, which was run by the Salesians, an order of overseas missionaries.

After four years, he left the order just before he would have taken the first vow leading to the priesthood. He still is a practicing Catholic.

Years later, he asked his mother: "Whatever possessed you to want me to go in the seminary? She said 'Why did you ever leave?'

His mother lives in a Lawrence nursing home after suffering a stroke several years ago.

After leaving the seminary, he said, he enlisted in the Navy and served four years as a communications specialist aboard submarines during the Vietnam War.

Upon his discharge, he went to Salem State, where he majored in economics and accounting.

After a two-year stint at the Internal Revenue Service, he became a computer salesman.

In his 20s, he married a woman in a civil ceremony and became the father of two children. They divorced several years later.

Son, William Gagnon, is a Lawrence garbageman. Christopher, 21, is a criminal justice student at UMass at Lowell.

He moved into an Oakridge Avenue apartment 15 years ago and has maintained a residence there since.

He and girlfriend, Kathleen Winkelman of Windham, are consid-

ering marriage and buying a Salem home.

Mr. Gagnon is "dad" to her children, David, 8, and Kimberly, 4.

Mrs. Winkelman's husband died in a car accident three years ago. She said she never sees the feisty qualities Mr. Gagnon exhibits at selectmen meetings.

"He's very even-keeled," she said.

in control

Mr. Merrow said Mr. Gagnon's attacks are so frequent selectmen spend most of their time arguing the points he lays out. The actual town business goes undone, he said.

"He's a disruptive force," Mr. Merrow said.

Selectmen Chairman Jones said some town department heads dislike appearing before the board because they feel Mr. Gagnon unfairly disparages them.

"No one, regardless of who they work for, wants to be abused," Mr. Jones said. "You can disagree without being abusive."

Mr. Gagnon said selectmen have taken care of the major business...

The charge that he is a disruptive force, he said, is "all politically motivated" with no substance to it.

Critics, he said, paint him as someone who goes out of control and delivers tongue-lashings.

Not so, he says. In the seminary, the priests emphasized that students practice self-control so all actions were directed toward a spiritual end.

The outbursts "are all an act. One of the things I learned in the seminary was control. Most of the time (the attacks) are meant to draw attention to something."

In a second interview, Mr. Gagnon said he is trying to tone down the personal attacks.

"I'm working on it. It's the new me," he said with a laugh. "We all have weaknesses. If I was 100 percent perfect, I'd be running for the position of God."

Overlooked

Mr. Gagnon said people overlook his good points. His selectmen's duties are nearly a second, full-time job. He works without complaint.

And, he said, he is always the watchdog, looking for somebody trying to sneak something by.



SCA Newsline

1992 - The Year in Review

1993 showing promise

Salem Planning Director Ross Moldoff sees better times ahead for the members of the Salem Contractors Association.

Speaking at the February meeting of the association, Moldoff reviewed what happened in Salem in 1992 and discussed the promising start to 1993.

He said 1992 was a better year for development in Salem than 1991.

"I hope all of you can say it was a better year for your businesses," he said.

Moldoff said in total 62 homes were built in Salem in 1992, along with many residential additions and alterations.

He said the same number of commercial building permits were issued in 1992 as in 1991.

Despite the increase in home construction, Moldoff said the total value of construction in Salem was less in 1992 than in 1991, specifically because there was less work done this year at the Mall, Rockingham Park.

He said there were more residential subdivisions begun in 1992 than in the three previous years combined.

"I think that's a good sign," he said. "I think that means that not only are the people getting out there and developing the land, but there's a demand for the houses, and with that, I think, comes more work for all of you contractors."

He said the four subdivisions started in 1992 were located off of Gordon Avenue off of Route 111, behind the Barron School, off of Zion's Hill Road near the North Salem School and off of Bridge Street.

"Those are four big subdivisions that started in '92 and show good signs for the future," said Moldoff.

He said 1992 also saw many commercial projects gain approval from the necessary local boards.

Additions for both Market Basket and DeMoulas were approved, as were the Circuit City and the Campbell's Scottish Highlands Golf Course projects.

Other projects include the State Department of Employment Security located at the Turf Motel site, as well as the first new industrial building to come

"I hope all of you can say (1992) was a better year for your businesses."

**Ross Moldoff
Salem
Planning Director**

to Salem in four years, which recently began construction.

Moldoff said 1993 has seen a lot of interest in retail expansion and construction so far.

Plans approved or under development call for the expansion of T-Bones, the construction of a gas station at the Dairy Queen site and a used car dealership/ auto stereo installation business at the corner of Route 38 and South Policy.

Moldoff said there has also been some interest in the site of Bonico's Restaurant on North Broadway.

He said the construction of a Wal-Mart on North Broadway, tied in to a sewer and water line extension, would create a surge in development of that area, with other businesses following Wal-Mart there.



ROSS SPEAKS - Salem Planning Director Ross Moldoff was the guest speaker at last month's meeting of the Salem Contractors Association. Moldoff gave a review of development in Salem in 1992 and spoke optimistically of 1993.

Moldoff said 1993 has also thus far seen a lot of plans, tentative and concrete, coming in for subdivisions.

Currently under development or consideration are sites off of Bluff Street, Lincoln Terrace and Lawrence Road.

Membership Notes



RAFFLE WINNERS - The winners of last month's drawing were Keith Belair, Dick Gregory and guest speaker Ross Moldoff. Moldoff refused to accept his winnings, meaning there will be \$10 extra in this month's drawing.

Getting married?

Just had a baby?

Members wishing to have items appear in this column should contact Bill Nolan at 893-4356.

Submission does not guarantee publication.

Let us spread the news!

**REMEMBER
TO MAKE YOUR
MEETING QUOTA!**



DIRECTORS MEETING - The Board of Directors of the Salem Contractors Association meets on the first Thursday of each month to conduct SCA business. All members are invited to attend. The meetings are held at the Lotus Garden Restaurant on South Broadway at 7 p.m.

Palmer Gas Co., Inc. reorganizes

Palmer Gas has reorganized as its growth continues.

Noreen Nadeau has accepted the new position of Operations Administrator. Her duties will be to oversee, advise and coordinate the work of the various department heads, along with the lawyers, accountants and computer consultants. Noreen has been with the company since 1981.

Joyce Conlin has been promoted to Office Supervisor and will oversee the clerical operations. Joyce was hired in 1986.

Peter Dearborn has been named Service Dispatcher/Trainer. He will assist in the dispatching of service work and aid in the training of personnel in the service department. He has been with Palmer Gas since 1977.

Bob Reeves, a newcomer to Palmer Gas, has come on board as Dispatch Supervisor. He will be in charge of the dispatching of all fuel deliveries. Bob previously worked for Huckins Propane.

Observer 6/23/93

Depot left turns may be banned

by Monique Duhamel

SALEM — The planning board will study whether restricting left hand turns from Main Street onto Route 28 will improve traffic in the Salem Depot.

A proposal by the town's traffic consultant, Vanasse Hangen Brustlin, says "traffic management measures" would increase the efficiency of the Depot intersection.

By restricting the westbound left turn from Main Street to Route 28, the intersection would improve from its present "F" level of service to a "D" level of service. The levels are given the same ratings as school grades.

"This traffic could be rerouted to Geremonty Drive and Veterans Memorial Parkway, where available reserve capacity currently exists," reads a report submitted by Vanasse Hangen Brustlin (VHB).

Similarly, restriction of the northbound left turn movement could also improve the overall traffic operation to a "D" level of service.

If both left-turn restrictions are adopted, the traffic flow in the Depot will move even faster.

For the long-term, VHB recommends an intersection overhaul, as proposed in the 1988 Townwide Transportation Planning Study.

"In order for the implementation of improvements to the Depot area... town elected officials will have to address difficult decisions with respect to turn restrictions," says the report.

The long-term plan of widening the road would cost \$1.5 million for construction alone, according to Planning Director Ross Moldoff. This figure does not include the cost of purchasing land in the Depot area on which to build the road.

"I don't know if Salem is willing to spend that kind of money," he said.

Moldoff says the proposal to restrict the left turns in the Depot will affect only about 300 drivers negatively, while improving the driving for 3,000 motorists during peak hours.

If a restriction on left turns is to be made, the Board of Selectmen are the ones who will make the final decision.

Moldoff said the town now has to study the effects of such a proposal on Depot area side streets, like Granite and Dyer avenues and Taylor Street.

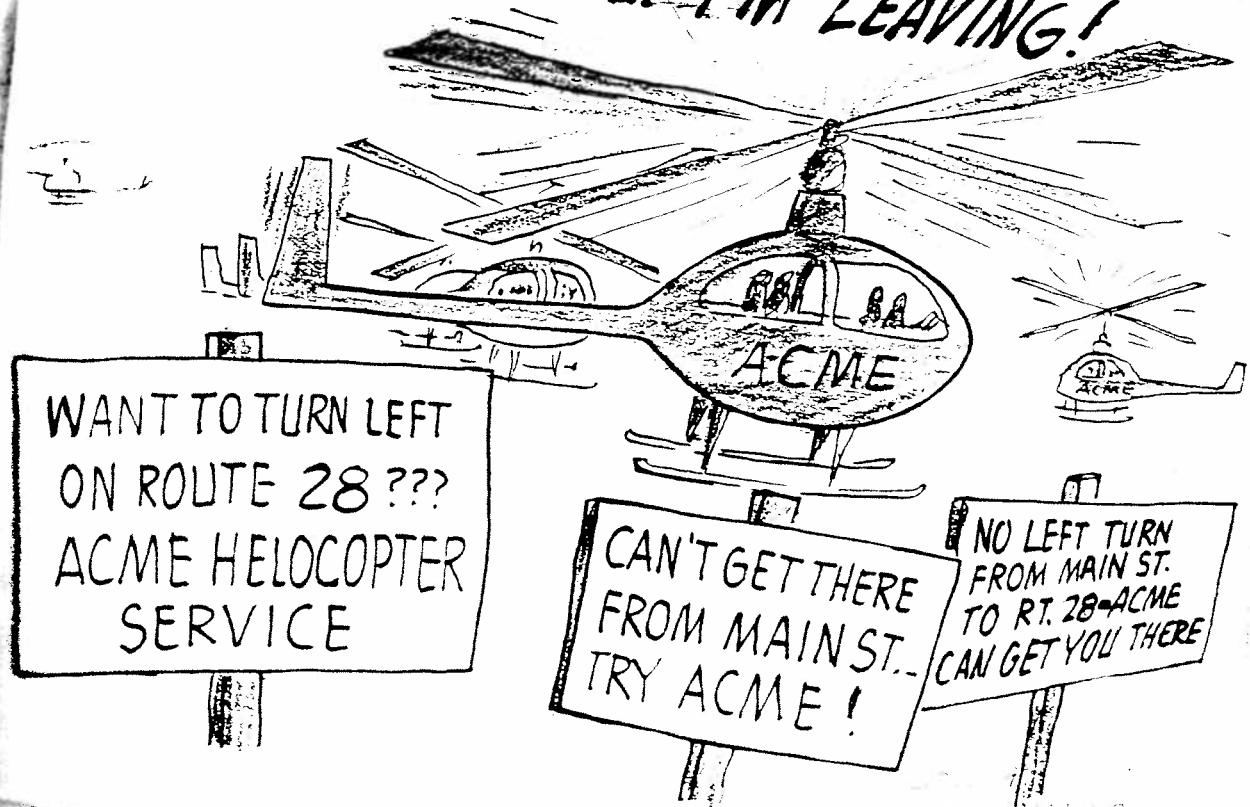
Although this issue was first raised during the Wal-Mart site plan review, it will not have a great impact on the board's approval of the plan. Moldoff said the board has already voted to find that the Wal-Mart traffic impact could be adequately mitigated.

The planning board will continue its review of the Wal-Mart site plan on July 1 at 7:30 p.m. in the Knightly Meeting Room of the Municipal Office Building.

Later this summer, the board will review a Depot Traffic Study, including the left-turn restriction concept. A date for that review has not yet been set.

Observer 6/23/97

GOOD GRIEF!!! I'M LEAVING!



Editorials

Other alternatives

Some Salem residents can remember when they regularly ventured onto South Broadway on a Sunday.

Most of us now, however, have to take our courage and our patience in hand to risk driving down that motorists' mecca on a weekend.

The latest proposal before the planning board will not only restrict us from accessing South Broadway from our homes east and north of Route 28 via Main Street, it will also increase traffic on both North Broadway and in residential areas never designed for through traffic.

The proposal calls for restricting left hand turns in the Salem Depot, from Main Street onto Route 28. Although the proposal arose in connection with the Wal-Mart site plan, it is a larger issue than simply this one site plan.

The planning board will discuss the Wal-Mart site plan again on July 1. Planning Director Ross Moldoff says he does not want the site plan review process to become a full-blown discussion of the left hand turn restriction.

Instead, he wants to wait to discuss the issue later this summer, when the board reviews the Depot Traffic Study.

What does this do to the eventual site plan approval for Wal-Mart?

We hope when planners consider the Wal-Mart plan again, they don't tie this restriction in with the site plan approval.

There's too many reasons not to.

The concept must be studied further.

Public input must be sought and received.

The impact such a change would have on area side streets must be considered.

The impact this change would have on the lives of those who live and work in Salem, not just those who shop here, has to be evaluated.

After all this has been done, we hope the planning board will reject the proposal, even if it means spending more money in the Depot in the long run.

We have enough restrictions placed on our driving patterns as a result of development. We do not need any more.

The Great Outd

The Salem



Volume 28 No.16

28 Pages

June 23, 1993

Visiting town hall



The fifth grade students from Flax School took a field trip to the Salem Municipal Office Building last week. Above, they visit with Planning Director Ross Moidoff, who told the students that he gets to review plans for all

the rides at Canobie Lake. He also answered students' questions about development. Students toured the entire building to learn about town government.

Observer/Monique Duhamel

Selectmen tackle sewer policies

by Monique Duhamel

Launched one of the nation's

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Depot: Store owners fight ban

Continued from Page 9

changes in traffic regulation at the Depot.

Most Depot shop owners said a ban on two left-hand turns at the Depot will not alleviate traffic congestion.

John Castricone, owner of a strip mall at 1-11 North Broadway, said the bans would not solve traffic problems. Traffic will remain a problem until routes 97 and 28 are widened, he said. Such a project would be costly because many of the businesses opposed to the left-hand turn bans would have to be bought out.

Harry Tasiopoulos, owner of King Cutlet sub shop at 71 Main St., said he would lose business if the bans go into effect.

Tricia Lane, owner of the Ladies Exchange at 3 North Broadway, is among the small minority of owners who favor the bans.

"Once people are aware of the change and the alternate routes, I don't think there will be a problem," she said.

Unless traffic flow is improved, she said, her store will continue to lose customers who refuse to traverse the Depot.

Peter Castricone, owner of PJ's General Store at 5 North Broadway, agreed that the traffic jams cost business.

"This traffic has cost me 20 percent of my business," he said.

But he said he remains unconvinced left-hand turns would help.

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VIEW HAMPSHIRE

SALEM

Store owners upset over turn bans

♦ Store owners say left-hand turn bans at Salem Depot would hurt their businesses.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — Shop owners are assaulting a plan to ban two left-hand turns at the Salem Depot intersection of Routes 97 and 28. Several businessmen said the

motorists who wished to go to a South Broadway business between Route 97 and Veterans Memorial Parkway would turn right onto Route 28 northbound and, in effect, double back.

A traffic consultant hired by the town has recommended the bans as one way to help traffic move slightly more quickly through the Depot, one of the town's most congested intersections.

The consultant will come up with other suggestions during the summer.

The Planning Board will discuss all the consultant's recommendations during the fall.

The board serves in an advisory capacity to selectmen, who act as traffic commissioners. Selectmen will have final say over a

Please see DEPOT, Page

recommended two left-hand turns be banned at the Depot.

Route 28 northbound traffic would be unable to turn onto Route 97 westbound. Motorists would be rerouted through Rockingham Boulevard and Mall Road.

Route 97 westbound would be unable to turn onto Route 28 southbound. Traffic would be rerouted onto Geremonty Boulevard and Veterans Memorial Parkway.

bans would cost them money and customers.

James Seccareccio, owner of Mr. James Superhair at 9 North Broadway (Route 28), said, "It would tremendously affect my business, and not for the good. For the bad."

A traffic consultant has recom-

Salem may get commuter lot

9/16/93

SALEM RESIDENTS WORK IN MASSACHUSETTS

SALEM, N.H. — Despite increased job opportunities in Salem, more than half of the town's workers traveled to jobs in Massachusetts. The greatest number went to Essex County, according to the 1990 census.

Here is where they went:

New Hampshire: 6,029 (43 percent)
Essex County: 4,673 (33 percent)
Middlesex County: 2,584 (18 percent)
Norfolk County: 155 (1 percent)
Suffolk County: 508 (4 percent)
Other: 146 (1 percent)

Total: 14,095

Where they went in Essex County

Andover: 1,174
Haverhill: 241
Lawrence: 1,170
Methuen: 885
North Andover: 588
Other Essex County: 515
Total: 4,673
Essex County residents coming to Salem
Andover: 158, up 394 percent from 1980
Haverhill: 296, up 34 percent from 1980
Lawrence: 377, up 8 percent
Methuen: 692, up 96 percent
North Andover: 150, up 213 percent
Other Essex County: 278, up 297 percent
Total: 1,951, up 82 percent from 1980

• Town and county planners are searching for a spot for a new "park and ride" facility in Salem.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Town and county planners agree that with more than 7,000 residents commuting to jobs in Massachusetts every day, Salem needs a "park and ride" lot.

But lack of a suitable site has kept the project stalled for years. Efforts to get employer-based commuter bus service between Salem and Massachusetts are also on hold.

Salem Planning Director Ross Moldoff said a search for a park and ride lot is continuing.

"We need something in the vicinity of Interstate 93, near Exit 1 or 2," said Mr. Moldoff. "We have not been able to find anything that looks real good."

The proposed lot is among recommendations made by the Rockingham Planning Commission to improve travel and reduce traffic in town.

Official park and ride lots are built and maintained by the state to encourage commuters to carpool. There is no parking fee.

Lots in Windham and Londonderry are also served by commuter

bus service that makes daily trips to and from Boston.

The planning commission, based in Exeter, supplies member towns with technical assistance and advice on transportation planning and managing natural resources. Salem, Windham and Plaistow are in one metropolitan planning organization.

"About 60 percent of Salem's work force goes out of Salem," said Mr. Moldoff. "There are a lot of federal programs that will provide money for various projects."

Mr. Moldoff said land off Rockingham Boulevard at Exit 1 or 0 Main Street or Pelham Road, near Exit 2 would be ideal for the park and ride lot.

"Maybe someone will come forward," he said.

Leigh Komorick, senior planner with the Rockingham Planning Commission, said park and ride lots in Windham and Londonderry are among the 21 sites built by the state Department of Transportation (DOT).

She said land for a Salem lot would be leased or purchased by either the state or town.

"DOT likes to engage in long term leases, like 20 years," said Ms. Komorick. "Park and ride should be located near the main highway and that is usually prime commercial land."

Please see COMMUTE, Page 1

Commute: Salem needs lot

Continued from Page 9

Maura Carmel, the commission's transportation planner, is working with Salem to improve its transportation system.

She said a park and ride lot could include carpooling and ultimately service by private bus carriers between New Hampshire and Boston.

According to the 1990 census, less than 0.5 percent of Salem commuters now use public transportation to get to work. She said the lack of conveniently located transit service is the big reason for low ridership.

She said officials from Salem and the Greater Salem Chamber of Commerce, Merrimack Valley Regional Transit Authority (MVRTA) and the Rockingham Planning Commission met in April to discuss the possibility of the MVRTA providing employment-based commuter bus service between Salem and Massachusetts. "The MVRTA said some kind of trial service could be done without buying new buses," said Ms. Carmel. "But someone in New Hampshire would have to pay for it ...

Mr. Moldoff and Chamber of Commerce Executive Director Patricia Drelick surveyed selected Salem employers in May to gauge interest in employment-based transit service. Of the 12 employers responding, seven are retailers and five are professional office-service type firms.

Most of the 12 employers believed only a small percentage of their workers would use public transportation because of varying work schedules.

"Money was a problem," said Mr. Moldoff. "We asked the planning commission to evaluate how much it might cost to run that kind of system and how it might be financed."

Ms. Carmel said help from the federal government would require money from Salem, something that would need voter approval. She said another potential source is money from the government to reduce air pollution and meet federal air quality standards.

"Different projects are tied together to ultimately relieve congestion and improve air quality because it is such a serious concern now," she said.

Editorials

Left in the dark

Two appeals filed against the town by Laurel Kellett and James Massahos, respectively, on the Wal-Mart plan approval have been withdrawn.

The appeals both sought for a Superior Court judge to overturn the approval, claiming direct injury to their properties as a result of the increased traffic from the Wal-Mart site.

As of September 15, both appeals were dismissed from the court, as agreed upon by the town, Massahos and Kellett.

In a memo to the town manager, town attorney Robert Ciandella says a "private accord" was reached, which resulted in the suits being dropped.

So here we have an out of court settlement, about which the people of Salem have no knowledge. The parties involved do not want to give specifics.

Planning Director Ross Moldoff says no changes have been made to the site plan, and none are proposed as a result of settlement. The two appeals stated the increased traffic was the major concern, yet no traffic changes have come about as a result of these settlements.

If traffic concerns were not addressed, we ask if traffic was the major concern, or something else? What was the true motivation in filing these appeals? What were the details of the out-of-court agreement? Tax dollars were spent on legal proceedings in the case. The people of Salem have a right to know why this money was spent and to know the details of the settlement.

Wal-Mart appeals are withdrawn

9/22/93

by Monique Duhamel

SALEM — Two appeals to the Wal-Mart site plan approval have been dismissed from Rockingham County Superior Court.

The two appeals were filed in late July by James Massahos, 6 Wildwood Lane, and Laurel Kellett, 56 Main Street.

The planning board approved the Wal-Mart plan for a North Broadway store in late June.

Massahos, a Salem businessman, owns two properties in the Depot area, at 2 South Broadway and 162 Main Street. He cited traffic concerns as the basis for his appeal. The appeal stated that the increased traffic would have a detrimental effect on his properties. The appeal also questions the traffic study figures and argued that the planning board did not require enough road work from the retailer.

Kellett's appeal argued that the increased traffic would ultimately lower her property value, and also have a negative effect on the use of

the property. The appeal also stated her belief that the impact fee assessed to Wal-Mart is inadequate.

On September 15, these two appeals were dismissed from Rockingham County Superior Court.

Town Attorney Robert Ciandella wrote, in a memo to Town Manager Barry Brenner, that the two appeals have been dismissed "with prejudice." This means the appeals may not be revived or refiled.

Although the appeals were filed against the town, the town did not grant any concession to encourage the disposal of the lawsuits.

"My understanding is that some accord was reached..." wrote Ciandella.

Kelly Dahood, the landowner for the North Broadway site, said he was not involved in any agreement to dismiss the appeals. He said he knew no details of the out-of-court settlement between Wal-Mart and the two appealants.

Laurel Kellett, who filed one of the appeals, said she has no comment on the dismissal.

Calls to representatives of Wal-Mart were not returned by press time.

Planning Director Ross Moldoff said the dismissal means that Wal-Mart can proceed with site work and with seeking state approval for driveway cuts onto Route 28.

"Everyone I talked with is very

curious as to why the lawsuits were withdrawn," said Moldoff. "Many think it is very obvious that the judge would have found them (the appeals) to have no merit."

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NEW ♦ HAMPSHIRE

SALEM

Landowners settle with retailer

♦ Construction of a Wal-Mart store on Route 28 will begin before the year's end.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — Two Salem Depot landowners who sued the town to force it to reconsider a decision to let Wal-Mart build a

store have dropped the suits after working out settlements with the retail giant.

In separate suits, James C. Massahos, who owns two gas stations in

the Depot area, and Laurel Kellet, who lives at 56 Main St. and rents two offices there, contended increased traffic generated by Wal-Mart would hurt their businesses and property values.

The Wal-Mart store will be built on Route 28, south of Victorian miniature golf, about two miles from the Depot.

The town thought the suits had little merit and were prepared to go to court, said Town Planner Ross Moldoff.

Michael Robinson, a lawyer representing Wal-Mart, said he

believed the town had a strong case and would likely have prevailed. He said he could not comment on what motivated Wal-Mart to settle.

"The lawsuits were settled and I really can't tell you any more than that. Wal-Mart is obviously pleased that the actions were dismissed," Mr. Robinson said. "It's my impression that Wal-Mart wants to open later next year."

All parties to the suits refused to say whether Wal-Mart paid Mr. Massahos and Mrs. Kellett to settle.

Peter Solomon, a lawyer rep-

resenting Mr. Massahos, said, "The terms of the agreement is confidential. The agreement is executed by Wal-Mart's attorney, Mrs. Kellett, who represented herself, could not be reached for comment."

Three years ago, Mr. Massahos and Mrs. Kellett sued the Planning Board for approving the Mall at Rockingham Park.

They dropped the suits after working out resolutions with the mall developer, New England Development, Mr. Moldoff has said.

NEW HAMPSHIRE

The Eagle-Enterprise

WEDNESDAY
SEPTEMBER 29, 19

New signs to show easy route to retail areas

By Bill Murphy
SALEM, N.H. — The town will begin posting signs to inform motorists on ways to avoid the oftentimes clogged Salem Depot. Other new signs will let readers know how to reach retail areas on North and South Broadway, said Selectmen Chairman George Jones. Selectmen authorized Town Manager Barry Brenner and his staff to post the additional traffic signs to inform and retail-oriented signs. Mr. Jones said he hopes the signs will direct some traffic away from the Salem Depot and its congested corner at Route 28 (Broadway) and Route 97 (Main Street). "Although not obvious to those who drive in town," Mr. Jones said, "there is a great deal of traffic on the town's main roads." Town Planner Ross Moldoff said.

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Guide to having fun at 175th annual Topsfield Fair/Page 8

FRIDAY
October 1, 1993

The Eagle-Tribune

The Pulitzer Prize-winning newspaper of Lawrence, Massachusetts

ESTABLISHED 1867

OUR SPIRITUAL LIVES



Ken Yuszkus/Eagle-Tribune
Phyllis Tyler is a Lawrence accountant.

Her religion is meant to be shared, given away

By Arthur Hagopian
Eagle-Tribune Writer

Her Catholic faith is something Phyllis Tyler grew into.

The Lawrence accountant describes herself as a "cradle Catholic," someone born into the faith and who has remained.

Yet, despite the deeply religious roots of her Italian immigrant parents she recalls rebelling against religion as early as age 5. She refused to attend the Holy Rosary grade school that was a source of pride and status to Italian immigrants in the Oak Street neighborhood where she lived.

"My mother was not happy with me," remembers Ms. Tyler. "What's more, her refusal to attend the church children's choir, which is something she surely wanted to do. Nor did she wind up chum-

"It is a very lonely life if you're inside yourself all the time."

Phyllis Tyler

school meant that she could not sing in the church children's choir, which is something she surely wanted to do. Nor did she wind up chum-

BLANCHETTE RESIGNS

Legislator accepts research job from House speaker

By John Gill
Eagle-Tribune Writer

LAWRENCE — Rep. Kevin P. Blanchette has resigned from the Legislature to take another job with the state.

The resignation took effect at 5 p.m. yesterday.

Mr. Blanchette will become head of the Legislative Service Bureau, whose former director died last

month.

The bureau provides research to state lawmakers. The appointment is made by House Speaker Charles F. Flaherty.

A special election will be required to choose someone to fill out Mr. Blanchette's term, which runs through next year.

Mr. Blanchette, 39, was elected to his seventh term on Beacon Hill last year, running unopposed after

knocking a Republican opponent off the ballot with a signature challenge.

The Lawrence Democrat now earns \$37,500 a year as chairman of the Committee on Public Service.

Two years ago, he made an unsuccessful bid for a \$90,000-a-year state pension job, losing out on a 4-3 vote. He has remained a vocal critic of Republican state Treasurer

er Joseph Malone and Gov. William F. Weld, who he blamed for costing him that job. Mr. Malone cast one of the votes against him.

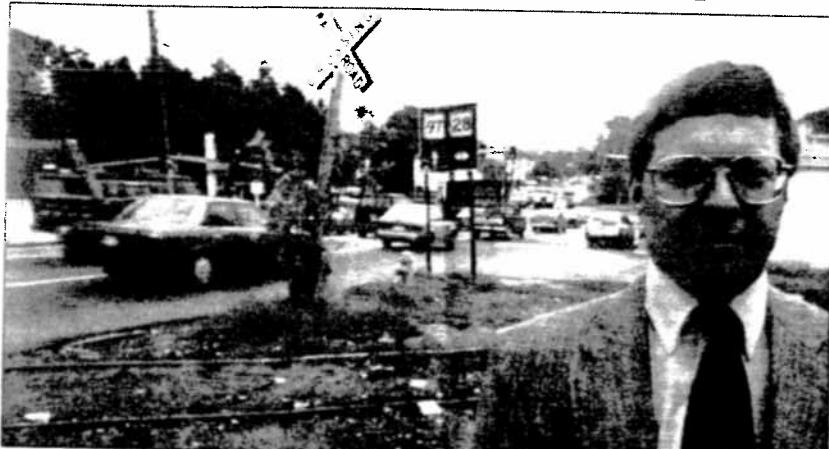
Mr. Blanchette has run into financial difficulties in the past two years and has also come under investigation for discrepancies in his campaign finance reports.

In 1990, Shawmut Bank beze

Please see RESIGNS, Page 2

10/1/93

Changes coming for traffic trouble spot



Marc McCaughan/Eagle-Tribune

Salem, N.H., planning director Ross Moldoff stands on Main Street near Salem Depot.

How to unclog the Depot?

• Town officials say residents will be given a chance to determine the look of Salem Depot for years to come.

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Ross A. Moldoff has in his desk drawer a tea bag tag that reads "The most efficient way to cope with change is to help create it."

Salem's planning director said big changes are coming for Salem Depot — the town's primary traffic

"I do not want to see the town left with nothing but highway and no character and no identity."

Salem, N.H., planning director Ross Moldoff on improving Salem Depot

traffic spot through which 24,500 cars pass a day on their way south to Methuen or north to Derry or east to Haverhill.

Mr. Moldoff said, residents are

Who drives through Depot, Page 27

about to get a unique chance to determine the look of the downtown for years to come.

"I do not want to see the town left with nothing but highway and no character and no identity," said Mr. Moldoff. "From a planning point of view, I hate to see traffic engineers dictate planning for the community."

A consultant has studied the intersection of Route 28 and Main Street and is about to recommend ways to solve its major traffic congestion.

Please see DEPOT, Page 27

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true reform.

By John Gill
and Brad Gold
Eagle-Tribune Writers

State Rep. Peter Forman, a Republic
leader in the House, says his
representatives, both Republicans and
Democrats, are better
chances of getting
reform passing this
year.

He said the
reforms he belie
restricting eligib
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Mr. Forman
he believes Gov.
cares deeply ab
placing too man
ocrat-led cons
reform bill.

"I don't thin
stands the
Forman said.
see change

Depot: Ideas needed

Continued from Page 1

problems.

Mr. Moldoff said there is more at stake than traffic flow.

"I think this study will drive ideas for what will happen in the rest of the Depot," said Mr. Moldoff. "The community must decide what it wants to see there. ... Some of the people forget that the Depot area, west of Pleasant Street, is one of the nicest sections in town ... with one of the few walkable areas in town."

Public hearings will be held on all possible solutions, including the extreme and costly move of buying land and tearing down everything in Salem Depot and building eight lanes in both directions.

"That would be a multimillion dollar solution so people can get through the Depot," Mr. Moldoff said. "Is that what people really want? ... They may want to focus on solving the traffic problem by building a bypass around the depot." Voters will make the ultimate decision.

Salem Depot was once the heart of town where steam engines stopped at the station on the Boston and Maine Railroad tracks.

Today, the crossroad is anchored by gas stations, a bank and a few small shops. Route 28 south is a commercial strip and development is also spreading further north.

Mr. Moldoff said Salem Depot has been a traffic headache for at least 30 years. The 1962 master plan recommended changes to the intersection to improve traffic and the addition of pedestrian walkways, some retail shops with apartments above and professional offices.

"With all the shopping centers and malls on Route 28, would people come to the depot, park and then walk to shops? ... Is there a market for that?" he asked.

According to Mr. Moldoff, solutions will not be quick or cheap.

"I have been in Salem 10 years and this is a community where the vast majority of the people do not get involved in decisions about planning and growth and the direction of the community," said Mr. Moldoff. "I think there will be a lot of public hearings and forums on the depot issue."

Mr. Moldoff is not alone in his concern that residents will forgo their chance to dictate what they want in Salem Depot.

Selectman Robert Campbell was a member of a Depot Task Force that in 1991 recommended a plan to handle traffic while revitalizing Salem Depot. Voters rejected the idea.

The proposal called for widening Main Street and Route 28 and bypassing the intersection with new streets to provide parking and access to new development.

Salem Depot would have gotten a town center-village look through pedestrian walkways and new offices, retail shops and residences.

"It did not get broad support," said Mr. Campbell. "It got a little support from the planning board ... it was opposed by people with property in the Depot. ... The problem was no one wanted to do anything until the mall opened up."

According to Mr. Moldoff, New England Development, which built The Mall at Rockingham Park, made some improvements to the Depot and is required to put \$69,000 a year in a trust fund for work in and around the Depot. The \$25,000 traffic study is being paid with money from the trust fund.

According to Mr. Moldoff, Wal-Mart will put \$100,000 into escrow for some traffic improvements in the Depot. A new Wal-Mart will be built on Route 28, north of the Depot.

Mr. Campbell said there should be no more delays.

"I think there is almost unanimous concern that something needs to be done but no one is quite sure what to do," he said. "It is very important for all townspeople to have their say. ... The Depot belongs to the entire town."

Change has already come to Salem Depot with demolition of Rockingham Hotel. A fire had left the 112-year-old landmark structurally unsound.

Mr. Moldoff is hoping removal of the hotel will be a catalyst to get townspeople thinking about the future of Salem Depot.

"I am very anxious to hear from the community and see what people are willing to support there," he said. "Some members of the planning board feel this is a top priority."

He said the days of a town planner coming up with a plan and telling the community "this is what it should do" are ending.

◆ WHO DRIVES IN DEPOT

A traffic study of Salem Depot shows drivers commuting to work account for the majority of traffic passing through the Route 28 and Route 97 intersection. A sampling of drivers found:

Trip purpose: Work, 49 percent; other, 25 percent; shopping, 18 percent and recreation, 8 percent.

Vehicle type: Auto, 80 percent; van/pickup, 18 percent; truck, 2 percent.

Frequency through Depot per week: 6 times, 53 percent; 1-2 times, 17 percent; 5-6 times, 16 percent; 3-4 times, 14 percent.

Vehicle occupancy: Recreation, 2.30; other, 1.72; shopping, 1.58; work, 1.16.

MONDAY
NOVEMBER 15, 1993

SALEM

Building set to begin on Airgas plant

♦ An industrial gas plant does not pose a fire hazard, says Town Planner Ross Moldoff.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — The largest independent distributor of industrial gases will build a store and warehouse in the Salem Industrial Park off of Pelham Avenue.

Northeast Airgas will start constructing a 42,000-square-foot building after winning Planning Board approval earlier this month.

Northeast Airgas sells and distributes industrial and medical gases, including carbon dioxide systems for beverages, oxygen, acetylene, krypton, methane, butane and helium.

The Salem plant will include a store, warehouse and office.

About 65 people will be employed.

Town Planner Ross Moldoff said Planning Board members were concerned that some gases may pose a fire risk.

But in a letter to the board, Manchester Deputy Fire Chief James Clancy wrote that Manchester Fire

Department had responded to Northeast Airgas' plant only four times in 14 years.

None of the incidents were of major concern, he wrote.

Mr. Moldoff said the board was reassured that the plant would not pose a risk.

Northeast Airgas is a subsidiary of Airgas. Northeast Airgas has more than 30 stores and warehouses in New England.

Airgas was started in 1982 in Radnor, Pa. Since then, it has added 151 distributors and operates 323 stores in 37 states and Canada.

Peter McCausland serves as its CEO. A lawyer who specializes in mergers, he bought a gas distributor in 1982 as an investment.

After buying more distributors, he stopped practicing law to devote his time to Airgas.

Much of Airgas' business comes from sales of welding supplies, hard hats, goggles and other equipment.

SALEM

11/16/93

Depot seen as hub for commuters

♦ A Planning Board member has a vision of a building like the Center of New Hampshire arising near Salem Depot.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — Planning Board member Cliff Sullivan says people who believe that Salem Depot can return to its past glory once the area's traffic problems are solved are chasing a phantom dream.

He is seeking support from community and business leaders for a grand plan to build a home for Salem Depot merchants and other businesses in a proposed eight-story building.

The building, which would serve as a transportation and commuter parking center, would be constructed near the current depot.

But Mr. Sullivan said he is not touting himself as the developer. He is urging the town to build it with federal money.

"It would be something like the Center for New Hampshire" in Manchester, Mr. Sullivan said. "People will tell you I'm crazy, but I think it's possible to do this."

North of the depot on Route 28, Grossman's lumber yard is closing, and Zurbach's Steel has already closed.

The town should buy the property and build the high-rise version of the depot on it, Mr. Sullivan said.

"People will tell you I'm crazy, but I think it's possible to do this."

Cliff Sullivan

By offering depot merchants incentives to relocate to the building, he said, the town could obtain the land needed to widen Routes 97 and 28 through the depot.

Not all depot businesses would be required to move.

The town does not have a place for commuter parking and commuter buses to make formal pick-ups.

The transportation building would serve as that site.

In addition, he said, the town and state could try to convince Massachusetts to extend the commuter rail line up to the transportation center.

The building's first floor would house small retail shops. Several floors above would be leased as office space. One-bedroom and studio apartments would be located on the top floors.

Tribune
Mall

DERRY

Route 28 and Main Street.

The plan calls for five lanes on Route 28 northbound and Route 28 southbound at the intersection — two left turn lanes, two through lanes and one right turn lane. It also calls for four lanes on Main Street eastbound — two through lanes, and one each for right and left turns. Main Street westbound should have three lanes says the report — one left turn lane, one through lane, and one through/right turn lane.

Under this alternative, the intersection of Main and Millville streets would be signalized.

VHB says these changes will improve the level of service of the intersection from its present "F" to "B" and "C."

"It was determined early on that certain buildings would be severely impacted under any alternative," reads the traffic study. These include the gas station on the southwest corner of Route 28 and Main Street and the stores on the northwest corner as well.

It was also determined that many of the buildings on the west side of South Broadway would be impacted.

Some of the buildings which would be impacted include Amanda's Restaurant; Daisy Cleaners; Century 21; Hacker Haven; PJ's General Store; Getty gas station; Sunoco gas station; Portland Glass; Masonic Temple; Sammy J's Breakfast Cafe and a number of other offices and stores on Main Street west of the intersection.

The total assessed value of the impacted properties is \$4.8 million. Other properties would have to give a portion of their land, bringing the total land cost to \$4.9 million.

The total construction cost of the project is estimated at \$1,650,000. Added to the land cost, the entire project has a price tag of \$6,550,000.

12/1/93

Depot plan may cost \$6.5 million

by Monique Duhamel

SALEM — The town's traffic consultant, Vanasse Hangen Brustlin, has completed work on yet another Salem Depot traffic study.

The planning board was scheduled to discuss the draft form of this study at a meeting scheduled for last night.

Planning Director Ross Moldoff said the proposal is very controversial and calls for quite a bit of land-taking. He added, however, that this plan is only a proposal from the consultant, and has not yet been either reviewed or endorsed by town officials.

The report boils down to four alternatives:

1. Restrict the Main Street westbound left turn. This concept, which first arose during planning board discussions this past summer, is still a favorite of the town's consultant.

This is a low-cost short-term alternative, reads the consultant's report, for a cost of \$15,000 and inconvenience to those who enter the Depot on Main Street and want to turn left.

2. A Willow Street connector would connect Willow Street and Route 28 and Route 28 to the town's right of way across from St. Joseph Church. The connector would travel along the private property where Zurbach Steel was previously located and would require land acquisition through eminent domain.

This connector eliminates the need for the Main Street eastbound left-turn lane and bears a construction cost of \$850,000, not including the cost to purchase the land.

This alternative does not consider the fact that the town's right of way falls somewhere between St. Joseph rectory and the Knights of Columbus Hall and directly across from the church entrance. It might make more sense to have the Willow Street connector come out across from Pleasant Street, at an already signalized intersection.

3. A Church Street connector road could also alleviate Depot traffic problems, says Vanasse Hangen Brustlin (VHB). This calls for the extension of Church Street opposite Millville Street to Route 28 near the Coca-Cola plant. This would include crossing of a wetland, possible relocation of Church Street, and signalization at both ends of the roads, as well as a lot of land taking.

The cost for this project, not including the price of land, is \$425,000.

4. A Pleasant Street connector is also being considered. VHB says if the race track ever changes its use in the future, a connector road should be built from Route 28 at the post office to Pleasant Street. The connector would, again, require land taking.

The cost to do this, exclusive of the land taking, would be \$840,000.

After looking at these four possibilities, the town's traffic consultant then went on to design a preliminary plan for the intersection of

■See DEPOT, Page 11

\$7 million solution?

12/2/93



A plan to alleviate traffic at Routes 28 and 97 would mean taking down several businesses to widen the roads.

Cheryl Senter/Eagle-Tribune

Taking private land could ease Salem Depot traffic

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — A \$7 million plan to fix the 30-year-old traffic headache in Salem Depot would include buying or taking by emi-

nent domain 17 properties.

If voters eventually approve the plan, submitted by a consultant, the look of the town's major crossroads would be altered for years to come.

The Salem Depot Transportation Improvement Plan, submitted to

the Planning Board this week, would require:

Widening the intersection of Broadway (Route 28) and Main Street (Route 97) to five lanes. Cost is estimated at \$1.7 million.

Please see SALEM, Page 6

Lots of houses selling fast in Salem

1/27/93

By Sally Gilman
Eagle-Tribune Writer

SALEM, N.H. — Local builders say buyers of new homes are settling in Salem.

A record-breaking 163 building permits for single-family homes have been issued in 1993 and the builders of the four or five major residential subdivisions say their homes are selling as fast as they are completed.

"People coming from Massachusetts and trying to decide between Londonderry, Derry and Salem are choosing Salem," said Richard Pelletier, a Windham builder. "They are telling us Salem's taxes are lower, services are superior and the school system is better." Mr. Pelletier's Mill Village Real Estate

is putting up 67 custom-built, factory homes off Bridge Street. He said the homes, ranging from \$116,000 to \$180,000, are sold. The 163 permits in 1993 are the most in a single year since at least 1978 when the town first kept building statistics. It breaks the previous record of 154 in 1985. Planning Director Ross Moldoff said the boom is due to a number of factors.

"Low interest rates have stimulated development and the economy has stopped declining, or the news is less bleak or is getting better," he said. He said Salem's property taxes are also lower than Derry and Londonderry.

Chief Building Official Samuel Zannini said Salem's new home construction exceeds other com-

munities.

"I know, from talking to other building officials, that this is not going on other places," he said.

"Salem is a border community and people tired of high taxes in Massachusetts are moving up over the line."

Mr. Moldoff said new homes construction rebounds after a recession.

"There was a huge surge in 1983

and then it dropped off in 1988 fol-

lowed by four or five years of rela-

tively slow growth and now it is

popping right out of it," he said.

Only 61 permits for single-family

homes were issued in 1992.

Patricia Panciocco, of Panciocco Builders in Londonderry, said Salem is the buyer's town of choice. She and her husband, Rob-

ert, built and sold 18 new homes in a subdivision off Route 111 last year and have just three homes still for sale of the 21 they are completing behind Barron School off Tyler Street.

Mrs. Panciocco said her homes sell for under \$200,000. She said about 50 percent of the buyers have children.

Mr. Moldoff said that while construction is good for the economy, many people are unaware of the pressures that new homes put on town services, especially schools.

Mr. Moldoff said that while single-family homes do not pay their way ... they actually cost the town money in terms of services," he said.

New Depot plan proposed

12/22/93

by Mosique Duhamel

SALEM — Voters may be asked to look at yet one more plan for the Salem Depot.

This plan, as proposed by the Salem Planning Board, is called the Depot Revitalization Ordinance.

It was drafted by planning board member and selectman Robert Campbell, with input from other board members.

This ordinance will be under discussion at the Planning Board's January 4 public hearing. The hearing will be held at 7 p.m. in the Knightly Meeting Room of the Municipal Office Building, telecast live on Cable Channel 38.

Following the hearing, the planning board may either choose to make changes or place the ordinance on the warrant as is. If changes are made based on public input, there will be a subsequent public hearing. After that second hearing, the board will vote to place it on the warrant or wait another year to propose Depot changes.

Campbell said he spent about a month working on this year's proposal.

"This is to create a basis in zoning for redevelopment and revitalization of the Depot," said Campbell.

The board hopes that developers and property owners will look at the ordinance and use its incentives to redevelop that area.

The objectives of the ordinance are:

A. To provide incentives that will relieve traffic congestion in the Salem Depot area and the streets that serve it;

B. To provide for and encourage development of a town center and make it highly accessible to pedestrians; and

C. To provide for new and improved streets and other improvements to make the area accessible as a destination for traffic and to encourage pedestrian circulation. If adopted, this ordinance would create a Depot Revitalization District which would replace the present Commercial-Industrial A zone that presently covers the Depot.

Specific boundaries of the new zone were not available at press time, but will be defined in time for the January 4 public hearing.

Campbell said adoption of this ordinance makes funding the Depot traffic improvements and road widenings worthwhile.

"It is not reasonable to approve the Depot traffic plan unless something like this goes along with it," he said.

The ordinance divides each of the four corners of the Depot into four quadrants.

The following would be permitted uses in the Depot area under this ordinance: Business and professional office; banks; restaurants and other places for the preparation and

sale of food, not exceeding 125 seats; retail stores; personal service shops; service and repair shops for items which weigh less than 200 pounds; self-service laundries; passenger and taxi stations; funeral homes; group day-care centers not exceeding more than 30 children;

mixed retail, office and residential use buildings; one and two family homes; public and private parking areas; and other uses permitted by special use permits.

The businesses now in the Depot would be grandfathered and would

■ See DEPOT, Page 9

be allowed to remain and conduct business.

In order to encourage revitalization, the ordinance offers several incentives such as building heights of 55 feet, with a special use permit; mixed use buildings; and relief from setbacks and open space requirements.

The ordinance would prohibit new drive-up services from Main Street or Broadway. Drive-up businesses would be allowed on connector streets leading to the Depot. It would also prohibit outside display or storage of materials.

The ordinance would also require common parking areas, landscaping and pedestrian walkways. It proposes that developers either

contribute to solving the traffic problem or place a business in the area that will not add more traffic.

Special use permits may be granted for uses not listed in the permitted use section of the ordinance; for height exceptions; for signage; and for wetlands crossing.

This ordinance is not proposing that the existing buildings be torn down. What it does, however, is provide guidelines for redevelopment if any of the buildings are removed. This might happen if the roads are widened in the area.

Campbell said the goal of the planning board is to guide development in the Depot so the town does not end up with a bigger problem than it now has.

He also favors the construction

of connector streets that would divert traffic out of the Depot, but this is not specifically in the ordinance.

"This would be a cooperative thing," he said.

He added that improving traffic in the Depot would increase the value of the land, which will ultimately help developers and the town to afford the road work.

"I think the voters need to know we have a plan and are trying to do something," said Campbell. "This is a creative way of releasing the economic engine to solve the problem."

Copies of the proposed ordinance are available in the Planning Department at the Municipal Office Building.

SALEM

12/23/93

Businesses may pay to fix Depot

• Selectman Robert Campbell has devised a way for the town to make road improvements in the Salem Depot at little cost to taxpayers.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — The town may require new businesses and developments in the Salem Depot to pay for many of the road improvements the intersection needs.

Earlier this month, traffic consultants unveiled a \$7 million plan that calls for widening Depot roads by knocking down as many as 18 buildings.

Several selectmen have said the cost would be too high for taxpayers to bear alone.

Selectman Robert Campbell says the plan should not be set aside and allowed to collect dust simply because it is expensive.

Depot road improvements can be carried out, he said, if new Depot developments and the town help pay for them.

As the selectmen's representative on the Planning Board, Mr. Campbell has written a proposed ordinance that would require new Depot developments to help pay for traffic improvements.

In addition, it would give the Planning Board some control over the way the Depot is developed in the future.

After board members review the ordinance in the coming month,

they will decide whether they will recommend that the town adopt it.

The board's recommendation would put the ordinance on the ballot in March 1994 as a proposed zoning change.

The Depot — the name for the intersection of Routes 28 and 97 — is plagued by heavy traffic at certain hours of the day.

The ordinance is intended "to revitalize the Depot," Mr. Campbell said. "It would encourage traffic relief."

The ordinance would allow for five-story developments — two-stories higher than is currently permitted — if developers contributed to road improvements.

The town, he said, may have to pay for part of the improvements.

Improvements would likely be carried out "semi-piecemeal" as developments come forward and are approved. By the end of the century, the Depot could be transformed as a result.

Mr. Campbell said he agrees with many of the traffic consultants' recommendations. Buildings will have to be razed, additional lanes on routes 28 and 97 are needed through the Depot, some traffic does need to be siphoned off onto proposed secondary roads connecting routes 97 and 28.

SALEM

12/27/93

Homeowners blame town for problems

- Town Meeting will be asked to pay more than \$500,000 to rectify water problems at a private condominium development.

By Bill Murphy
Eagle-Tribune Writer

SALEM, N.H. — During the hot summer months, some residents of Porcupine Circle condominium development have so little water pressure that they cannot shower or flush toilets.

The state is threatening to condemn the private well and piping system that provides 55 homes with water.

In hopes of rectifying Porcupine Circle water problems, residents are circulating a petition that will ask the town to pay more than \$500,000 to bring the water system up to standard.

It would cost \$201,000 to extend the town water line up Route 38 to Porcupine Circle, according to town estimates.

Another \$300,000 would be needed to install a new internal distribution system to the homes.

The resident petition will put the issue before Town Meeting in March 1994.

The developer of Porcupine Circle has filed for bankruptcy. Resi-

dents cannot seek recourse from him.

Roger McCleary, 155 Porcupine Circle, said residents believe the town is partly responsible for the substandard water system because it failed to catch problems with it during inspections.

Residents, he said, have documentation showing that the state told the town to stop issuing building permits because water lines were not installed properly. The town, he says, continued to issue permits.

Barbara Loughman, a lawyer representing the town, has said the town does not have any legal liability or responsibility to correct the water system.

Last summer, the town engineering department recommended that Porcupine Circle condo owners each pay to build a private well.

Mr. McCleary said the town has "a moral responsibility" to help residents because it failed to properly inspect the water system.

A private well would cost about \$1,600.

Mr. McCleary said some residents cannot afford to put in a well.

12/29/93

Growth continues in tough economy

by Monique Dubaumel

SALEM — 1993 saw a boom in residential construction that Planning Director Ross Moldoff did not predict.

At last count, 167 permits had been issued for the construction of single family homes. That is a new record for construction in Salem.

Moldoff sees this as a sign that Salem is coming out of the recession. He said the pattern is similar to the early 80s, when a dramatic increase in residential building permits (44 permits in 1982, up to 151 in 1983) heralded the end of the recession and led to the successive building boom of the mid-1980s.

On the commercial side of things, Moldoff said Wal-Mart's approval was the highlight of the year.

As a result of the store's approval for a North Broadway site, Moldoff expects to see more intense development along North Broadway in the next couple of years.

"I've seen significant strength in the retail sector of the economy," said Moldoff.

In addition to Wal-Mart, the planning board approved several other plans which Moldoff considers to be major projects.

They include residential plans for a 12-lot subdivision on Bluff Street; a four-lot subdivision on Lawrence Road; and a six-lot subdivision off

Meadow Avenue.

In office construction, the board approved two plans: The S&L Realty building on Main Street (office of Atty. Steven Shadallah); the Salem School District new office; a 26,000 s.f. office building on Northeastern Boulevard; a Liberty Travel office building on South Broadway; and a 30,000 s.f. change of use to office space on Industrial Way.

Commercially, the board approved a 70-seat expansion to T-Bones; a 4,500 s.f. expansion to Northeast Rehabilitation Hospital; a 2,200 s.f. commercial building on Lowell Road; an addition to the visitor's center at America's Stonehenge; an addition to Mike's Red Barn on Main Street; and a 12,000 s.f. expansion for New Hampshire College.

The board approved one industrial plan this year — a 42,000 s.f. building for Northeast Airgas on Northwestern Drive and a Town of Salem water treatment plant plan on North Policy Street.

On the planning side of things, the planning board adopted a new Master Plan and saw a Depot traffic study completed.

An intern completed an economic development project and the mitigation to Michele Park was completed.

In 1994, Moldoff says the planning board will have the Depot as a top priority. The board will also rewrite subdivision regulations, and deal with the issue of managing town-owned lands.

He also sees 1994 as a big year for construction. Plans approved this year will be built, and new ones are coming in. He foresees more construction off Millville Circle; Shannon Road and Liberty Street; construction of eight elderly housing units by the Salem Housing Authority; an expansion of Dodge Grain; some kind of activity with the Winterwood site plan on South Broadway and the Rosen site plan for

Kelly Road; and more development on North Broadway.

"The board will be busier as the economy continues to improve na-

tionally," Moldoff said.

Next week: Town Manager Barry Brenner looks forward to a full task list for 1994.

Looking back at a very full year

by Monique Dubaumel

SALEM — Nineteen-hundred ninety three was a year of many changes for the Town of Salem, with a new middle school, new town fathers, and new directions.

Before we forge ahead into our news coverage of 1994, we would like to take one final look at 1993.

January

The year began on the town side with an increased focus on the need to construct a water treatment plant, while at the school department, the focus was on redistricting and creating a middle school.

Another big issue on the town side was mandatory recycling, which was legislated in Massachusetts where the town sends its trash. A Recycling Committee was set to examine the town's options.

National retailer Wal-Mart announced its plans to build a store on North Broadway in Salem.

The Salem Animal Rescue League (SARL) celebrated its first anniversary.

Michael Smith of Haigh School taught the school Geography Bee.

The groundwork was laid to begin a Salem High School Alumni Association.

Unemployment was at 12.4 percent.

February

At the close of the filing period for local elections, five people sought two open selectmen's seats: Joan Balenoff, Ronald Belanger, Robert Campbell, Joseph Gagnon (incumbent) and Everett McBride. School Board member Bernard Campbell was unopposed in his bid for re-election.

Eleven people sought nine seats on a charter commission to draft a new town charter for Salem.

The Salem School District announced plans to construct a new central office, to make more room for students in Woodbury School, where the central office was located.

Thomas Pappalardo was chosen chairman of the Salem Planning Board for 1993.

Unemployment was at 11.8 percent.

March

The School District Meeting okayed construction of a new central office, moving the sixth grade to Woodbury School and pay raises for all school district unions.

Voters elected Robert Campbell and Everett McBride to the Board of Selectmen. They handily defeated incumbent Joseph Gagnon.

Voters also approved pay raises for firefighters; Public Works Department employees; and town clerical and technical workers.

George Jones was named chairman of the Board of Selectmen.

Health Officer Suzanne Doucette advised residents that the first case of Mid-Atlantic rabies had been confirmed in Salem. She added that she expected to see many such cases in town in the coming months.

Fred Kruse was selected as chairman of the Salem School Board.

Assistant Superintendent of Schools Dr. Jean Richards announced her resignation.

In late March, all the winter snows began to melt. Combined with rain, this caused flooding in several areas of town, as the Spicket River rose above its banks.

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