

City of Salem, Massachusetts



**"Know Your Rights Under the Open Meeting Law, M.G.L. c. 39 §23B, and
City Ordinance Sections 2-2028 through 2-2033."**

The City Council Committee on Community & Economic Development coposted with
the Committee of the Whole

met in the Council Chamber on Thursday, July 19, 2012 at 6:45 P.M.

for the purpose of discussing the matter(s) listed below. Notice of this meeting was posted on
July 13, 2012 at 10:32 A.M.

(This meeting is being recorded.)

ATTENDANCE

ABSENT WERE: Councillor Prevey

SUBJECT(S)

#411 - Resolution to support MBTA's request for waiver of submittal of
Environmental Impact Report

= Councillor Turilli (not member of committee) adding another section

- Councillor Carr recommended adding wording to resolution
and by Councillor Sosnowski

Voted 4-0

- Councillor O'Keefe talked about the train station

- Councillor Sosnowski is concerned about waiving the EIF
* opened to public

- Jim Treadwell felt st. submitted letter and spoke
on why we should do the ~~EIF~~ EIF

- Councillor Carr talked in support of the resolution
- Make a motion to recommend approval to the Council
2nd by Councillor Ryan

- Councillor Carr withdrew his motion and made a motion to
move out of Committee with No Recommendation
2nd by Councillor Ryan

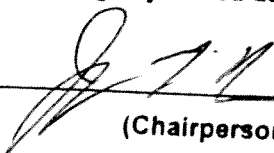
Vote 2 For (Carr + Ryan)

2 Opposed (Sasnowski + Siggal)

~~Matter STAYS IN COMMITTEE~~
NOTHING

On the motion of C. Sasnowski

the meeting adjourned at 7:00 P.M.


(Chairperson)

June 28, 2012

RESOLUTION

WHEREAS Salem is a destination location for tourism attractions, higher education, medical services and much more;

WHEREAS the City of Salem has one of the most active commuter rail stops in the North of Boston region;

WHEREAS the current Salem Commuter Rail Station is woefully insufficient to serve the many daily commuters, visitors and residents who utilize public transportation;

WHEREAS a new MBTA Intermodal Station and Parking Garage in Salem has been in the pipeline for over 20 years;

WHEREAS the Massachusetts Department of Transportation and the MBTA have made a commitment to fund a \$35 million new, state-of-the-art Intermodal Station and Parking Garage in the City of Salem;

WHEREAS the MBTA Intermodal Station and Parking Garage project is a critical investment to meet the future parking, transportation and economic needs of Salem and the region;

WHEREAS the plans to improve the Salem Commuter Rail Station are at the 30% design phase;

WHEREAS the project would not impede future development of the rail extension to Peabody, nor would it prevent improved access from the North River area;

WHEREAS it is important that the project remains on the current timeline with construction to begin next year;

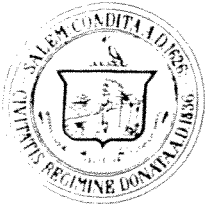
WHEREAS the garage site directly abuts the North River and triggers MEPA environmental review;

WHEREAS the MBTA has filed an expanded ENF which covers many of the same criteria that would be reviewed under an EIR,

NOW, THEREFORE BE IT RESOLVED:

That the City Council of the City of Salem wholeheartedly supports a waiver of an EIR submittal for the Salem Intermodal Station and Parking Garage as it is critical to the City, the north of Boston region, our residents, commuters and the tourism industry for this project to advance swiftly and encounter no further delays.

#411



CITY OF SALEM

In City Council,
June 28, 2012

RESOLUTION
Ordered:

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In City Council June 28, 2012

Received after the deadline of tuesday noon under suspension of the rules
Referred to the Committee on Community and Economic Development co-posted with
Committee of the Whole

ATTEST:

CHERYL A. LAPINTE

July 19, 2012

To: Honorable Members of the Salem City Council

From: James R. Treadwell, AICP
Resident of Ward Six

Subject: Waiver of Environmental Impact Report (EIR) Requirement
Salem Intermodal Station

In accordance with the Massachusetts Environmental Policy Act (MEPA) and the Regulations promulgated to create a uniform system for compliance at 301 CMR 11.00, at 11.03(3)(a), Review Threshold, Wetlands, Waterways and Tidelands, the thresholds for a mandatory EIR include the need for a Chapter 91 license (in accordance with M.G.L. c. 91) pursuant to regulations at 310 CMR 9.00. It has been determined that the Intermodal Station will require a Chapter 91 license. The Proponent has prepared an Expanded Environmental Notification Form (EENF) and claims that it contains EIR-level analyses.

As you are aware, subsequent to the MBTA public meeting on June 26, 2012, the MEPA Office conducted a consultation meeting on June 28, 2012 to hear comments and advice regarding the request for waiver. I presented comments, contained in my memorandum of June 28, 2012 to the Secretary of EOEEA, Richard K. Sullivan, Jr., at that meeting. Copy of said memorandum has been provided to you at the time of this meeting of the Community & Economic Development Committee and the Committee of the Whole. My apologies for the late submission.

I will briefly re-cap the contents of that memo and summarize my position regarding the environmental review of the project.

June 28, 2012

To: Secretary Richard K. Sullivan, Jr.
Executive Office of Energy and Environmental Affairs
Attn: William T. Gage, MEPA Analyst

From: James R. Treadwell, AICP

RE: Comments, Consultation Meeting (6/28/12)
Salem Intermodal Station
EEA#: 14920

I appreciate the opportunity to comment on the request for waiver of the Environmental Impact Report(EIR) requirement and to offer my opinion on the significance of environmental impacts associated with the Salem Intermodal Station.*

1. Regardless of the waiver decision, in view of the significance of the project to downtown Salem and patrons of the "T", and the environmental impacts that need further analysis, and the amount of information included in the EENF, the review period should extend to August 20, 2012.
2. I would support the preparation and circulation on an EIR but also an alternative that, in addition to extending the review period, establishes a public comment-agency response-further comment-further response-system that would be similar to the system that prevails normally in the ENF/DEIR/FEIR process. Time restraints would be essential. Is a "Special Review" appropriate?
3. Will federal funding be involved that could mandate joint EIR/EIS or other joint assessment of the Project?
4. Should the cumulative impacts of this Project and the Salem Beverly Transportation Project, Phases IV and IV, adjacent to the Intermodal Station and at 25% design, be the subject of a Special Review or otherwise reviewed jointly?

Note:•MassDOT plans to widen Bridge Street between Flint Street(west of MBTA station)and Washington Street. As part of the MassDOT plan, Bridge Street will generally be widened from two lanes to four lanes and the intersection of Bridge Street/MBTA Driveway will be signalized. Construction is scheduled to begin in 2014. These improvements have been incorporated into the 2016 analysis." Memorandum, 10/14/11, To: George Doherty, MBTA; Jim Kubat, AECOM From: Elizabeth Peart/Tom Stokes, HSH; RE Station & Parking Improvement for Salem CR Station.

The EENF, at 15-4, recognizes the SBTP project, indicates that the SBTP is in design stage, on-street parking must be removed, etc. (The parking is off-street and is tolerated by PanAM. It could be eliminated by PanAM tomorrow.) Both are in design, an opportunity to undertake environmental review jointly so SBTP will have completed environmental review and can be in place sooner to support the improved Intermodal Station and contribute to community understanding of what is proposed. INFORMATION IN THIS REGARD IS ESSENTIAL TO CONCLUDE WHETHER OR NOT THESE TWO ADJACENT TRANSPORTATION PROJECTS COULD DAMAGE THE ENVIRONMENT.

The info on ENF form indicates an increase of 624 vt/day. Questions: basis for determining that X% of K&R will use Garage; what percent of 624 increase is attributed to 371 new spaces and to improved full level platform, the new enclosed waiting lobby, new bus/taxi arrival space, and other amenities?

Should peer review of the Transportation Analysis be performed? Pedestrian counts should be verified on the ground. (Pedestrian data in November 2011 Transportation Analysis was found to be inaccurate.) Will parking to support the new Judicial Center be located in vicinity and will its projected traffic add to the mix?

Should the intersections that were selected for study be re-visited? (Note Ash Street, a stub street, intersection with driveway to private apartment development!!) Close enough to a $\frac{1}{4}$ mile distance are the crucial Bypass-Bridge Street-St. Peter Street and Federal Street-North Street-Ramp intersections which were not analyzed.

Environmental impacts associated with traffic must be validated during ENF review. BASED ON DATA AVAILABLE, CAN IT BE FOUND THAT TRANSPORTATION IMPACTS OF INTERMODAL STATION WILL NOT DAMAGE THE ENVIRONMENT? IS AN EIR NECESSARY TO REACH THIS CONCLUSION?

5. The MBTA should distribute the EENF to all persons, organizations and agencies that have commented during the design review process for the Intermodal Station.

6. THE SALEM INTERMODAL PROJECT COULD DAMAGE THE NR ELIGIBLE ARCHAEOLOGICAL RESOURCES ON THE SITE. CONSTRUCTION, AS CURRENTLY PROPOSED, COULD ADVERSELY IMPACT THESE RESOURCES. THE HISTORIC REVIEW PROCESS SHOULD BE CONCLUDED BEFORE THE PROJECT IS IMPLEMENTED.

7. In my opinion, the Proponent has not adequately described and analyzed the Project and its alternatives and assessed its potential environmental environmental impacts with regard to:

- a. PEDESTRIAN AND BICYCLE CONDITIONS (including the adequacy of bicycle storage/lockers). The off-site movement from North Salem, with over 100 pedestrians during AM peak is not analyzed.
- b. The re-establishment of the Wye Line, which could eliminate freight line along seawall/North River, which could impact the Chapter 91 process, transportation impacts (including SBTP) is not described analyzed. A FINDING OF DAMAGE TO THE ENVIRONMENT BY IMPACTS ASSOCIATED WITH THE WYE LINE CANNOT BE MADE DUE TO LACK OF INFORMATION. (sketch attached).
- c. The EENF does not address impacts associated with implementation of SPUR line. DAMAGE TO THE ENVIRONMENTAL THAT COULD BE CAUSED BY NOT ACCOUNTING FOR THE SPUR LINE CANNOT BE CONCLUDED WITH OUT MORE INFORMATION.
- d. Other environmental damage could occur due to PROPOSED DESIGN/AESTHETIC OF THE GARAGE STRUCTURE.