

Feasibility Report - Draft Environmental Impact Statement/Report
Water Resources Investigation

Saugus River and Tributaries, Lynn, Malden, Revere and
Saugus, Massachusetts

Flood Damage Reduction

Volume 6

Appendix

I - Planning Correspondence

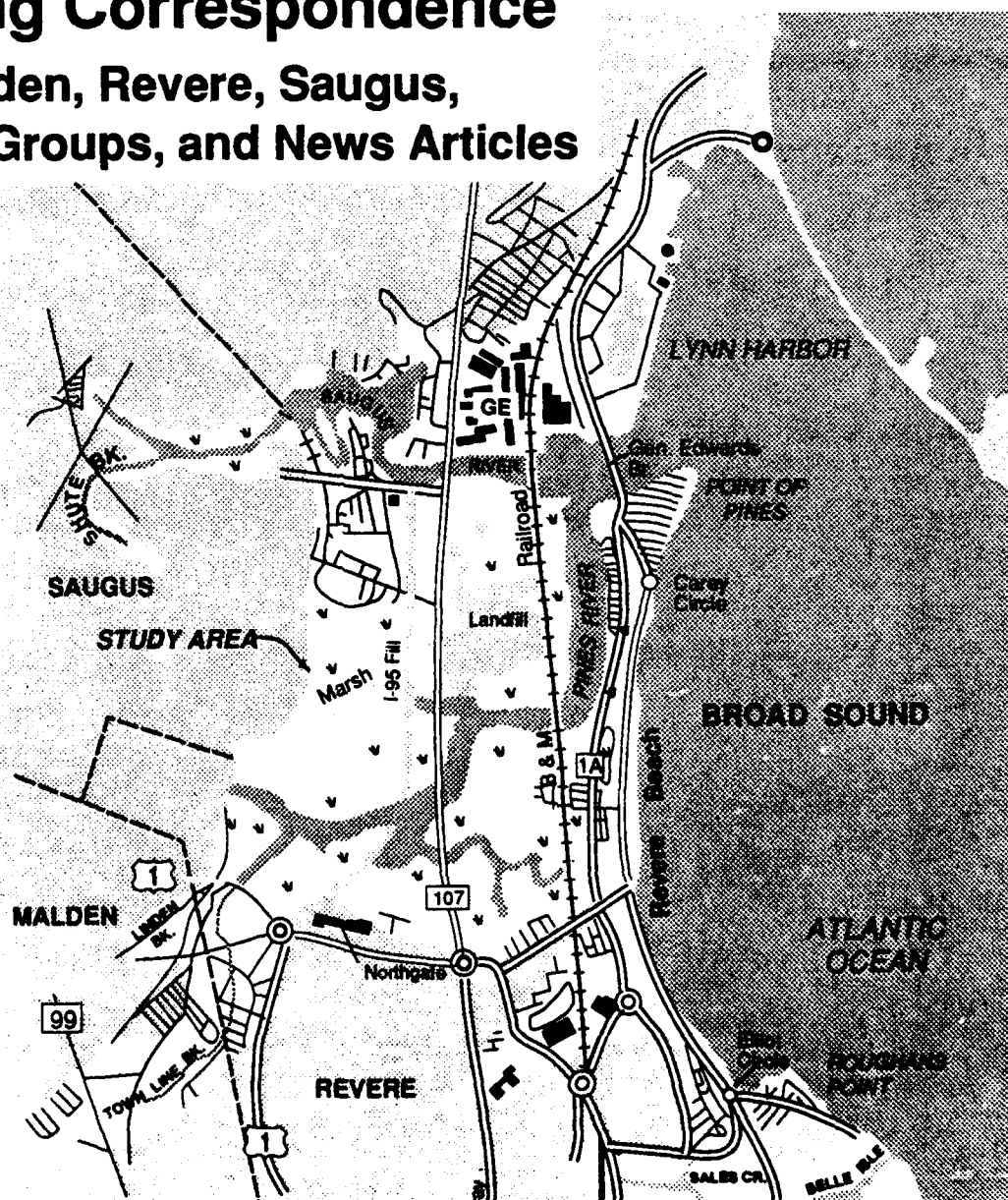
Lynn, Malden, Revere, Saugus,
Interest Groups, and News Articles

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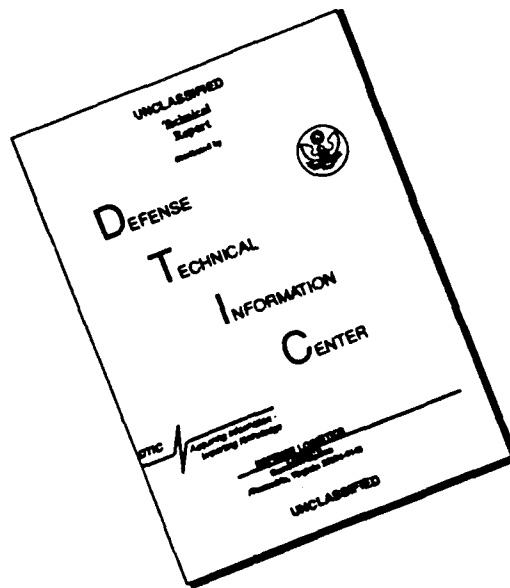
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SAUGUS RIVER AND TRIBUTARIES FLOOD DAMAGE REDUCTION STUDY Lynn, Malden, Revere and Saugus, Massachusetts/Summary of Study Reports:

Main Report and Environmental Impact Statement/Report (EIS/EIR): Summarizes the coastal flooding problems in the study area and alternative solutions; describes the selected plan and implementation responsibilities of the selected plan; and identifies environmental resources in the study area and potential impacts of alternative solutions, as required by the Federal (NEPA) and state (MEPA) environmental processes.

Plan Formulation (Appendix A): Provides detailed information on the coastal flooding problem and the alternatives investigated; includes: sensitivity analyses on floodgate selection (including location and size of gates and sea level rise); optimization of plans; comparison of alternative measures to reduce impacts; and public concerns.

Hydrology and Hydraulics (Appendix B): Includes descriptions of: the tidal hydrology and hydrology of interior runoff in the study area, and of wave runup and seawall overtopping, interior flood stage frequencies, tide levels, flushing, currents, and sea level rise effects without and with the selected project for various gated openings.

Water Quality (Appendix C): Includes descriptions of existing water quality conditions in the estuary and explores potential changes associated with the selected plan.

Design and Costs (Appendix D): Includes detailed descriptions, plans and profiles and design considerations of the selected plan; coastal analysis of the shorefront; detailed project costs; scope and costs of engineering and design; scope and costs of operation and maintenance; and design and construction schedules.

Geotechnical (Appendix E): Describes geotechnical and foundation conditions in the study area and the design of earth embankment structures in the selected plan.

Real Estate (Appendix F): Describes lands and damages, temporary and permanent easements and costs of the selected plan, including the five floodgate alignments studied.

Economics (Appendix G): Describes recurring and average annual damages and benefits in study area floodzones; economic analysis and optimization of alternative plans.

Socioeconomic (Appendix H): Describes the socioeconomic conditions in the study area and the affects of the selected plan on development in the floodplain and estuary.

Planning Correspondence (Appendix I): Includes all letters between community officials, agencies, organizations and the public and the Corps prior to agency and public review of the draft report.

Feasibility Study and EIS/EIR Comments and Responses (Appendix J): Includes all comments and Corps responses to letters received during agency and public review.

Environmental (Appendix K): Includes basic data from investigations of environmental resources in the study area and presents the Mitigation Incremental Analysis.

SAUGUS RIVER AND TRIBUTARIES
FLOOD DAMAGE REDUCTION STUDY
LYNN, MALDEN, REVERE AND
SAUGUS, MASSACHUSETTS



PLANNING CORRESPONDENCE

APPENDIX I

**VOLUME 6: Lynn, Malden, Revere,
Saugus, Interest Groups and
News Articles**

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June 1989

**FLOOD DAMAGE REDUCTION STUDY
SAUGUS RIVER AND TRIBUTARIES
LYNN, MALDEN, REVERE AND SAUGUS, MA**

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CITY OF LYNN

City of Lynn, Massachusetts

Office of the Mayor

MARY C. RUSSO
ADMINISTRATIVE ASSISTANT



CITY HALL 01901
(617) 598-4000

Antonio J. Marino

Mayor

Colonel Carl B. Sciple
Division Engineer
New England Division Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02254

December 19, 1984

Dear Colonel Sciple:

The City of Lynn requests that the Army Corps of Engineers investigate flooding conditions and determine the feasibility of constructing a flood control project.

Tidal flooding has been a continuing problem both from Lynn Harbor and the Saugus River. The timber bulkhead along the harbor, which is about 50 years old and a mile long, was severely overtopped and damaged in the blizzard of '78. The bulkhead supports the landfill for the harbor's industrial and commercial development.

In 1978, tide waters overtopped the bulkhead and flooded areas up to three or four feet deep, including the Lynnway which serves one of the City's major business districts.

During the blizzard, heavy snow restricted water from reaching several areas. We believe damages will be much more severe if a similar tide occurs. About 400 homes, business and industries could be damaged, thus crippling a major portion of the City. Many businesses and homes are also flooded from tides backing up the Saugus River.

On December 6, 1984, my representatives from the Department of Public Works, Water and Sewer Commission, and Department of Economic Development discussed the flooding problems with Mr. Robert Hunt of your Planning Division. Several solutions were explored and one in particular, would benefit the communities of Lynn, Revere, Saugus and Malden.

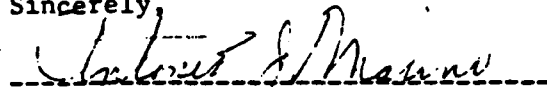
2.

A tidal barrier with a navigation gate across the Saugus River connecting to shore protection in Lynn and Revere would eliminate tidal flooding problems for over 2300 homes and businesses in these communities.

The City of Lynn is strongly supportive of projects to prevent tidal flooding and will provide whatever assistance needed to expedite a solution. Mr. Ralph W. Reid, City Engineer, should be your primary contact for this important project.

I look forward to working with the Corps of Engineers and the other communities to prevent further coastal disasters.

Sincerely,



Honorable Antonio J. Marino
Mayor

City of Lynn, Massachusetts

AJM/caa

cc: Senator Paul E. Tsongas
Congressman Edward J. Markey
City Representatives
Mr. Edward T. Calnan
Mr. Peter Deveau
Mr. Leo Potter
Mr. W. Haight
Mr. R. Hunt, Corporal Engineer's Planning Division✓



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254

REPLY TO
ATTENTION OF:

January 15, 1985

Planning Division
Basin Management Branch

Honorable Antonio J. Marino
Mayor
City Hall
Lynn, Massachusetts 01901

Dear Mayor Marino:

I have reviewed with my staff your December 19, 1984 letter, which requests a flood control investigation for your city. It appears that a major portion of your business district is under a constant flood threat from wave overtopping your harbor bulkhead, and from tidal surges up the Saugus River.

The condition of your harbor's timber bulkhead, which supports land fill for industrial development, should be closely inspected and considered during flood control planning.

The Saugus River tidal barrier alternative discussed in your letter would provide coastal flood protection to Lynn as well as areas in Revere and Saugus. For this reason I have recommended that we proceed to investigate your flooding situation and evaluate the feasibility of alternatives under my on-going Southeastern New England Study authority which authorized the Revere investigations.

We will keep you and your designated contact Mr. Ralph W. Reid informed of the status of the investigation.

I hope we can develop an effective solution to your problems and look forward to working with you and your community over the next few years.

If you have any questions please feel free to call me at (617) 647-8220. You may also wish to contact either Mr. Joseph L. Ignazio, Chief of the Planning Division at 647-8508, or Mr. Robert G. Hunt, Project Manager at 647-8216.

Sincerely,

Carl B. Sciple
Colonel, Corps of Engineers
Division Engineer

Copy Furnished:

Mr. Ralph W. Reid
City Engineer
City Hall
Lynn, Massachusetts 01901

E- 2

City of Lynn

CONSERVATION COMMISSION

December 17, 1985

Mr. Robert G. Hunt
Project Manager
U.S. Army Corps of Engineers
New England Division
424 Trapelo Road
Waltham, MA 02254-9149

Dear Mr. Hunt:

Thank you for inviting us to the November 21 briefing on the Flood Damage Reduction Study, Saugus River and Tributaries. As you requested, here is a summary of issues we would suggest should be considered further in subsequent stages of the study and plan.

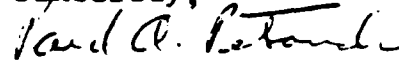
1. Any plan for floodgates across the mouth of the Saugus River would require careful consideration of their effects on fisheries. It can be confirmed that the Saugus River is a breeding ground for several varieties of fish -- among them winter flounder and alewife. Our initial impression is that flounder in particular would be affected by floodgates just upstream of the General Edwards Bridge. In only the last month, we have reviewed notices of intent on two projects involving activity on the river. In each case, the order of conditions has stipulated that the work be scheduled specifically to prevent interference with fish movements during the breeding season. Consequently, we would urge that Marine Fisheries input be factored into any further planning of construction of this type.
2. In Lynn, the effects of unusually high water in the Saugus River are not confined to the areas immediately bordering the river. These effects also can be felt throughout a considerable part of the city -- via Strawberry Brook to Flax and Sluice Ponds, and in turn to the brooks

and streams feeding into the ponds. In short, the impact of Saugus River flooding can extend virtually as far as Lynn Woods. Therefore, in any calculation of the benefits to be derived from improved flood control on the river, a large part of the city's total area should be included.

3. The southern end of the Lynn waterfront, near the mouth of the Saugus River, is likely to be the scene of future development. Although the exact nature of this development has not been confirmed through review by all appropriate city agencies to date, it will most likely include a mix of commercial and residential construction. Although our impressions may be mistaken, it did appear that the initial proposals raised at the meeting did not reflect the prospect of development that may well take place within the next five years. This may affect the Corps plans for construction in the area of the waterfront bulkhead, which is badly deteriorated.

Again, Mr. Hunt, we appreciate the opportunity to be advised of your plans as they develop, and to offer our comments. We hope you find these suggestions helpful.

Sincerely,



Paul A. Petrowski
Chairman

February 12, 1986

Engineering - Water Control

Honorable Albert V. DiVirgilio
Mayor of Lynn
Lynn, Massachusetts 01901

Dear Mayor DiVirgilio:

This letter will provide you with an update of flood level studies and preliminary recommendations that could influence local decisions in your community. This relates to the Corps of Engineers current investigation of coastal flood protection for Revere, Saugus and Lynn, Massachusetts. Our current studies include more refined analysis of tidal flooding than has been accomplished in the past.

Over the past year we have been engaged in detailed investigations such as tide gaging, numerical modelling, and gathering of historic high watermark levels throughout Broad Sound, Lynn Harbor and the open tidal reaches of the Pines and Saugus Rivers. Flood level estimates several years ago, based on scant data, indicated that the stillwater tide level during the "Blizzard of '78" (about a 100-year event) was between 8 and 9 feet, NGVD in the open tidal reaches of the Saugus and Pines Rivers. This preliminary data was used by others in preparation of the Lynn and Revere Flood Insurance studies. More recent data indicates that ocean storm surges are effectively conveyed up the open tidal areas of these rivers and the 1978 stillwater level appears to be more likely in the range of 9 to 10 feet, NGVD. Based upon this new information, I suggest it would be good policy that buildings to be constructed in these open tidal areas have first floor levels not less than 10 feet, NGVD and substantially higher where any wave action could exist.

The determination of stage frequency relationships for individual neighborhoods is a complex process involving tidal hydraulic and local drainage considerations. These studies which will be conducted over the next year will be made available to you upon completion.

A copy of this letter is being forwarded to the Federal Emergency Management Agency in Boston. They will determine if any revisions to existing Flood Insurance Studies are necessary after publication of our final results. Should you have questions regarding these flood level studies please contact me at 617-647-8220 or Mr. Charles Wener, Chief of our Hydraulics and Water Quality Section at 617-647-8686.

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Copy Furnished:

Federal Emergency Management Agency
J. W. McCormack Post Office and
Courthouse Building, Room 462
Boston, Massachusetts 02109

Mr. Ralph W. Reid
City Engineer
Department of Public Works
Room 401, City Hall
Lynn, Massachusetts 01901

Mr. Kevin Geary
City Planner
City Hall
Lynn, Massachusetts 01901

City of Lynn, Massachusetts

Office of the Mayor



JEFFERY J. HAYWARD
ADMINISTRATIVE ASSISTANT

CITY HALL 01901
(617) 598-4000

Albert V. DiVirgilio

Mayor

March 11, 1986

To Whom It May Concern:

In December of 1984, the City of Lynn requested that the Army Corps of Engineers investigate flooding conditions and determine the feasibility of constructing a flood control project.

As the Corps of Engineers continue with their study, I reassert the City of Lynn's strong support for the project which will prevent tidal flooding. We also reiterate our offer of assistance in whatever capacity needed to expedite a solution.

I look forward to continuing our work with the Army Corps of Engineers in preventing further coastal flooding disasters.

Sincerely,


Honorable Albert V. DiVirgilio
Mayor

AVD/msw

APR 7 1986

Planning Division
Basin Management Branch

Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, Massachusetts 01901

Dear Mayor DiVirgilio:

I appreciate our meeting on March 17, 1986 which considered the status of Corps' planning efforts to protect the City of Lynn from future flooding under our Saugus River and Tributaries Flood Damage Reduction Study. Of particular concern was the impact of our plans on the South Harbor bulkhead and proposed public walkway.

In the Blizzard of 1978 waves overtopped the timber bulkhead resulting in the flooding of businesses along Lynnway. An armored stone revetment along the bulkhead is one plan being considered to reduce the overtopping. The revetment would also stabilize the bulkhead and essentially eliminate future repairs of the timber structure. Two other options include: constructing a steel sheet pile bulkhead high enough to reduce overtopping, or renovating the bulkhead at the existing elevation with a secondary wall set back from the bulkhead. Other options may also surface during the course of the study.

The public walkway will be considered in formulating plans along the bulkhead. If sufficient recreation benefits justify its inclusion, the walkway may be cost shared with the Federal Government. If not economically justified, the plan may include the walkway, but must be completely a non-Federal responsibility.

Thank you again for your strong support reaffirmed by your March 11, 1986 letter, and the cooperation of Mr. Ralph Reed in coordinating this investigation. I will do whatever is possible to expedite the study. If you have any questions, please feel free to call me at 617/647-8220. Mr. Robert G. Hunt is the Project Manager and can be reached at 617/647-8216.

Sincerely,

Thomas A. Rhian
Colonel, Corps of Engineers
Division Engineer

June 9, 1956

Mr. Robert G. Hunt - Project Mgr.

N. E. Division Corp of Eng.

424 Timpala Rd.

Waltham Ma. 02254

Dear Sir,

as per our conversation over the phone, and in regard to the article in the paper, where The A.C. of Eng. would like information about flood from areas along the Saugus River, I am submitting my problems in writing.

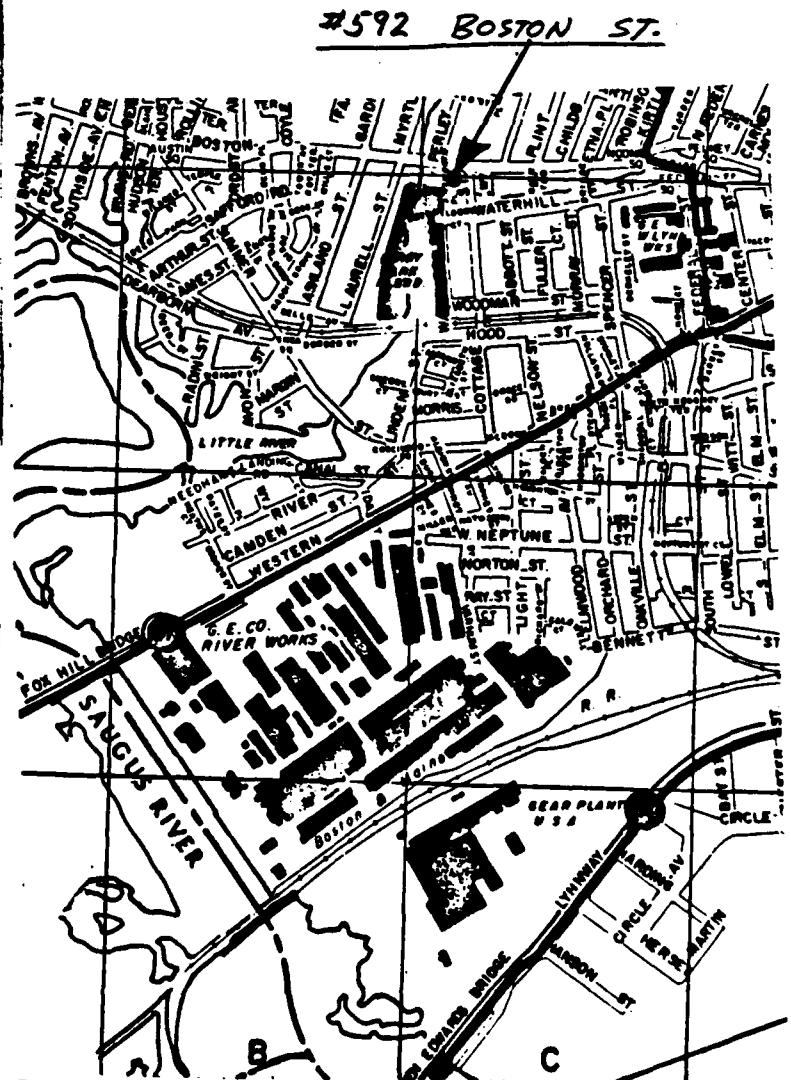
my neighborhood, all around me, Boston Street, Aensworth Place, and the lower right hand side of Cottage St. panic when we see it raining hard for a long period of time, over an hour. The rain comes down so hard & fast, that Strawberry Brook cannot handle it, and our whole area gets flooded. We ran a flower business, and the 2 Boiler Rooms, and our supply shed were always a disaster. Our Flower Shop after is marked to be seen and caution us on how high the water comes.

I am enclosing one picture to show you how bad it can be. I have more pictures if you like, and I know my neighbor has some also.

We in this neighborhood would

greatly appreciate it, if something
could be done to help the water problem. If
you would like more information from
my neighbors or me, feel free to
get in touch with us.

Sincerely,
Mrs. John Skungos ^{SKUNGOS}
592 Boston St
Lynn, Ma. 01905



City of Lynn, Massachusetts
Office of the Mayor



JEFFERY J. HAYWARD
CHIEF OF STAFF

CITY HALL 01901
(617) 598-4000

Albert H. DiVirgilio
Mayor

June 23, 1986

Warren E. Nordman, Chief, Public Affairs
Department of the Army, New England Division
Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02254

Re: Flood Damage Reduction Study

Dear Mr. Nordman:

Per your request, I am enclosing a list of candidates to serve on the Citizen Steering Committee.

They represent a cross section of individuals all equally qualified in their respective areas of expertise.

Complete information including address and phone number will be provided if selected.

Should you be in need of any further information, please do not hesitate to call.

Sincerely,


Honorable Albert H. DiVirgilio
Mayor

AVD/fc

*Lost in mail to me
Rec'd 9/9/86
Hunt*

Norbert Beaulieu	Analyst, General Electric Company
Joseph Beaton	Supervisor, General Electric Company
Norman Cole	Lynn City Councillor
Stanley Cooke	Retired, Former Lynn Planning Board Member
Paul Petrowski	Lynn Conservation Commission Member
Steve Smith	Lynn Planning Department
John Volo	Manager, Sylvania
Linda Williams	Citizen at Large



DEPARTMENT OF PUBLIC WORKS
CITY HALL
LYNN, MASSACHUSETTS 01901

ENGINEERING
MAINTENANCE
SANITATION
STREET

TELEPHONE: 598-4000

RICHARD C. MOULISON
Commissioner

RALPH W. REID
City Engineer

RECEIVED

JUN 23 1986

MAYOR'S OFFICE

TO: Jeff Hayward
FROM: Ralph W. Reid
DATE: May 29, 1986
RE: Flood Damage Reduction Study

As a result of a meeting held with Robert Hunt of the Army Corps of Engineers this morning, the City was requested to provide a list of possible candidates for participation in a Citizen Steering Committee.

As I understand it, the list provided by the City should include, but not be limited to, the following cross section of individuals: City Officials, Legislative Representatives, Conservation Commission Members, Local Businessmen, Neighborhood Groups, and any others that the City may feel necessary.

From the above list the Corps will select a possible three to join with the candidates from Revere, Malden and Saugus to complete the Steering Committee.

The Committee will be used to obtain input from various groups within the Cities. They will have "no" decision making powers.

This list, provided through the Mayor's Office, should be forwarded to:

Mr. Warren E. Nordman
Chief, Public Affairs
424 Trapelo Road
Waltham, Ma. 02254

Respectfully Submitted,

Ralph W. Reid

Ralph W. Reid
City Engineer



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 6, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, Massachusetts 01901

Dear Mayor DiVirgilio:

The enclosed draft Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study is provided for your review. As discussed between Mr. Stephen Smith of your staff and Mr. Robert G. Hunt, the Project Manager, I would appreciate if you would arrange a meeting, preferably by February 20, to go over the ENF and project options with Mr. Hunt.

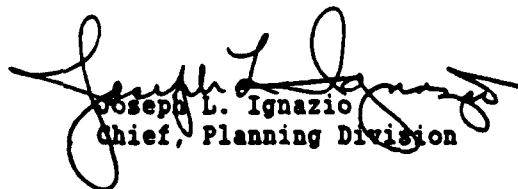
Please invite anyone you feel is needed at the meeting. I would encourage you to invite those persons identified as candidates for the Citizen Committee, shown on the attached list.

The Project Proponent signature page (11) has been prepared for Mr. Smith's signature as he requested. During the meeting, I would appreciate the signature page be completed in order to expedite filing of the Public Notice of Environmental Review followed by forwarding of the ENF to the NEPA Unit of the Executive Office of Environmental Affairs.

For your information, a binder of all Project Correspondence to date has been provided to Mr. Smith.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Hunt at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Mr. Stephen Smith, Assistant City Planner
Planning Dept., Rm. 106
City Hall
Lynn, MA 01901

Citizens' Coordinating Committee Candidates

LYNN

Mr. Stephen L. Smith
Assistant City Planner
Planning Department
City Hall, Room 106
Lynn, MA 01901
598-4000 ext. 162

Mr. Paul A. Petrowski
Chairman
Lynn Conservation Commission
City Hall
Lynn, MA 01901

Mr. Norman Cole
Lynn City Council
City Hall
Lynn, MA 01901

Ms. Linda Williams
Citizen-at-Large

Mr. John M. Monaco
Civil Defense Director
255 Western Avenue
Lynn, MA 01904
595-3608
City Hall, Room 410
Lynn, MA 01901
599-4488

General Electric Coordinators:

Mr. Michael T. Carroll
Manager, Engineering
General Electric
Lynn Utilities Operations
Building 27730
1100-77 Western Avenue
Lynn, MA 01910
594-0526

(Alt.) Mr. Mark F. Acerra
Engineer, Civil/Property
General Electric
Lynn Utilities Operations
Building 27730
1100-77 Western Avenue
Lynn, MA 01910
594-0526



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 19, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Stephen L. Smith
Assistant City Planner
Planning Department
City Hall, Room 106
Lynn, MA 01901

Dear Mr. Smith:

I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by Mayor Albert V. DiVirgilio.

As you know, a meeting is being arranged to discuss the study and describe plans to protect the region from coastal flooding. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

I understand your city officials have supplied you with a draft Environmental Notification Form (ENF). Your understanding of the information in the ENF is important as this matter will be discussed at the meeting.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8220 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures

Copy Furnished:
Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, Massachusetts 01901

CITY OF LYNN

Similar letters sent to the following:

Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, MA 01901

Mr. Stephen L. Smith
Assistant City Planner
Planning Department City Hall, Room 106
Lynn, MA 01901

Mr. Norman Cole
Lynn City Council
131 Bellevue Road
Lynn, MA 01901

Mr. John M. Monaco
Civil Defense Director
255 Western Avenue
Lynn, MA 01904

Mr. Paul A. Petrowski
Chairman
Lynn Conservation Commission
92 Lake View Avenue
Lynn, MA 01901
Ms. Linda Williams
33 Sweetser Terrace
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 19, 1987

REPLY TO
ATTENTION
Planning Division
Basin Management Branch

Mr. Michael T. Carroll
Manager, Engineering
General Electric
Lynn Utilities Operations
Building 27730
1100-77 Western Avenue
Lynn, Massachusetts 01910

Dear Mr. Carroll:

I appreciate your willingness to coordinate with us on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by Mayor Albert V. DiVirgilio.

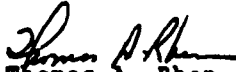
As you know, a meeting is being arranged to discuss the study and describe plans to protect the region from coastal flooding. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

I understand your city officials have supplied you with a draft Environmental Notification Form (ENF). Your understanding of the information in the ENF is important as this matter will be discussed at the meeting.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8220 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures

Copy Furnished:
Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, Massachusetts 01901

E-11

City of Lynn, Massachusetts
Lynn City Council



26 THORPE ROAD
LYNN, MA 01905
593-4433

Chairman
Education Committee

Harry W. Coppola
Councillor, Ward Seven

February 26, 1987

U. S. Army Corps. of Engineers
New England Division
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Sir:

Recently it was brought to my attention that the Army Corps. of Engineers is in the process of reviewing preliminary results of the Flood Damage Reduction Study of the Saugus River and its tributaries.

As the City Councillor in whose ward this is located I would like to request that you send to me at your earliest convenience any written plans, proposal or maps you may have available pertaining to this project.

Thank you for your attention to this request.

Sincerely,

A handwritten signature in cursive script that reads "Harry W. Coppola".

Harry W. Coppola
Councillor, Ward Seven

HWC/smw

MAR 03 1987



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

March 6, 1987

Planning Division
Basin Management Branch

Mr. Harry W. Coppola
Councillor, Ward Seven
Lynn City Council
26 Thorpe Road
Lynn, Massachusetts 01905

Dear Mr. Coppola:

Thank you for advising me of your interest in the Flood Damage Reduction study for the Saugus River and Tributaries in Lynn, Malden, Revere and Saugus.

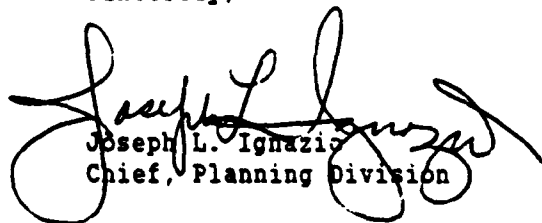
Two working documents are being forwarded to you under separate covers as you requested in your February 26, 1987 letter. They are the Project Correspondence and Project Information binders, which were prepared for study participants and will be used and updated over the course of the study.

Your constituents along the Saugus River have provided us information on past flooding problems which are summarized in the Project binder. Options to protect the region from flooding are also discussed.

Mr. Robert G. Hunt, the project manager, has additional information on the study and can be reached at 617-647-8216.

If you have any additional questions, please feel free to call me at 617-647-8508. Mr. Stephen L. Smith is coordinating the study with the city.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Copy Furnished:
Mr. Stephen L. Smith
Assistant City Planner
Planning Department
City Hall, Room 106
Lynn, MA 01901

City of Lynn, Massachusetts

Office of the Mayor



JEFFERY J. HAYWARD
CHIEF OF STAFF

CITY HALL 01901
(617) 598-4000

Albert B. DiVirgilio

Mayor

March 23, 1987

Colonel Thomas A. Rhen
Division Engineer
New England Division
Army Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02254-9149

Dear Colonel Rhen:

Please be advised that, as the chief elected official of the City of Lynn, I would like to be recorded in favor of the Regional Saugus River Floodgate Plan, as the preferred alternative to protect our coastal area from further flood damages.

I have reviewed the facts presented with the Environmental Notification Form for the project and support this plan, within its high economic benefits, high degree of protection and reduced environmental impacts, for additional study to address the control of this regional coastal flooding problem.

Sincerely,

A handwritten signature in dark ink, appearing to read "A. B. DiVirgilio".
Honorable Albert B. DiVirgilio
Mayor

AVD/fc



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

March 23, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Peter M. DeVeau
Assistant Director
Office of Economic Development
1 Market Street, Suite 4
Lynn, Massachusetts 01901

Dear Mr. DeVeau:

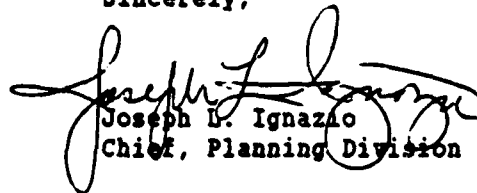
I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

Your participation and knowledge of activities along the Lynn shorefront, especially, will be valuable to the Study. Throughout the study, your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

March 23, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. E. James Ryan, P.E.
City Engineer, Asso. Comm. DPW
City Hall
Lynn, Massachusetts 01901

Dear Mr. Ryan:

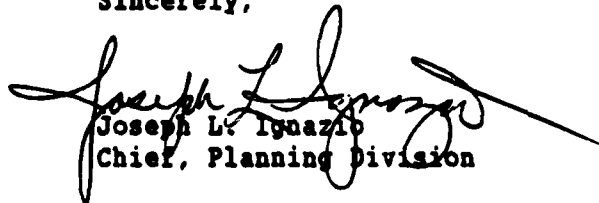
I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

Your interest and participation in the study demonstrated at the February 26 meeting at Lynn City Hall, will certainly help the coordination of this study. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

March 25, 1987

Planning Division
Basin Management Branch

Mr. Maurice F. Kennedy
Plant Manager
North American Philips Lighting Corp.
330 Lynnway
Lynn, MA 01901

Dear Mr. Kennedy:

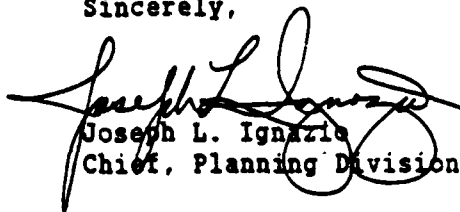
The New England Division, Corps of Engineers has submitted the enclosed Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study on behalf of the communities of Lynn, Malden, Revere, and Saugus, Massachusetts.

I appreciate your assistance to Mr. Robert G. Hunt of my staff for the coordination of wall and dike alignments along the outer edge of your property for flood protection plans discussed in the ENF.

Comments on the ENF concerning potential environmental impacts that are likely to be significant, will be due by April 15, 1987. Comments should be sent directly to the Secretary of Environmental Affairs, 100 Cambridge Street, Boston, Massachusetts 02202, Attention: MEPA Unit and reference the study by name and its EOE #6497. A scoping meeting will be held at Revere High School, School St., Revere, MA on Tuesday, April 7 from 3:00 - 5:00 P.M.

The Corps appreciates your interest in this study. If you have any question, please feel free to call me at (617) 647-8508. Mr. Joseph L. Horowitz, the Environmental Manager (647-8518) and Mr. Robert G. Hunt, the Project Manager (647-8216) can both be contacted for additional information. The MEPA contact person for this project is Mr. David Shepardson. He can be reached at 727-5830.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Stephen L. Smith
Assistant City Planner
City Hall, Room 106
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

March 25, 1987

Planning Division
Basin Management Branch

Mr. Paul N. Varadian
President
TransContinental Development Corp.
85 Merrimac Street
Boston, Massachusetts 02114

Dear Mr. Varadian:

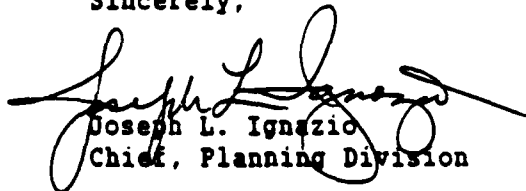
The New England Division, Corps of Engineers has submitted the enclosed Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study on behalf of the communities of Lynn, Malden, Revere, and Saugus, Massachusetts.

Mr. Robert G. Hunt of my staff has discussed the plans in the ENF with Mr. Peter Walworth, your project manager, for the Lynn Harbor developments. Our preliminary plans along the south harbor bulkhead are similar to yours and include a stone-faced dike to reduce overtopping along the shorefront. In addition, a floodgate structure across the Saugus River is preferred in the vicinity of the General Edwards Bridge to prevent tidal surges from entering the estuary.

Comments on the ENF concerning potential environmental impacts that are likely to be significant, will be due by April 15, 1987. Comments should be sent directly to the Secretary of Environmental Affairs, 100 Cambridge Street, Boston, Massachusetts 02202, Attention: MEPA Unit and reference the study by name and its EOE #6497. A scoping meeting will be held at Revere High School, School St., Revere, MA on Tuesday, April 7 from 3:00 - 5:00 P.M.

The Corps appreciates your interest in this study. If you have any question, please feel free to call me at (617) 647-8508. Mr. Joseph L. Horowitz, the Environmental Manager (647-8518) and Mr. Robert G. Hunt, the Project Manager (647-8216) can both be contacted for additional information. The MEPA contact person for this project is Mr. David Shepardson. He can be reached at 727-5830.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished Attached:

Copies Furnished:

Mr. Peter Walworth
Project Manager
TransContinental Development Corp.
85 Merrimac Street
Boston, MA 02114

Mr. Stephen L. Smith
Assistant City Planner
City Hall, Room 106
Lynn, MA 01901

Mr. Irwin Nebelkopf
General Partner
TransContinental Development Corp.
200 Lynnway
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

March 25, 1987

Planning Division
Basin Management Branch

Mr. John E. Ryder, P.E.
Bay Marine Trust
78 Marine Boulevard
Lynn, MA 01905

Dear Mr. Ryder:

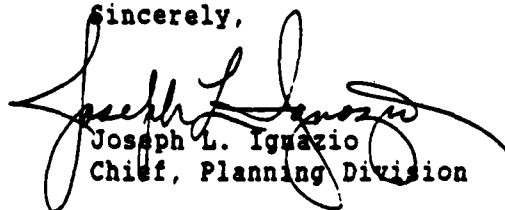
The New England Division, Corps of Engineers has submitted the enclosed Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study on behalf of the communities of Lynn, Malden, Revere, and Saugus, Massachusetts.

I appreciate your assistance to Mr. Robert G. Hunt of my staff on the installation of the gaging station and coordination of the alignment of walls along your property for flood protection plans discussed in the ENF.

Comments on the ENF concerning potential environmental impacts that are likely to be significant, will be due by April 15, 1987. Comments should be sent directly to the Secretary of Environmental Affairs, 100 Cambridge Street, Boston, Massachusetts 02202, Attention: MEPA Unit and reference the study by name and its EOE #6497. A scoping meeting will be held at Revere High School, School St., Revere, MA on Tuesday, April 7 from 3:00 - 5:00 P.M.

The Corps appreciates your interest in this study. If you have any question, please feel free to call me at (617) 647-8508. Mr. Joseph L. Horowitz, the Environmental Manager (647-8518) and Mr. Robert G. Hunt, the Project Manager (647-8216) can both be contacted for additional information. The MEPA contact person for this project is Mr. David Shepardson. He can be reached at 727-5830.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Stephen L. Smith
Assistant City Planner
City Hall, Room 106
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

March 25, 1987

Planning Division
Basin Management Branch

Mr. Xavier Bertolino, Sr.
Chief, Executive Officer
The Gloucester Corp.
PO Box 30
Lynn Marine Ind. Park
Lynn, MA 01905

Dear Mr. Bertolino:

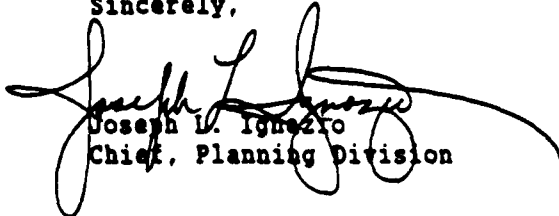
The New England Division, Corps of Engineers has submitted the enclosed Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study on behalf of the communities of Lynn, Malden, Revere, and Saugus, Massachusetts.

I appreciate your assistance to Mr. Robert G. Hunt of my staff for the coordination of wall and dike alignments along the outer edge of your property for flood protection plans discussed in the ENF.

Comments on the ENF concerning potential environmental impacts that are likely to be significant, will be due by April 15, 1987. Comments should be sent directly to the Secretary of Environmental Affairs, 100 Cambridge Street, Boston, Massachusetts 02202, Attention: MEPA Unit and reference the study by name and its EOE #6497. A scoping meeting will be held at Revere High School, School St., Revere, MA on Tuesday, April 7 from 3:00 - 5:00 P.M.

The Corps appreciates your interest in this study. If you have any question, please feel free to call me at (617) 647-8508. Mr. Joseph L. Horowitz, the Environmental Manager (647-8518) and Mr. Robert G. Hunt, the Project Manager (647-8216) can both be contacted for additional information. The MEPA contact person for this project is Mr. David Shepardson. He can be reached at 727-5830.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Stephen L. Smith
Assistant City Planner
City Hall, Room 106
Lynn, MA 01901

Planning Division
Basin Management Branch

JAN 12 1988

Mr. John E. Ryder, P.E.
President, Bay Marine Trust
78 Marine Boulevard
Lynn, Massachusetts 01905

Dear Mr. Ryder:

I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study to represent the Lynn Area Chamber of Commerce.

The City and Corps of Engineers recognize the importance to have the Chamber of Commerce represented in this study. Mr. Raymond P. McGuiggin, Executive Director of the Lynn Area Chamber of Commerce, was pleased to endorse you as their representative for this investigation. Your interest and participation in the study including the installation of a gaging station on your property and information provided Mr. Hunt has certainly been appreciated.

Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The "Project Correspondence" binder, enclosed, presents the initial concerns and statements of many people already responding on the options being considered. The "Project Information" binder, also provided, describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These documents help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,

Enclosures

Joseph L. Ignazio
Chief, Planning Division

Copies Furnished:

Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, MA 01901

Mr. Stephen L. Smith
Assistant City Planner
Planning Department
City Hall, Room 106
Lynn, MA 01901

Mr. Raymond P. McGuiggin, Ex. Dir.
Lynn Area Chamber of Commerce
170 Union Street
Lynn, MA 01901



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

May 24, 1988

Planning Division
Basin Management Branch

Dear Lynn Steering Committee Member:

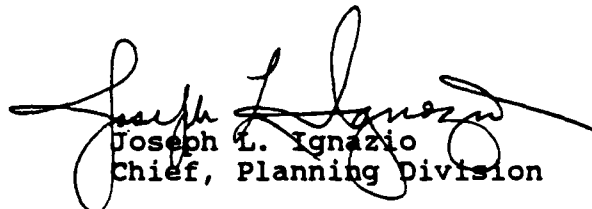
This is to inform you that on Wednesday evening, June 1, 1988, at 6:30 to 7:30 PM, at the Lynn City Hall, Room 302, you are invited to discuss the benefits and impacts of various alignments for a Floodgate structure across the mouth of the Saugus River.

The Floodgate structure is the major feature of the Regional Saugus River Floodgate Plan which would protect the cities of Lynn, Revere, and Malden and the town of Saugus from coastal flooding. Floodgate Alignment number 2, shown on the attached plate, would also provide diverse benefits at the mouth of the Saugus River and would not cause significant adverse impact on General Electric fuel barges or on the other 400 vessels in the estuary. Alignments 3, 4 and 5 would cause significant navigation problems and delays during construction, as well as, long term adverse impacts to the marinas and area near the Gen. Edwards Bridge. Although Alignment 2 demonstrates the most economically feasible location, we need your views and how any impacts could be eliminated, reduced or mitigated.

The meeting is being coordinated through Mr. Steve Smith of the Lynn Planning Department. This meeting is being held specifically to obtain your views.

I hope you can attend the meeting. If you have any questions, please feel free to call me at 617-647-8508 or Mr. Robert G. Hunt, the Project Manager at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosure As Stated



CITY OF LYNN
PLANNING DEPARTMENT
CITY HALL ROOM 106
LYNN, MASSACHUSETTS
01901

TEL. 598-4000
EXT. 100k 128
103k

September 14, 1988

Mr. Robert Hunt
U.S. Army Corps of Engineers
New England Division
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Mr. Hunt:

Enclosed please find a copy of the representatives to the Lynn Harbor Commission Blue Ribbon Committee. I would strongly recommend that:

1. Attorney Michael McMahon, Chairman of the Committee, or his designee, be extended an invitation to serve on the Citizens Steering Committee and/or the Technical Group
2. A meeting be scheduled to provide this Committee with some background information on and an update of the Flood Damage Reduction Study

If you have any questions, please contact me.

Sincerely,

Stephen L. Smith
Assistant Planning Director

SLS/jlc
enclosure

LYNN HARBOR COMMISSION BLUE RIBBON COMMITTEE

Thomas Egan, Vice-Commodore
Volunteer Yacht Club
68 Lynnway
Lynn, Massachusetts 01902
595-9770

Richard Rumson, Commodore (or deignee)
Lynn Yacht Club
86 Lynway
Lynn, Massachusetts 01902
595-9825

Councillor Joseph Scanlon
40 LeBel Road
Lynn, Massachusetts 01904
599-0483

Mr. Charles Gaeta
35 Winthrop Street
Lynn, Massachusetts 01904
599-8488

Mr. Paul Petrowski
92 Lake View Avenue
Lynn, Massachusetts 01904
595-1195

Mr. Brad Bowen
39 Abbott Sttreet
Lynn, Massachusetts 01905
unlisted

Mr. James Booras
East Coast Seafood, Inc.
78 Marine Blvd.
Lynn, Massachusetts 01902
593-1737

Attorney Michael McMahon, Chairman
85 Nahant Street
Lynn, Massachusetts 01902
581-1010

Mr. Robert Walsh, Jr.
Walsh Deep Sea Fishing, Inc.
62 Verdmont Avenue
Lynn, Massachusetts 01904
598-5499 (John's Oil)

Michael Geaney
Ocean Shores
50 Lynnway
Lynn, Massachusetts 01902
595-3908

Rocco Coviello, Harbormaster
86 Clark Street
Lynn, Massachusetts 01902
598-4561

Mr. Paul Fortucci
28 Harmon Street
Lynn, Massachusetts 01905
593-7066

Mr. Norbert Beaulieu
27 Greenwood Avenue
Lynn, Massachusetts 01905
599-1414-h 594-6843-w

James F. Hohmann
Saugus River Yacht Club
60 Dearborn Avenue
Lynn, Massachusetts 01905
598-6720



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

October 7, 1988

REPLY TO
ATTENTION OF

Planning Division
Basin Management Branch

Honorable Albert V. DiVirgilio
Mayor of Lynn
City Hall
Lynn, MA 01901

Dear Mayor DiVirgilio:

This is in regard to the Saugus River and Tributaries Flood Damage Reduction Study and to confirm the request to Mr. Steve Smith and Mr. Paul Petrowski to join the Corps on October 18, 1988 for a field review of the Regional Saugus River Floodgate project area followed by an Issue Resolution Conference for the project on October 19th. The purpose of the Conference is to discuss formulation of the project and issues with our Washington level review staff and project sponsors before the draft report is distributed for public review in January 1989. The review staff will represent the Assistant Secretary of Army, Board of Engineers for Rivers and Harbors and Office of the Chief of Engineers. A major issue to be discussed will be whether the Corps can accept the responsibility to operate and maintain the Floodgate structure.

An Agenda, Project Fact Sheet and Position Paper on the O&M issue are attached. If you have any questions, please feel free to call me at 617-647-8599, or the project manager, Mr. Robert G. Hunt at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Stephen L. Smith
Assistant City Planner
Planning Dept. Rm. 106
City Hall
Lynn, MA 01901

Mr. Paul A. Petrowski, Chm.
Conservation Commission
92 Lake View Avenue
Lynn, MA 01901

CITY OF MALDEN



THOMAS H. FALLON
MAYOR

City of Malden
Massachusetts

OFFICE OF THE MAYOR
GOVERNMENT CENTER
200 PLEASANT STREET

August 2, 1985

Colonel Carl B. Sciple
Division Engineer
New England Division
Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Sciple:

I appreciated the meeting on August 1, 1985 with Mr. Robert Hunt of your staff who explained the Southeastern New England Coastal Flood Protection Study. In particular, the study is considering tidal flooding in the Town Line and Linden Brook areas of Malden and potential solutions.

I support this investigation and look forward to working with the Corps of Engineers to develop a project to protect our residents from coastal flooding.

The coordinator, for the City of Malden, is Henry J. Mulhern, Executive Director, Malden Redevelopment Authority, (324-5720), 200 Pleasant Street, Malden, Massachusetts 02148.

Sincerely,

CITY OF MALDEN

Thomas H. Fallon

Thomas H. Fallon
Mayor

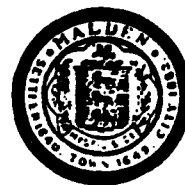
cc: Congressman Edward J. Markey

Malden Government Center
Two Hundred Pleasant Street
Malden, Massachusetts 02148

Room 617

**City of Malden
Massachusetts**

CONSERVATION COMMISSION



Telephone 617-324-6600

February 10, 1986

Dr. Joseph Horowitz
Dept. of the Army
Corps of Engineers
Planning Division
424 Trapelo Road
Waltham, Mass. 02254

RE: Flood Damage Reduction Study
Saugus River & Tributaries
Lynn, Malden, Revere & Saugus

Dear Dr. Horowitz:

In response to a letter received from the Army Corps of Engineers as to what the Malden Conservation Commission's opinion is in regard to the flood damage reduction and the possible options for a solution, the Commission appears to lean towards option 3, the Comprehensive Plan, which includes the tidal barrier. a proposed pumping station would be extra protection. The marshes in the Saugus and Pines River estuaries could be useful as natural storage areas for interior runoff.

The Commission is in favor of any planned studies of the flooding problem which help bring about a positive solution, especially in the Town Line Brook and Linden Brook areas, which would greatly benefit the City of Malden.

Sincerely,

Charles V. Maccario

Charles V. Maccario
Chairman, Conservation Comm.



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 6, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Honorable James S. Conway
Mayor of Malden
Government Center
200 Pleasant Street
Malden, Massachusetts 02148

Dear Mayor Conway:

The enclosed draft Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study is provided for your review. As discussed between Mr. Henry J. Mulhern of your staff and Mr. Robert G. Hunt, the Project Manager, I would appreciate if you would arrange a meeting, preferably by February 20, to go over the ENF and project options with Mr. Hunt.

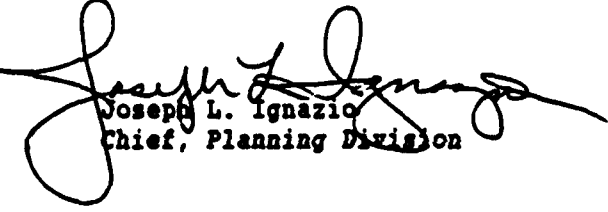
Please invite anyone you feel is needed at the meeting. I would encourage you to invite those persons identified as candidates for the Citizen Committee, shown on the attached list.

The Project Proponent signature page (11) has been prepared for Mr. Mulhern's signature as he requested. During the meeting, I would appreciate the signature page be completed in order to expedite filing of the Public Notice of Environmental Review followed by forwarding of the ENF to the MEPA Unit of the Executive Office of Environmental Affairs.

For your information, a binder of all Project Correspondence to date has been provided to Mr. Mulhern.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Hunt at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Mr. Henry J. Mulhern, Executive Director
Malden Redevelopment Authority
Government Center, 200 Pleasant St.
Malden, MA 02148

Citizens' Coordinating Committee Candidates

MALDEN

Mr. Henry J. Mulhern
Executive Director
Malden Redevelopment Authority
Government Center
200 Pleasant St.
Malden, MA 02148
324-5720

(Alt.) Mr. John Russell
Staff Engineer
Malden Redevelopment Authority
Government Center
200 Pleasant St.
Malden, MA 02148
324-5720

Mr. Charles V. Maccario
Chairman
Malden Conservation Commission
Government Center
200 Pleasant St.
Malden, MA 02148
324-6600



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 19, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Henry J. Mulhern
Executive Director
Malden Redevelopment Authority
Government Center
200 Pleasant Street
Malden, Massachusetts 02148

Dear Mr. Mulhern:

I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

As you know, a meeting is being arranged to discuss the study and describe plans to protect the region from coastal flooding. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

Your town officials requested I provide you the attached draft Environmental Notification Form (ENF). Your understanding of the information in the ENF is important as this matter will be discussed at the meeting.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8220 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures

Copy Furnished:
Honorable James S. Conway
Mayor of Malden
Government Center
200 Pleasant Street
Malden, Massachusetts 02148

CITY OF MALDEN

Similar letters sent to the following:

Honorable James S. Conway
Mayor of Malden
Government Center
200 Pleasant Street
Malden, MA 02148

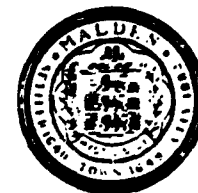
Mr. Henry J. Mulhern
Executive Director
Malden Redevelopment Authority
Government Center
200 Pleasant Street
Malden, MA 02148

Mr. Charles V. Maccario, Chairman
Malden Conservation Commission
Government Center
200 Pleasant Street
Malden, MA 02148

Mr. John Russell, Staff Engineer
Malden Redevelopment Authority
Government Center
200 Pleasant Street
Malden, MA 02148

Malden Government Center
Two Hundred Pleasant Street
Malden, Massachusetts 02148

**City of Malden
Massachusetts**



Telephone 617-324-6600

April 8, 1987

RECEIVED

APR 10 1987

Secretary of Environmental Affairs
100 Cambridge Street - 20th Floor
Boston, MA 02202

Attention: Mr. David Shepardson, MEPA Unit

OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

Dear Sir:

RE: Town Line Brook/Saugus River and Tributaries Flood Damage Reduction Study

The hearing at Revere High on April 7 was most informative, with a good diversity of issues brought to light.

Please be advised that the city of Malden supports any project which will reduce the threat of coastal flooding to the city. Approximately one-half of the city is in the Mystic Watershed, and consequently protected by the Amelia Earhart Dam. The Saugus/Pines Rivers project would offer the same benefit to the east end of the city.

Our chief concern, besides the protection of existing structures within the 100 year floodplain, is the ability to develop the 10+ acres of land remaining vacant within the area now in danger of flooding. The land is classified zone A and AE on the Federal Flood Insurance Rate Map, and the Metropolitan District Commission has written a letter to the Revere and Malden Conservation Commissions asking that no development take place on this land until the flood control structure at Route 1 is improved.

I have three other general concerns which do not relate to Malden's location within the watershed, but which I feel are important enough to air here. First, any work in this area should include the total removal of the gravel deposited on the marsh for the failed I-95 extension. This gravel must be worth millions in today's market. Use it for highway construction, or sell it on the open market, but don't use it for beach nourishment. It will soon be washed out, further shoaling the sound. The original beach is out there on the bottom. Dredge it up and pump it back on the beach. Just remember, whatever you put there will only last so long.

Second, there has been no mention to my knowledge of the potential shoaling problem which will undoubtedly result if the flood gates significantly narrow ✓

4/8/87

the mouth of the river. Water passing through the narrow opening will move swiftly, holding sediments in suspension. However, beyond the opening, especially on the seaward side, the velocity will drop significantly, causing sediments to drop to the bottom. Too narrow an opening could result in the need for frequent dredging to maintain sufficient depth for navigation.

Finally, much has been printed lately about the potential for rising sea levels due to the greenhouse effect. What will be the life expectancy of this project if these predictions prove accurate?

Sincerely,



Alfred L. Thurlow
Principal Planner

ALT/ah



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

May 19, 1987

Planning Division
Basin Management Branch

Mr. John T. Kelly
City Engineer
Engineering Department
Government Center
200 Pleasant Street
Malden, Massachusetts 02148

Dear Mr. Kelly:

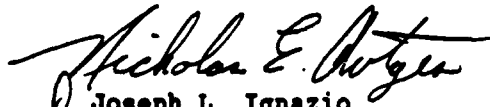
I appreciate your willingness to sit on the Citizens' Steering Committee and Technical Group for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by Mayor Conway.

I appreciate your participation during recent meetings to discuss the study and describe plans to protect the region from coastal flooding. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The "Project Correspondence" binder previously provided, presents the initial concerns and statements of many people already responding on the options being considered. Also provided was a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These binders help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8220 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Copies Furnished:
Honorable James S. Conway
Mayor of Malden
Government Center
200 Pleasant Street
Malden, Massachusetts 02148

Malden Government Center
Two Hundred Pleasant Street
Malden, Massachusetts 02148

**City of Malden
Massachusetts**



Telephone 617-324-6600

May 28, 1987

Joseph L. Ignazio, Chief, Planning Division
Department of the Army
New England Division Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Mr. Ignazio:

The hearing at Saugus High School on May 27 was informative, but ran well beyond the allotted time frame. Due to a prior commitment, I was forced to leave before voicing all of my concerns. However, they remain the same as expressed at the hearing held in Revere April 7 by the Commonwealth. Consequently, I am enclosing a copy of my comments to the Secretary of Environmental Affairs (Mass.) for your review.

Sincerely,

Alfred L. Thurlow
Principal Planner

ALT/ah

Encl.

April 8, 1987

Secretary of Environmental Affairs
100 Cambridge Street - 20th Floor
Boston, MA 02202

Attention: Mr. David Shepardson, MEPA Unit

Dear Sir:

RE: Town Line Brook/Saugus River and Tributaries Flood Damage Reduction Study

The hearing at Revere High on April 7 was most informative, with a good diversity of issues brought to light.

Please be advised that the city of Malden supports any project which will reduce the threat of coastal flooding to the city. Approximately one-half of the city is in the Mystic Watershed, and consequently protected by the Amelia Earhart Dam. The Saugus/Pines Rivers project would offer the same benefit to the east end of the city.

Our chief concern, besides the protection of existing structures within the 100 year floodplain, is the ability to develop the 10+ acres of land remaining vacant within the area now in danger of flooding. The land is classified zone A and AE on the Federal Flood Insurance Rate Map, and the Metropolitan District Commission has written a letter to the Revere and Malden Conservation Commissions asking that no development take place on this land until the flood control structure at Route 1 is improved.

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4/8/87

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Finally, much has been printed lately about the potential for rising sea levels due to the greenhouse effect. What will be the life expectancy of this project if these predictions prove accurate?

Sincerely,

Alfred L. Thurlow
Principal Planner

ALT/ah



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

October 7, 1988

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

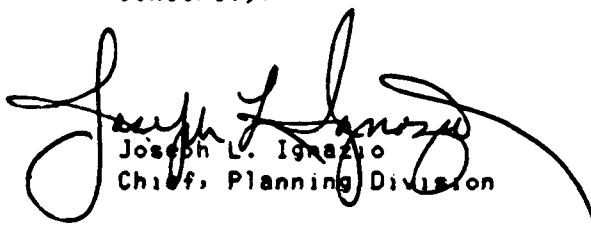
Honorable James S. Conway
Mayor of Malden
Government Center
200 Pleasant Street
Malden, Massachusetts 02148

Dear Mayor Conway:

This is in regard to the Saugus River and Tributaries Flood Damage Reduction Study and to confirm the request to Mr. Jack Russell to join the Corps on October 18, 1988 for a field review of the Regional Saugus River Floodgate project area followed by an Issue Resolution Conference for the project on October 19th. The purpose of the Conference is to discuss formulation of the project and issues with our Washington level review staff and project sponsors before the draft report is distributed for public review in January 1989. The review staff will represent the Assistant Secretary of Army, Board of Engineers for Rivers and Harbors and Office of the Chief of Engineers. A major issue to be discussed will be whether the Corps can accept the responsibility to operate and maintain the Floodgate structure.

An Agenda, Project Fact Sheet and Position Paper on the O&M issue are attached. If you have any questions, please feel free to call me at 617-647-8599, or the project manager, Mr. Robert G. Hunt at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Jack Russell
Malden Redevelopment Authority
Government Center, 200 Pleasant St.
Malden, MA 02148

Mr. John Kelley
City Engineer, Engineering Department
Government Center
200 Pleasant Street
Malden, MA 02148

CITY OF REVERE



GEORGE V. COLELLA
MAYOR

**THE CITY OF
REVERE, MASSACHUSETTS**

**OFFICE OF THE MAYOR
CITY HALL**

October 23, 1978

Colonel John P. Chandler
Division Engineer
N.E. Division, U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Colonel Chandler,

The City of Revere requests that the Army Corps of Engineers undertake a study to investigate flooding conditions and to determine the economic feasibility of constructing a flood control project in the Revere Beach section of the City.

The Revere Beach section, because it is relatively flat with low ground elevations, is subject to flooding from several sources: stormwater runoff from intense rainfall, which the drainage system cannot handle; wave runup over the seawall along Revere Beach Boulevard; and water backup from Diamond Creek, when drainage through the county ditch is prohibited by high tides.

As you may be aware, there are several major public projects proposed for the Revere Beach area. These include the MBTA extension of the Blue Line; station rehabilitation and construction of the 1200 car garage at the Wonderland Station; the DPW Revere Beach Connector, which will cut across the City from the West, providing direct access to the MBTA garage; the MDC revitalization of the Revere Beach Reservation; and the ALBA Corporation Residential Development of 630 units.

At my request, a meeting of the involved state agencies was held on October 18, 1978 to discuss drainage and flooding considerations related to these construction projects. Representatives of the Army Corps of Engineers were also asked to attend the meeting. At that time, Mr. Paul E. Pronovost of the Planning Division mentioned that the Corps can undertake small scale studies to investigate flooding conditions from external sources. He explained that, at the City's request, the Corps could carry out a short-term study of 2-3 months duration (approximately \$5,000) to determine the economic feasibility of a capital flood control program for Revere Beach.

Should the Corps concur with our request, the City would provide assistance in carrying out the project. I have assigned Terrence Geoghegan and Marion Crahan of my Joint Development Office as contact people for the flood study. HUD

Colonel John P. Chandler

-2-

October 23, 1978

floodplain maps and maps of flooding conditions of the February 1978 Blizzard are available in the City's Office of Community Development.

Thank you for your attention to this request. The City of Revere looks forward to working with the Army Corps of Engineers on this complex problem.

Very truly yours,


George V. Colella
Mayor

GVC/lf

cc: Terrence Geoghegan
Marion Craven
Paul Rupp

The City of Revere Massachusetts



City Hall

281 BROADWAY
REVERE, MA 02151
284-3600

Revere Beach Citizens Advisory Committee

Feb 21, 1979

Col John P Chandler
Division Engineer
Dept of the Army
Corps of Engineers
New England Division
424 Trapelo Road
Waltham Ma 02154

Dear Col Chandler;

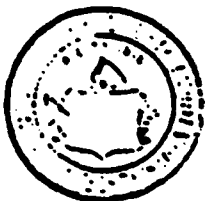
The Revere Beach Citizens Advisory Committee (R.B.C.A.C.) is charged with the participation in all aspects of planning for the Revere Beach Development Program. For that reason we have a strong interest in three aspects of this program in which the U S Army Corps of Engineers has direct involvement, i.e. (1) Beach Erosion/Renourishing (2) Flood Control and (3) Impact of the proposed Lynn Water Front Development Program.

Following preliminary discussions of these subjects between a member of this committee and two members of your staff (Donald Martin and William Swaine) we feel it would be mutually productive if you could arrange for appointed members of your organization to meet with the full membership of the R.B.C.A.C. to discuss your current activities and future planning regarding these three critical areas. It is requested that they meet with us Thursday evening March 15, 7:30pm at the Abraham Lincoln School, Tuckerman St (off Broadway), Revere.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Ellen Haas".

Chairwoman R.B.C.A.C.



GEORGE V COLELLA
MAYOR

THE CITY OF
REVERE, MASSACHUSETTS
—
OFFICE OF THE MAYOR
CITY HALL

August 6, 1980

Colonel Max Scheider
New England Division
Army Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Colonel Scheider:

Recently, a group of residents from Beachmont contacted me in regard to chronic flooding problems along the Belle Isle Inlet.

As evidenced by the "Reconnaissance Report" for coastal flood protection in Revere, the Corps of Engineers conducted an investigation of flood problems in the Beachmont area.

I would appreciate any recommendations which your staff could provide in regard to the Belle Isle Inlet; perhaps you can justify including this area in the ongoing investigation of Revere's coastal flood problems.

I respectfully express my appreciation to you and your staff for all your hard work in producing the "Reconnaissance Report" of Revere's flood conditions. The City of Revere is looking forward to continued cooperation with the Army Corps of Engineers on this vital problem.

May I anticipate your recommendations on Belle Isle Inlet at your earliest opportunity?

Very truly yours,

George V. Colella
Mayor

GVC/lf

cc: Robert Krinsky, Office of Planning and Community Development
Representative Alfred E. Saggasse
Mabel Woodcock
Robert Fox
Fred Milton



**PINES RIVERSIDE
ASSOCIATION**
REVERE, MASSACHUSETTS 02151

April 11, 1981

Army Corp of Engineers
New England Division
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Sir/Madam:

After carefully reading over the Coastal Flood Protection Study done by the Army Corp of Engineers, our Association would like to suggest that your department include in the final project design a flood erosion prevention section for Mills Avenue of Revere. This particular area suffers from seasonal flooding and constant erosion problem.

Our organization would be in favor of a revetment and wall that would still give area residents access to the beach area. Thank you.

Yours very truly,

Mary C. Duffy

Mary C. Duffy
Corresponding Secretary
157 Mills Avenue
Revere, Massachusetts 02151

Ed Fallon

Office of Planning & Community Development



Paul H. Rupp
Director

City Hall
Revere, Massachusetts 02151
(617) 284-3600

George V. Colella
Mayor



Robert J. Furlong
City Planner

October 6 1981

Mr. Robert Hunt, P.E.
Corps of Engineers
SENE
424 Trapelo Road
Waltham, MA 02254

Dear Bob:

Enclosed please find the only plan that could be located in the City for the Point of Pines Seawall. Also, I am sending an original plan of the flood effected area from the February '78 storm.

The Ward 5 City Councillor and the following community groups are interested representatives from the Pines/Riverside Area.

Mr. Kenneth Hill, Councillor, Ward 5
145 Lynnway, Revere

Mr. Joe Felzani, President, Point of Pines Beach Association
42 Goodwin Avenue, Revere

Mr. Ronald Weinberg, President, Riverside Association
71 Mills Avenue, Revere

Mr. Arthur Cannon, Secretary, Riverside Association
11 Wadleigh Avenue, Revere

Feel free to contact me if you desire any additional information.

Very truly yours,

Bob

Robert Krinsky

RK/eg



GEORGE V. COLELLA
MAYOR

THE CITY OF
REVERE, MASSACHUSETTS
OFFICE OF THE MAYOR
CITY HALL

February 8, 1982

Colonel C.E. Edgar, III, Division Engineer
Army Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Colonel Edgar:

Today marks the 4th anniversary of the "Great Blizzard of 1978," and as the seas appear calm on this day, the memory remains strong in the minds of many who saw the full force of the Atlantic Ocean engulf their property four years ago. Although this was an event that will never be forgotten by those who endured it, the effort of the Army Corps of Engineers, remains, for the residents of the City of Revere, the only glimmer of hope for protection against a re-occurring event. As such, I wish to, in order of priority, endorse the following proposed changes to the scope, schedules and priorities for the remaining Revere study effort, in order to implement a more viable plan for flood protection.

1. I strongly support the revision of the backwater protective alignment for the Roughan's Point Study as the highest priority, as it will increase the benefit impact on the hardest hit section of the City.
2. I concur with increasing the Fiscal Year 1983 scheduling funds for Stage 3 of the Point of Pines Study to include subsurface investigations which are necessary to identify the most cost effective plan for the Point of Pines area.
3. I concur that the Revere Beach Area (which effects some 1300 homes and businesses) include Stages 2 and 3 planning for Crescent Beach, Wonderland, Oak Island, Revere Beach North and Riverside and that this all important comprehensive effort be scheduled to start as soon as possible.
4. I support the Stage 1 studies for the Backshore Areas which affects some 1000⁺ homes and businesses in Revere plus 1000⁺ in Boston, Lynn, Saugus and Malden. The backshore areas comprise the Town Line Brook Area, areas bordering tidal marsh, Belle Isle Inlet, and areas with common plans for protection in Malden, Lynn, Boston and Saugus. The areas associated with the backshore have been subject to numerous complaints during 5 year storm flood events. I support all efforts geared to start these studies as soon as possible.

Colonel C.E. Edgar, III, Division Engineer
February 8, 1982
Page 2

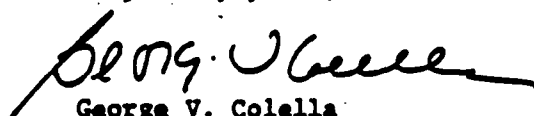
5. Finally, I support the goal that a level of protection be established for preparation of Roughans Point for a Standard Project Northeast as soon as possible.

I cannot stress strongly enough our support of these study efforts and our desire to see them proceed without delay. While we, as city officials, can appreciate the work and effort expended by the Corps on the City of Revere's behalf, and are cognizant of the time constraints and statutory limitations that are imposed upon the Corps procedures, we must remember that flood protection studies for Revere's coastal areas first commenced in 1970. It is thus difficult for those directly affected time and time again by coastal flooding to comprehend the seemingly interminable delays and endless studies.

The shorefront property owner who has suffered through three major flooding episodes in the past ten years, cares little for studies but seeks to witness real protective measures; he looks back over the past 12 years of reports and wonders when construction will take place that will secure his life and his property. He knows that only the federal government has the resources necessary, but he wants to know when it will happen.

For these reasons, I reiterate our total endorsement of the Corps' recommendations and urge that everything possible be done so that these efforts can proceed immediately.

Very truly yours,


George V. Colella
Mayor

GVC/lf

cc: Paul Rupp, Director
Revere Journal
Lynn Item



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254

REPLY TO
ATTENTION OF:

NEDPL-BC

29 April 1982

Mr. Ron Weinberg, President
Pines River Association
71 Mills Avenue
Revere, MA 02151

Dear Mr. Weinberg:

I appreciate your interest in the Corps flood control studies in Revere and your participation in the 30 March 1982 Public Workshop in Point of Pines. This is in reply to your questions provided to Mr. Robert Hunt, the Project Manager, after the meeting.

Several flood control plans are under consideration to protect your Riverside area against tidal flooding, as discussed with Mr. Art Cannon at a 24 March 82 meeting in City Hall. One plan includes protection of Riverside in combination with areas behind Revere Beach. Another plan considered protection of Riverside in combination with Point of Pines. Preliminary studies show that the Revere Beach plan with Riverside warrants detailed investigations, which may resume within the next two years depending on available funds. The plan to include Riverside with Point of Pines was not justified, which is the reason the workshop addressed only the protection for Point of Pines.

You were also concerned about the impact on flooding at Riverside which might be caused by Point of Pines proposed structures. There will be no measurable increase in tidal flood levels in the Riverside area due to construction of any of the proposed protective measures at Point of Pines. The volume of water which would, under existing conditions, occupy the low areas of Point of Pines is miniscule in comparison with the total volume of the sea that is raised up by a storm event, so that for any given storm, the sea will rise to its same level after the protection is built as it would under present conditions.

NEDPL-BC

Mr. Ron Weinberg, President

I hope this adequately answers your concerns. When studies are resumed for Riverside, you and your elected officials will be notified. If you have any additional questions, please feel free to call me or Mr. Hunt at 617-894-2400, extension 546.

Sincerely,

JOSEPH L. IGNAZIO
Chief, Planning Division

Copies Furnished:

Mr. Paul Rupp, Director
Dept. of Planning and Community
Development
City Hall
Revere, MA 02151

Mr. Arthur Cannon
Public Relations
Pines River Association
11 Wadleigh Avenue
Revere, MA 02151

Same letter sent to:

Mr. Ron Weinberg, President
Pines River Association
71 Mills Avenue
Revere, MA 02151

Mrs. Mary C. Morra
303 North Shore Road
Revere, MA 02151

Mrs. Rita Trainor
22 Beckert Avenue
Revere, MA 02151

Mr. Stanley Gerch
5 John Avenue
Revere, MA 02151

November 27, 1985

Planning Division
Impact Analysis Branch

Revere Conservation Commission
Joseph A. LaValle, Director
41 Bickford Avenue
Revere, Massachusetts 02151

Dear Mr. LaValle:

I wish to thank the Revere Conservation Commission for meeting with members of my staff on November 21 concerning the flood damage reduction study for portions of the communities of Lynn, Malden, Revere and Saugus. This meeting, to describe the study, now in preliminary planning, and to initiate coordination with you, yielded valuable information to us. We would appreciate receiving a letter from you, as a follow-up to the meeting, with particular emphasis on any concerns that the Commission has at this time.

If you have any questions, please feel free to call me at 617-647-8508. Dr. Joseph Horowitz of my staff is coordinating the environmental aspects of the study. He may be reached at 617-647-8518. Mr. Robert Hunt is the Project Manager. He may be reached at 617-647-8216. Thank you for your interest.

Sincerely,

Joseph L. Ignazio
Chief, Planning Division

Same letter sent to the following:

Revere Conservation Commission
Joseph A. LaValle, Director
41 Bickford Avenue
Revere, Massachusetts 02151

Lynn Conservation Commission
Paul Petrowski, Chairman
Lynn City Hall
Room 315
Lynn, Massachusetts 01901

Saugus Conservation Commission
Richard Cucchiara, Chairman
Saugus Town Hall
Saugus, Massachusetts 01906

Charles Macurio
Chairman, Malden Conservation Commission
Malden City Hall
200 Pleasant Street, Room 615
Malden, Massachusetts 02148
ATTN: Mr. Kelly

February 12, 1986

Engineering - Water Control

Honorable George V. Colella
Mayor of Revere
Revere, Massachusetts 02151

Dear Mayor Colella:

This letter will provide you with an update of flood level studies and preliminary recommendations that could influence local decisions in your community. This relates to the Corps of Engineers current investigation of coastal flood protection for Revere, Saugus and Lynn, Massachusetts. Our current studies include more refined analysis of tidal flooding than has been accomplished in the past.

Over the past year we have been engaged in detailed investigations such as tide gaging, numerical modelling, and gathering of historic high watermark levels throughout Broad Sound, Lynn Harbor and the open tidal reaches of the Pines and Saugus Rivers. Flood level estimates several years ago, based on scant data, indicated that the stillwater tide level during the "Blizzard of '78" (about a 100-year event) was between 8 and 9 feet, NGVD in the open tidal reaches of the Saugus and Pines Rivers. This preliminary data was used by others in preparation of the Lynn and Revere Flood Insurance studies. More recent data indicates that ocean storm surges are effectively conveyed up the open tidal areas of these rivers and the 1978 stillwater level appears to be more likely in the range of 9 to 10 feet, NGVD. Based upon this new information, I suggest it would be good policy that buildings to be constructed in these open tidal areas have first floor levels not less than 10 feet, NGVD and substantially higher where any wave action could exist.

The determination of stage frequency relationships for individual neighborhoods is a complex process involving tidal hydraulic and local drainage considerations. These studies which will be conducted over the next year will be made available to you upon completion.

A copy of this letter is being forwarded to the Federal Emergency Management Agency in Boston. They will determine if any revisions to existing Flood Insurance Studies are necessary after publication of our final results. Should you have questions regarding these flood level studies please contact me at 617-647-8220 or Mr. Charles Wener, Chief of our Hydraulics and Water Quality Section at 617-647-8686.

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Copy Furnished:
Federal Emergency Management Agency
J. W. McCormack Post Office and
Courthouse Building, Room 462
Boston, Massachusetts 02109

Mr. Frank Stringi
Department of Planning and
Community Development
City Hall
Revere, Massachusetts 02151



THE CITY OF
REVERE, MASSACHUSETTS
—
OFFICE OF THE MAYOR
CITY HALL

GEORGE V. COLELLA
MAYOR

March 25, 1986

Colonel Thomas Rhen
U. S. Army Corps
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Rhen:

I am writing in support of the actions which the U. S. Army Corps have undertaken in developing a flood damage reduction study for the Saugus River and its tributaries. This project is of great importance to the City and action is necessary to rectify the substantial flooding problems experienced in Revere's backshore areas.

The Revere Beach Backshore Area currently experiences an annual average flood loss of \$2 million. A storm recurrence of the magnitude of the "Blizzard of 78" could cause damages of approximately \$17 million. Approximately 785 structures would be effected including 700 homes.

I request that the Corps make a concerted effort to complete this study and continue the necessary steps to protect the backshore area.

At this time, I would like to reiterate the City's support for the Point of Pines and Roughan's Point studies and look forward to the fruition of these vital flood protection projects.

We thank you for your continued cooperation in this matter and for your invaluable efforts on behalf of the City of Revere.

Sincerely,

George V. Colella
Mayor

GVC/ch

The City of Revere Massachusetts

George V. Colella
Mayor



City Hall

281 BROADWAY
REVERE, MA 02151
284-3600

Office of the Conservation Commission

July 2, 1986

N. E. Division Army Corps of Engineers
Mr. Joseph Ignazio
Chief Planning Division
Trapelo Road
Waltham, MA 02154

Dear Mr. Ignazio,

This communication is a follow-up to the meeting that was held by your office in regards to possible methods of reducing flood damage to the cities and towns bordering the Lynn marsh area.

The members of the Revere Conservation Commission have reviewed the suggestions proposed at the conference. Although this was only a preliminary conference and more details would be needed, the consensus of opinion of our board is that the levee proposal was the most feasible and least damaging to the marsh, while still providing needed protection for the residence of the area. The least liked suggestion by our board was the tide gate located parallel to the General Edwards Bridge. We feel this may cause damage to Revere residence in the Point of Pines area. Of course we realize that much planning and information would be necessary for us to reach a final decision, and we are keeping an open mind to all the proposals plus any new ideas you may have.

Sincerely,

Joseph A. LaValle
Joseph A. LaValle,
Chairman
Conservation Commission

JAL/n



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 6, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Honorable George V. Colella
Mayor of Revere
City Hall
Revere, Massachusetts 02151

Dear Mayor Colella:

The enclosed draft Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study is provided for your review. As discussed between Mr. Frank Stringi of your staff and Mr. Robert G. Hunt, the Project Manager, I would appreciate if you would arrange a meeting, preferably by February 20, to go over the ENF and project options with Mr. Hunt.

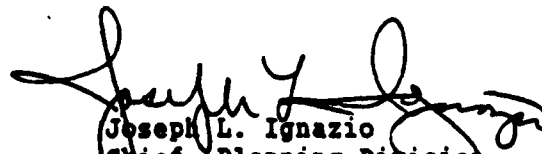
Please invite anyone you feel is needed at the meeting. I would encourage you to invite those persons identified as candidates for the Citizen Committee, shown on the attached list.

The Project Proponent signature page (11) has been prepared for Mr. Stringi's signature as he requested. During the meeting, I would appreciate the signature page be completed in order to expedite filing of the Public Notice of Environmental Review followed by forwarding of the ENF to the MEPA Unit of the Executive Office of Environmental Affairs.

For your information, a binder of all Project Correspondence to date has been provided to Mr. Stringi.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Hunt at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Mr. Frank Stringi, Director
Dept. of Planning & Community Dev.
City Hall
Revere, Massachusetts 02151

Citizens' Coordinating Committee Candidates

REVERE

Mr. Frank Stringi
Director
Planning and Community Development
City Hall
Revere, MA 02151
284-3600

(Alt.) Mr. Dave Castignetti
Planning and Community Development
City Hall
Revere, MA 02151
284-3600 ext. 193

Mr. Ken Hill
Revere City Council
145 Lynnway
Revere, MA 02151
284-4208 (H)
289-4430 (O)

Mr. John R. Marino
Revere Conservation Commission
502 Washington Ave.
Revere, MA 02151
923-7386
284-4043

Ms. Ellen Haas
Chairperson
Revere Beach Citizen Adv. Committee
10 Pier View Ave.
Revere, MA 02151
284-0103

Mr. Daniel Ferrara
Civil Defense Director
City Hall
Revere, MA 02151
284-3600

Ms. Carol Dobson
President
Pines River Association
18 Beckert Ave.
Revere, MA 02151
284-1043

(Alt.) Ms. Elaine Hurley
Vice President
Pines River Association
21 River Avenue
Revere, MA 02151
289-0747

Mr. Robert Badolato
President
Point of Pines Beach Association
9 Witherbee Avenue
Revere, MA 02151
289-1088

Mr. George DelGreco
Harbor Master
53 Keayne Street
Revere, MA 02151
284-2944



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 19, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Frank Stringi
Director
Planning and Community Development
City Hall
Revere, Massachusetts 02151

Dear Mr. Stringi:

I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

As you know, a meeting is being arranged to discuss the study and describe plans to protect the region from coastal flooding. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

I understand your city officials have supplied you with a draft Environmental Notification Form (ENF). Your understanding of the information in the ENF is important as this matter will be discussed at the meeting.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8220 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,

A handwritten signature in dark ink, appearing to read "Thomas A. Rhen", is written above the printed name.

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures

Copy Furnished:
Honorable George V. Colella
Mayor of Revere
City Hall
Revere, Massachusetts 02151

CITY OF REVERE

Similar letters sent to the following:

Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151

Ms. Elaine Hurley
Vice President
Pines River Association
21 River Avenue
Revere, MA 02151

Mr. Frank Stringi
Director
Planning and Community Development
City Hall
Revere, MA 02151

Mr. George DelGreco
Harbor Master
53 Keayne Street
Revere, MA 02151

Mr. Ken Hill
Revere City Council
145 Lynnway
Revere, MA 02151

Ms. Ellen Haas
Chairperson
Revere Beach Citizen Adv. Committee
10 Pier View Ave.
Revere, MA 02151

Ms. Carol Dobson
President
Pines River Ave.
18 Beckert Ave.
Revere, MA 02151

Mr. Robert Badolato
President
Point of Pines Beach Association
9 Witherbee Avenue
Revere, MA 02151

Mr. Dave Castignetti
Planning and Community Development
City Hall
Revere, MA 02151

Mr. John R. Marino
Revere Conservation Commission
502 Washington Avenue.
Revere, MA 02151

Mr. Daniel Ferrara
Civil Defense Director
102 Suffolk Ave.
Revere, MA 02151

Ms. Elaine Hurley
Vice President
Pines River Association
21 River Avenue
Revere, Massachusetts 02151

March 5, 1987

Colonel Thomas A. Rhen
Division Engineer
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02254

Dear Colonel Rhen:

After attending a meeting with a group of Corps Engineers and area residents, I've found the Regional Protection Plan (option 3) to be far superior over the Local Protection Plan (option 1). The Regional Plan offers the least harm to the wetlands and allows the natural beauty of the shore to be free from walls and dikes.

There were questions raised by the Revere Conservation Committee and area residents that need to be addressed. However I have the upmost confidence in the Corps to not only answer these questions but to work on the plan until they have it refined.

I strongly feel the Regional Plan is the solution and that all energy should be expelled in this direction.

Sincerely,



Elaine Hurley
Vice President
Pines Riverside Association

Copy Furnished:
Mr. Robert G. Hunt
Project Manager

Revere Conservation Commission

March 18, 1987

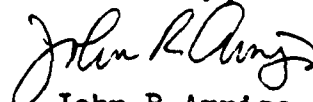
Mr. Robert G. Hunt
U.S. Army Corps of Engineers
New England Division
424 Trapelo Road
Waltham, MA. 02254-9149

Dear Mr. Hunt:

As a resident of the Oak Island Section of Revere and a concerned individual about the Flood Reduction Study, I would like additional information about projects that would effect our community. Of special interest are the proposed raising of existing walls, the construction of new walls and floodgates.

Also, if you could provide any meetings that are upcoming, I would very much appreciate it. Thank you.

Sincerely,



John R. Arrigo
4 Putnam Rd.
Revere, Mass. 02151

NOTE: In reply to Mr. Arrigo's request the following was sent on 25 Mar 87.

- ° Transmittal letter with Environmental Notification Form.
- ° Notice of date, time and location of April 7 Scoping Meeting.



GEORGE V. COLELLA
MAYOR

THE CITY OF
REVERE, MASSACHUSETTS
—
OFFICE OF THE MAYOR
CITY HALL

March 23, 1987

Colonel Thomas Rhen
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Rhen:

I am writing in support of the U.S. Army Corps of Engineers continued efforts in developing a flood damage reduction study for the Saugus River and its tributaries. This vital project is necessary to rectify flooding in the Revere Beach Backshore areas.

As I have mentioned previously, the Backshore Area currently experiences an annual average flood loss of \$2 million. A storm recurrence of the magnitude of the "Blizzard of 78" could cause damages of approximately \$17 million and effect 785 structures, which includes 700 homes.

I request the Corps continue its efforts in completing this study and take appropriate action to protect the backshore area.

We thank you for your continued cooperation in this matter and for your invaluable efforts on behalf of the City of Revere.

Sincerely,


George V. Colella
Mayor

GVC/jp



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

March 23, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Joseph A. LaValle
Chairman, Conservation Commission
41 Bickford Ave.
Revere, Massachusetts 02151

Dear Mr. LaValle:

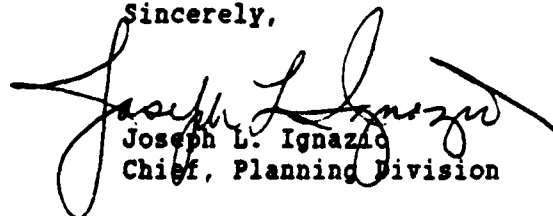
I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

Your participation during the February 25 meeting at the Revere City Hall provided us with many issues which should be investigated to clearly define the impacts of the Regional Saugus River Floodgate Plan. Throughout the study your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

March 23, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Vincent A. Piccinni
Commodore
Point of Pines Yacht Club
28 Rice Ave.
Revere, Massachusetts 02151

Dear Mr. Piccinni:

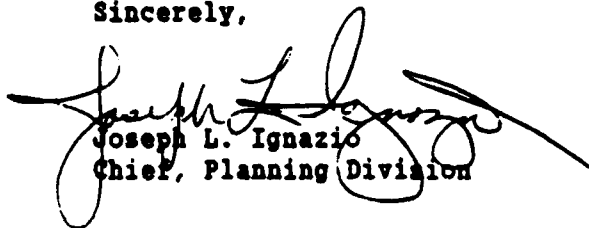
I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

We will investigate your concerns on the Regional Saugus River Floodgate Plan's affect on tide levels and sedimentation discussed with Mr. Robert Hunt of my staff at your meeting on March 4. Throughout the study your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

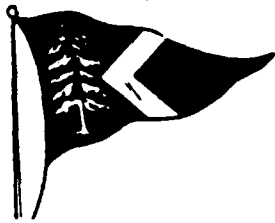
If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151



Point of Pines Yacht Club, Inc.

28 RICE AVENUE, REVERE, MASS. 02151

Telephone 284-9717

Mr. Joseph L. Ignazio
Chief, Planning Division
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Mass. 02254-9149

March 30, 1987

Dear Mr. Ignazio:

I would like to express my appreciation on behalf of the Point of Pines Yacht Club for the opportunity to sit on the Citizens Steering Committee for the Saugus River Flood Damage Reduction Study.

We not only as citizens of Revere, but as Recreational Boaters who hold the ocean in great esteem, are greatly concerned over the preservation of our waterways and wetlands.

With reference to your letter of March 23rd regarding the current proposal, the Point of Pines Yacht Club has stated the following major concerns:

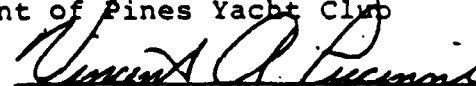
- o As indicated in several memorandums in the Project Correspondence binders, the safe level for dwellings in the tidal zone has been upgraded from 8' - 9' NGVD to 9' - 10' NGVD. However the Yacht Club first floor is well below both these levels.
- o The Hydraulic Study (not yet available), would indicate a filling-in or erosion problem, is of grave concern because it would have a severe impact on our dockage facility!

We feel the above are consistent with the Yacht Clubs concerns regarding the Coastal Flood Protection Plan, specifically, the Army Corps recommendations for area H-H.

I look forward to working with you on this project.

Sincerely,

Point of Pines Yacht Club

By: 
Vincent A. Piccinni
Commodore

c.c. Mr. Robert Hunt, Army Corps
Mr. Frank Strangi, City of Revere

The City of Revere Massachusetts



City Hall

281 BROADWAY
REVERE, MA 02151
284-3600

Revere Beach Citizens Advisory Committee

April 13, 1987

Secretary of Environmental Affairs
100 Cambridge Street
Boston, MA

Attention: M.E.T.A. Unit
RE: E.O.E.A. #6479

RECEIVED
APR 17 1987
OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

The Revere Beach Citizens Advisory Committee is of the opinion that Option 3 would be the most encompassing of the projects presented at the M.E.P.A. scoping meeting.

The concerns are the tidal effects when the flood gates are closed, on the seaward neighbors.

We realize the cumulative effects upon the flora and fauna will only be known through further studies.

The Committee would hope that stringent regulations would not allow ruinous development to take place after the flooding is controlled.

The Marsh area is the basis for many life forms, once lost it can never be replaced.

Sincerely,

Ellen Haas, Jr.

Ellen Haas, Chairman
Revere Beach Citizens Advisory
Committee
10 Pierview Avenue
Revere, MA 02151

EH/jfp



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

May 19, 1987

Planning Division
Basin Management Branch

Mr. Paul A. Cacciola
Staff Engineer
City Hall
Revere, Massachusetts 02151

Dear Mr. Cacciola:

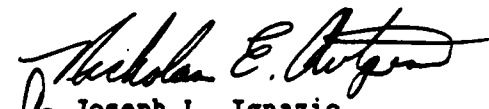
I appreciate your willingness to sit on the Citizens' Steering Committee and Technical Group for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by Mayor Colella.

Throughout the study your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The "Project Correspondence" binder previously provided, presents the initial concerns and statements of many people already responding on the options being considered. Also provided was a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These binders help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Copy Furnished:
Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151

Received 5/27/87

Oak Island Residents Association
P. O. Box 1261 G.M.F.
Boston, MA

Mr. Joseph L. Ignazio
Chief, Planning Division
Impact Analysis Branch
Department of the Army
New England Division, Corps of Engineers
242 Trapelo Road
Waltham, MA 02254-9149

Dear Mr. Ignazio:

The members of the Oak Island Residents Association, Revere, Massachusetts, wish to present their concerns regarding the Saugus River and Tributaries, Flood Damage Reduction Study.

It is our opinion that Option 3, the Regional Saugus River Floodgate Plan, is the most acceptable of the options presented. However, two areas not addressed in the plan are of concern to us.

First, actual control of the floodgate could have a serious impact on the success of the plan. We believe that inappropriate timing in opening or closing of the floodgate could cause adverse repercussions in our area. The resulting flooding could be much more severe than that which would be incurred without the floodgate. Therefore, it is imperative that the matter of control be clearly addressed in the plan.

Our second concern relates to the impact of the plan on the salt marsh. Too many individuals and organizations perceive the value of wetlands ceases with flood control. We believe wetlands are important for their value as a breeding ground and sanctuary for fish and other wildlife and should be preserved for that reason. The installation of the floodgate could, in our opinion, increase pressure to fill and develop wetland areas. Unless some assurance could be given that this area would be safeguarded from the danger of development pressure, the plan would not be acceptable.

We ask that you consider these concerns in coming to your final decision and appreciate this opportunity to provide our comments.

OAK ISLAND RESIDENTS ASSOCIATION

Mr. John Arrigo, Pres.
4 Putnam Rd.
Revere, MA 02151
284-6444



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

June 22, 1987

Planning Division
Basin Management Branch

Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151

Dear Mayor Colella:

This is to advise you of the potential flooding impact on East Saugus residents and in the Seaplane Basin area of Revere if the abandoned I-95 embankment in the Saugus Marsh is removed. We are also concerned about the removal and disposition of this fill for two of our projects: the Revere Beach Erosion Control Project which would re-nourish Revere Beach, and the Saugus River and Tributaries Flood Damage Reduction Study in Lynn, Malden, Revere and Saugus.

Analysis of existing physical and hydraulic conditions of the Revere/Saugus Marsh indicated that complete removal of the I-95 embankment fill would raise tidal flood elevations in the Seaplane Basin and East Saugus areas from about one-half to one foot. To maintain the existing tidal flood protection provided by the I-95 embankment, the fill could be removed to a berm with a top elevation at +11 feet N.G.V.D. (i.e., within 4 to 6 feet of the irregular marsh surface) and a top width of 75 feet.

This information is provided to keep you abreast of our findings. If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager of the Saugus River Flood Study, at (617) 647-8216.

Sincerely,

Joseph L. Ignazio
Chief, Planning Division

Copies Furnished:

Mr. Frank Stringi
Director
Planning and Community Development
City Hall
Revere, Massachusetts 02151



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

June 29, 1987

MRV:TC
Planning Division
Basin Management Branch

Mr. John Arrigo, President
Oak Island Residents Association
4 Putnam Road
Revere, MA 02151

Dear Mr. Arrigo:

This is in reply to your Association's letter received at the public meeting on May 27, 1987 from Mr. Ralph Sandberg. The meeting was held to receive concerns on the Saugus River and Tributaries Flood Damage Reduction Study.

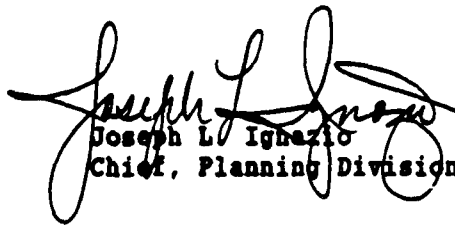
The effective control or operation of the floodgates is an important issue. We are currently conducting extensive engineering, hydrology and environmental studies to help define how the floodgates would need to be operated under a variety of conditions. If the project is built, a manual would be prepared describing, very specifically, the operating procedures.

Your concern that the Regional Saugus River Floodgate Plan (Option 3) may increase pressure to fill and develop wetland areas is shared by others. Over the next year we will be looking into the historical and future development of the wetlands and existing laws which discourage or restrict development. Also, we will be considering the impact of the floodgate plan on development, so we can effectively address these impacts.

These issues will be the subject of considerable discussion over the next several years with many people. I appreciate your interest to highlight these concerns so they can be addressed.

If you have any questions in the interim please feel free to call me at (617) 647-8508, or Mr. Robert G. Hunt, the Project Manager, at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Copy Furnished:

Mr. Dave Castagnetti
Planning and Community Development Office
City Hall
Revere, Massachusetts 02151

Oak Island Residents Association
c/o P. O. Box 1261 G.M.F.
Boston, MA 02205
July 10, 1987

Mr. Robert G. Hunt
Project Manager, Saugus River Study
New England Division, Corps of Engineers
Building 112N
424 Trapelo Road
Waltham, MA 02254-9149

Dear Mr. Hunt:

The Oak Island Residents Association, members of which attended the Flood Damage Study, May 27, 1987, meeting in the Saugus High School, were quite interested in this project.

Our Association was formed primarily to help protect the salt marsh and wetlands in Revere and Saugus.

As per our recent telephone conversation, we are enclosing a list of birds, fish and other wildlife that breed or exist in said areas.

If we can be of further assistance, please give me a call at 284-6305.

Sincerely,

R. Sandberg for
OAK ISLAND RESIDENTS ASSOCIATION

Attachments

Fish in Pines River

Stripped bass
Blue fish
Mackrel
Smelts
Talitoys
Flounder
Cod
Eels
Tommy cod
Sculpens
Variety of minnows
Herring
Shad
Alewives
Sand eels
3 varieties of crabs
Hermit crabs
Lobsters
Mussels
Clams
Razor clams
Periwinkles
Barnacles
Plankton

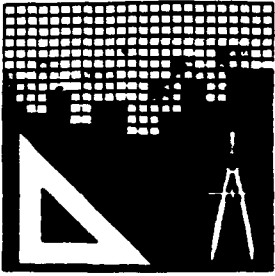
The river is a breeding place for all kinds of aquatic life important for marine growth.

Harbor seals have also been seen in the river.

Birds

Black ducks
Mallard ducks
Sea Ducks
Canadian Geese
Arctic owls snowy
Glossy ibis
Snowy egrets
Night herons
Blue herons
Ospreys
Pheasants
Killdeer
Rails

Bitterns
Hawk marsh
Kestrels sparrow hawk
Kingfishers
Terns
Rough legget hawk
Plovers
Sand piper
Cormorants
Red winged blackbirds
Starlings
Grackles
Rusty blackbirds
Brewers blackbirds
All kinds of swallows
Flickers



**Department
of Planning
and
Community
Development**

Frank L. Stringi
Director

**City of
Revere
Massachusetts**

George V. Colella
Mayor

July 13, 1987

**Mr. Robert Hunt
Project Manager
U.S. Army Corps of Engineers
424 Trapelo Rd.
Waltham, MA 02154**

Dear Bob:

**I am writing to request that the following members of the
Oak Island Residents Association be appointed to the Citizens
Advisory Committee for the U.S. Army Corps of Engineers Saugus
River and Tributaries Flood Damage Reduction Study.**

**Rose LaQuaglia
5 Oak Island Road
Revere, MA 02151
589-5882
284-5289**

**Ralph Sandberg
8 Maggi Road
Revere, MA 02151
284-6305**

**I trust these representatives will be forwarded the informa-
tion which the Corps has compiled regarding this project.**

**If you have any questions please contact me. Thank you for
your time and attention.**

Sincerely,

**David Castagnetti
Project Planner**

G-26



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

July 21, 1987

Planning Division
Basin Management Branch

Ms. Rose LaQuaglia
Vice President
Oak Island Residents Association
5 Oak Island Road
Revere, Massachusetts 02151

Dear Ms. LaQuaglia:

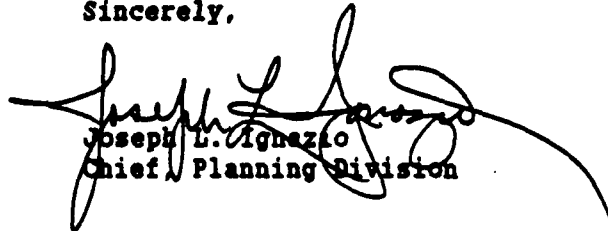
I appreciate your interest to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as requested by Mr. Dave Castagnetti of Revere's Planning Office.

Throughout the study your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

The "Project Correspondence" binder enclosed presents the initial concerns and statements of many people already responding on the options being considered. Also provided is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These binders help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Copy Furnished:
Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151

SAME LETTER SENT TO:
Mr. Ralph Sandberg
Director
Oak Island Residents Assoc.
8 Maggi Road
Revere, MA 02151



GEORGE V. COLELLA
MAYOR

THE CITY OF
REVERE, MASSACHUSETTS
—
OFFICE OF THE MAYOR
CITY HALL

January 7, 1988

Colonel Thomas A. Rhen
Division Engineer
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

RE: Point of Pines Section 205 Flood Protection Project, Revere,

Dear Colonel Rhen:

As you are well aware, a great deal of time and effort has been dedicated by the City of Revere and Corps of Engineers with respect to the above referenced flood protection project. This important flood protection plan was initiated as a result of flood damages sustained during the "Blizzard of 78". The City of Revere has long been committed to this plan and has sought every available option in an attempt to secure State funding to assist in the cost sharing of this project. The current financial demands placed on the delivery of basic City services under the guides of proposition 2½ however, has inhibited any attempts to exercise local funding initiatives for this project.

It is the City's strong feeling that the current status of the Point of Pines Flood Protection Plan should not be jeopardized in the face of the City's present financial position. Because of the close association and link with the back shore plan for the Saugus River and Tributaries, it appears to make sense to combine both flood protection measures and pursue a complete flood protection plan for the Point of Pines, Saugus River and Tributaries. The various components of such a comprehensive plan would be linked to the regional tidal flood gate concept to be constructed across the Saugus River estuary.

Since the tidal flood gate plan would invariably impact existing flood protection measures along the Point of Pines shoreline, it would appear feasible to expand the scope of this plan to include the Point of Pines area. I would appreciate a meeting with Corps representatives and City staff to discuss this proposal in greater

detail with the view that a more comprehensive plan can be attained effecting the Point of Pines, Saugus River and Tributaries. As always, the Corps time and support which has been dedicated to flood protection measures in this region is most appreciated.

Very truly yours,


George V. Colella
Mayor

c: Frank Stringi, Director DPCD
Robert Hunt, Corp of Engineers
Greg Buteau, Corps of Engineers



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

January 15, 1988

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Similar Letter sent same Date to:

Mr. John Arrigo
Councillor, Ward Five
Revere City Council
4 Putnam Road
Revere, Massachusetts 02151

Mr. Richard Penn
Councillor, Ward Two
Revere City Hall
382 Ocean Ave., Apt. #807
Revere, MA 02151

Dear Mr. Arrigo:

I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your city officials.

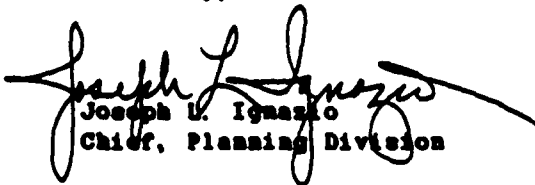
Two working documents are being forwarded to you under separate covers. They are the Project Correspondence and Project Information binders, which were prepared for study participants and will be used and updated over the course of the study.

Your constituents located behind Revere Beach have provided us information on past flooding problems which are summarized in the Project binder. Options to protect the region from flooding are also discussed.

Mr. Robert G. Hunt, the project manager, has additional information on the study and can be reached at 617-647-8216.

If you have any additional questions, please feel free to call me at 617-647-8508. Mr. Dave Castagnetti is coordinating the study with the city.

Sincerely,


Joseph U. Ignazio
Chief, Planning Division

Copies Furnished:

Honorable George V. Colella
Mayor of Revere
City Hall
Revere, MA 02151

Mr. Dave Castagnetti
Planning and Community Development
City Hall
Revere, MA 02151



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

March 16, 1988

REPLY TO
ATTENTION
Planning Division
Basin Management Branch

Honorable George V. Colella
Mayor of the City of Revere
Revere, Massachusetts 02151

Dear Mayor Colella:

During our meeting of February 11, 1988, I provided you with a status on the Regional Saugus River Floodgate Plan, and possible means of incorporating the Point of Pines area into that plan. I am now forwarding you more specific information concerning this matter.

The project manager estimates that combining the Point of Pines area into the larger Saugus Regional Plan with the Floodgates located east of the existing Point of Pines pump station would result in at least a million dollar savings to the Regional Plan by reason of a shortened length of protection along the Lynn bulkhead, and construction in a less congested area. However, because the Regional Plan calls for a higher level of protection, an additional wall may be required behind the sand dunes at Point of Pines. This additional cost may be offset by deleting the proposed wall from the pump station, past the yacht club to the bridge embankment. Thus, the cost of dikes and walls at the Point of Pines area would not significantly change, and therefore incremental savings to the Point of Pines area are not apparent by its inclusion into the larger plan. These savings accrue to the Regional Floodgate Plan.

It is important to note that the Regional Plan is scheduled for submission to the Washington level in April 1989 for review and approval after which it would be sent to Congress for authorization. We are, optimistically, about two or more years away from this project being authorized and at least another three years before construction would commence.

As discussed at the meeting, the Point of Pines improvement is currently authorized for construction under the Continuing Authority Program. However, as explained to you in my August 27, 1987 letter, our design efforts have been suspended pending receipt of some reasonable assurance that the City will obtain its required local contribution. Construction could begin as early as the Summer of 1989, if the community of Revere was to meet the items of local cooperation which are listed in Attachment No. 1. This schedule assumes the project would be built according to the Detailed Project Report. The request by the Yacht Club to realign the project may delay this schedule.

In the past, the Commonwealth of Massachusetts has helped in cost sharing requirements for similar projects, provided the community furnishes the lands necessary for project construction and in the case of coastal projects that these lands are placed in the public domain. We understand at meetings held with community officials and Point of Pines residents, that they do not favor turning such privately held lands over to the State. As an alternative the community would need to meet this cost sharing requirement on its own.

Project costs are also shown in Attachment No. 1. The non-Federal cash requirement for the Point of Pines project is estimated at \$1,570,000. Funds must be available to cover this cash requirement prior to contract award. Part of the cash must be paid to the Corps prior to contract award and the remainder on a cash flow basis during construction of the project. A schedule of payment would be worked out in advance.

Attachment No. 2 lists benefits to accrue to home owners in the Point of Pines area. These benefits occur directly to approximately 350 homes in this area. I have also included a project map and typical profiles of project features which could be used in your briefing of the City Council members as to options available to the city in pursuing furtherance of the Point of Pines improvement.

We propose to proceed with the Regional Floodgate Plan as it can be built whether the Point of Pines project proceeds under the continuing authority or not at all. Conversely, moving forward with the Regional Plan does not preclude the citizens of Point of Pines from moving independently or not at all.

I hope the attachments demonstrate to you and the citizens of Revere the positive material gains accruing to the project. Please call me if additional information is needed. I can be reached in Waltham at 647-8220.

Sincerely,



Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures

POINT OF PINES LOCAL PROTECTION PROJECT
ITEMS OF LOCAL COOPERATION

Non-Federal

Formal assurances of local cooperation must be furnished by the city of Revere. The local sponsor must agree to:

a. Provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the structural elements of the project, including ponding areas, borrow areas, and disposal areas for excavated material, determined suitable by the Chief of Engineers and necessary for implementation of the project;

b. Hold and save the United States free from damages due to construction, operation, and maintenance of the project, not including damages due to the fault or negligence of the United States or its contractors;

c. Maintain and operate the project, including the interior drainage facilities, after completion of construction in accordance with regulations prescribed by the Secretary of the Army;

d. Accomplish without cost to the United States all alterations and relocations of buildings, streets, storm drains, utilities, highway bridges, and other structures made necessary by construction of the project;

e. Provide a cash contribution of at least 35 percent of project first costs, less a credit for the value of all lands, easements, rights-of-way and relocations necessary for construction;

f. Provide and maintain necessary access roads, parking areas, and other public use facilities, open and available to all on equal terms.

Cost Apportionment (Estimated Costs)

Total Project First Cost	=	\$5,000,000
Federal Cost (65%)	=	\$3,250,000
Non-Federal Cost (35%)	=	\$1,750,000
Non-Federal Real Estate	=	\$ 180,000
Non-Federal Cash Required	=	\$1,570,000
Non-Federal Annual Operation and Maintenance	=	\$ 3,000

ATTACHMENT 1

POINT OF PINES LOCAL PROTECTION PROJECT
BENEFITS TO REVERE AND POINT OF PINES RESIDENTS

1. FLOOD DAMAGE REDUCTION FOR EACH HOME.
2. ELIMINATE CONSTANT FLOOD THREAT TO INDIVIDUALS.
3. ELIMINATE SOCIAL EFFECTS AND THE TRAUMA THAT COMES FROM RELOCATION AND DAMAGE OF PERSONAL PROPERTY.
4. RESOLUTION OF FLOODING PROBLEM THAT WILL GET WORSE OVER TIME.
5. SAVINGS TO THE CITY IN THE FORM OF DAMAGES TO INFRASTRUCTURE SYSTEM - MAINTENANCE OF ROADS, DRAINAGE SYSTEM, POWER AND PHONE LINES, PUMP STATION, CLEANING, ETC.
6. SAFETY FOR INDIVIDUALS FROM PHYSICAL HAZARD OF FLOODING.
7. ENHANCE RECREATIONAL USE WITH RESTORED SAND DUNES AND ACCESS.
8. REDUCE POTENTIAL FLOODING IN THE RIVERSIDE AREA AND ON NORTSHORE ROAD BY REDUCING OVERTOPPING OF LYNNWAY.

NOTE: One additional benefit is the possibility that FEMA may agree to eliminate the Federal flood insurance requirement for Point of Pines. FEMA would need to review the project which may or may not meet their criteria for changing the Base Flood (100 year) elevations. For your information, Revere residents with flood insurance pay an average of \$270 per home in yearly premiums.

ATTACHMENT 2



**ALTERNATE ALIGNMENT
REQUESTED BY
YACHT CLUB
(TO BE CONSIDERED)**

NEW PRE-CAST CONCRETE WALL

[illegible]

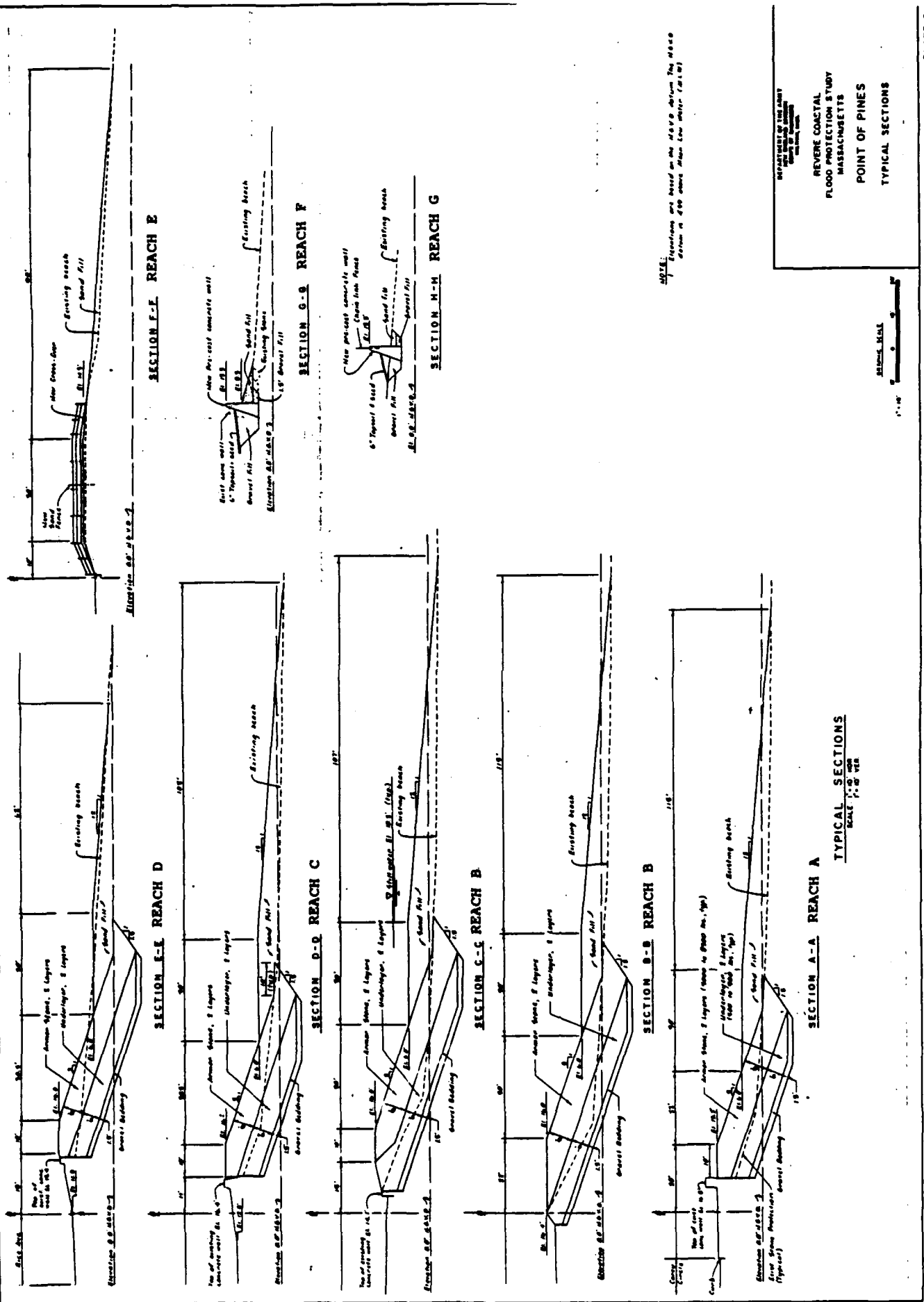
For further information
contact your local
agent or call 1-800-255-2555

REVERE COASTAL
FLOOD PROTECTION STUDY
MASSACHUSETTS

POINT OF PINES
GENERAL PLAN

NOTE 1

G-30d





DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

May 18, 1988

Planning Division
Basin Management Branch

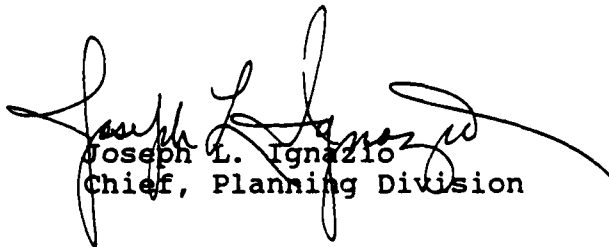
Dear Steering Committee Member, or
Point of Pines' Member Board of Trustees:

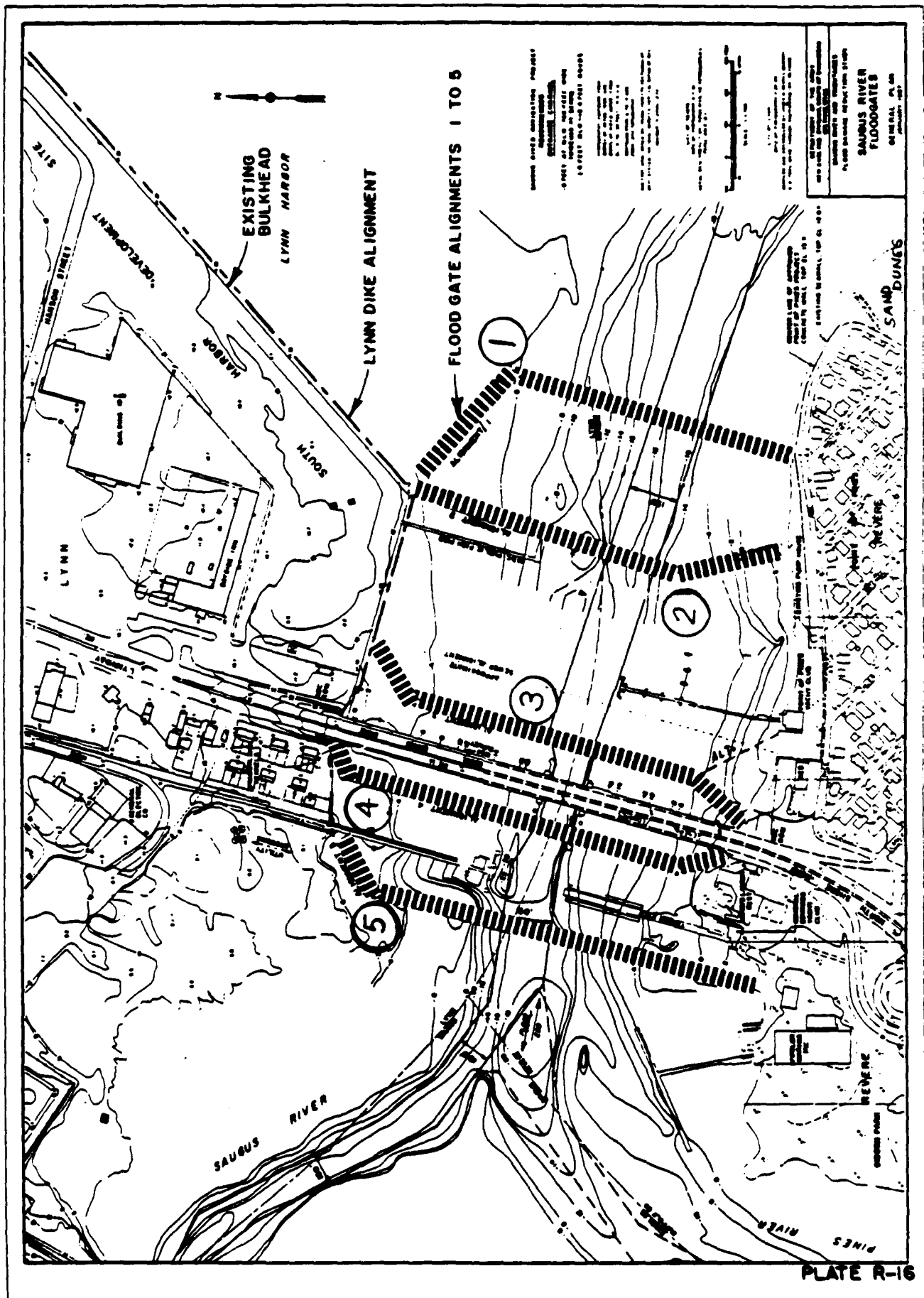
This is to confirm that on Wednesday evening, May 25, 1988, at 7 PM, at the Revere City Council Chambers, you are invited to discuss the benefits and impacts of various alignments for a Floodgate structure across the mouth of the Saugus River. The Floodgates are the major feature of the Regional Saugus River Floodgate Plan which would protect the cities of Revere, Lynn, and Malden and the town of Saugus from coastal flooding. Alignment number 2, shown on the attached plate, would also provide flood damage reduction benefits to Point of Pines. Although Alignment 2 demonstrates the most economically feasible location, we need your views and how any impacts could be eliminated, reduced or mitigated.

The meeting is being coordinated through Messrs. Frank Stringi and Dave Castagnetti of the Revere Department of Planning and Community Development, and Mr. John Arrigo, Ward Councillor for the area of the floodgates and impacts. This meeting is being held specifically to obtain your views. A meeting for the general public will be held at a future date.

I hope you can attend the meeting. If you have any questions, please feel free to call me at 617-647-8508 or Mr. Robert G. Hunt, the Project Manager at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division





GEORGE V. COLELLA
MAYOR

THE CITY OF
REVERE, MASSACHUSETTS
—
OFFICE OF THE MAYOR
CITY HALL

June 10, 1988

Colonel Thomas Rhen
Division Engineer
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

RE: City of Revere, Point of Pines Flood Protection Plan

Dear Colonel Rhen:

As you are well aware, a great deal of time and effort has been dedicated by the City of Revere and Corps of Engineers with respect to the above referenced flood protection project. This important flood protection plan was initiated as a result of flood damages sustained during the "Blizzard of 78". The City of Revere has long been committed to this plan and has sought every available option in an attempt to secure State funding to assist in the cost sharing of this project. The current financial demands placed on the delivery of basic City services under the guides of proposition 2 1/2 however, has inhibited any attempts to exercise local funding initiatives for this project. Unfortunately, the City of Revere is unable to commit to the funds necessary to bear the local cost sharing of the project.

As it has been indicated in previous correspondence with the Corps of Engineers, a comprehensive flood protection plan which combines the flood protection measures proposed for the Point of Pines area with the regional flood gate plan would be strongly supported by this office. The inclusion of the Point of Pines area into the Regional Floodgate Plan is essential in assuring complete protection on a regional level. Also, this effort represents the final opportunity to provide flood protection to the Point of Pines. The City of Revere will pursue funding assistance from the State and request the State sponsor of the regional plan to share the costs in an effort to off-set the impacts associated with siting the regional flood gate structure adjacent to the Point of Pines.

A comprehensive flood protection plan which is tied with floodgate alignment #2 would provide the highest protection to the Point of Pines, Saugus River and Tributaries and is recommended by this office.

Sincerely,


George V. Colella
Mayor

GVC/jp

c: Frank Stringi, DPCD
Robert Hunt, Corps of Engineers



REPLY TO
ATTENTION OF
CENED-DE

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

June 22, 1988

Dear Point of Pines Resident:

The New England Division of the Corps of Engineers is studying ways to reduce flood-related damages and hardships suffered by residents of Revere, Lynn, Malden and Saugus. This is being done as part of the Saugus River and Tributaries Flood Damage Reduction Study. We feel that an important part of this study is communicating with citizens who are affected by flooding or who might be affected by possible flood damage reduction measures we recommend. Any plans we suggest to reduce flood damages should reflect your needs and desires.

Over the past year a separate project called the Point of Pines Local Protection Project to protect your neighborhood has been considered by the City of Revere for funding. As explained in Mayor Colella's letter, included in the attached brochure, the city is unable to finance its share of this project.

Recently, the Saugus River and Tributaries Flood Damage Reduction Study, has received region-wide support for developing a plan called the Regional Saugus River Floodgate Plan. The benefits of the Regional Plan would include flood protection for 5,000 residential, commercial and industrial buildings in the floodplain of the four communities. A major feature of the Plan is a Floodgate structure across the mouth of the Saugus River. The plan also requires shorefront protection for Point of Pines as shown in the brochure.

Your comments on this Regional Plan are very important to the city and the Corps for making the Regional Plan more acceptable. Completing and returning the attached post card with your concerns is important and of course, voluntary. Please return it by 7 July, if you wish to have your responses included in our analysis. The Corps of Engineers will hold a Public Workshop on June 30, 1988 at St. John Vianney Church on Harrington Avenue to review the Regional Plan with you. This workshop will give you a chance to ask questions, discuss concerns, and address existing or additional flood protection issues.

If you have any questions, please feel free to call me at 647-8220 or, contact Bob Hunt, Project Manager of the Saugus River Flood Study, at the Corps of Engineers, 647-8216.

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures



US Army Corps
of Engineers
New England Division

INFORMATION ON: FLOOD DAMAGE REDUCTION STUDY Saugus River and Tributaries Lynn, Malden, Revere and Saugus,

424 Trapelo Road, Waltham, MA. 02254-9149

POINT OF PINES' WORKSHOP June 30, 1988 - St. John Vianney Church, Harrington Ave., Point of Pines

Flood protection is one of the primary civil works responsibilities assigned to the U.S. Army Corps of Engineers by the Federal government. In that capacity, the Corps' New England Division is now examining various measures to reduce losses in Lynn, Malden, Revere and Saugus. We look forward to working with you and your local officials to explain the Regional Saugus River Floodgate Plan. This investigation is sponsored by the Executive Office of Environmental Affairs (Metropolitan District Commission), the cities of Lynn, Malden and Revere, and the town of Saugus.



GEORGE V. COLELLA
MAYOR

THE CITY OF
REVERE, MASSACHUSETTS

OFFICE OF THE MAYOR
CITY HALL

June 10, 1988

Colonel Thomas Rhea
Division Engineer
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

RE: City of Revere, Point of Pines Flood Protection Plan

Dear Colonel Rhea:

As you are well aware, a great deal of time and effort has been dedicated by the City of Revere and Corps of Engineers with respect to the above referenced flood protection project. This important flood protection plan was initiated as a result of flood damages sustained during the "Blizzard of '78". The City of Revere has long been committed to this plan and has sought every available option in an attempt to secure State funding to assist in the cost sharing of this project. The current financial demands placed on the delivery of basic City services under the guidelines of proposition 2 1/2 however, has inhibited any attempts to exercise local funding initiatives for this project. Unfortunately, the City of Revere is unable to commit to the funds necessary to bear the local cost sharing of the project.

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Sincerely,
George V. Colella
George V. Colella
Mayor

BLIZZARD OF '78

The blizzard and coastal flood of Feb 6-7, 1978, ranks as the most damaging weather event to strike the northeastern seaboard of the U.S. Remembered as the "Blizzard of '78," it was one of the worst national disasters in the history of the country.

Major damages caused by the storm include:

- Twenty-nine lives lost in Massachusetts.
- Damages over \$120 million in Revere, Lynn, Malden and Saugus.
- Damages of \$40 million in Revere alone.
- About 3500 residential, commercial and industrial buildings flooded in these communities.
- More than 1800 homes and businesses damaged in Revere.
- About 365 homes affected in Point of Pines.



During the
Blizzard of '78
Point of Pines
was flooded by
waves
overtopping
the shoreline.
(photograph
courtesy of the Boston Herald American)

BLIZZARD OF '78

The 'eye' of the storm

Residents of the Point of Pines section of Revere, aided by National Guardsmen, evacuate their flooded homes.



The storm surge hit at 10:20 pm Monday night, Feb. 6, 1978. The record high tides flooded thousands of homes, knocked out electricity in freezing weather and forced the evacuation of over 4000 people.

The following morning at 10:36 am when the surge hit again, many residents were still stranded since access routes were still flooded.

In Point of Pines about 365 homes were flooded and two burned. On both high tides, water overtopped all along the shore-front and through the dunes. Sewer systems backed up into homes and residents could not return to their homes for weeks.

STANDARD PROJECT NORTHEASTER

The 1978 storm is not the worst storm which could hit the coast. Storm events between the '78 and Standard Project Northeast (SPN) could cause more extensive damage.

The SPN, the worst combination of events likely to occur, could happen from a high spring tide coincident with the record tidal surge of Nov. 30, 1945, and cause close to \$1 Billion in damages to Revere, Lynn, Malden and Saugus.



FIRE DESTROYED TWO HOMES IN '78



On Jan. 2, 1987 a 15 year tidal storm hit, flooding Point of Pines and forcing the evacuation of over 500 homes in the study area. Recurring Jan. '79 and Feb. '72 10 year storms also caused damages. In '72 about 700 homes had to be evacuated in Revere alone.

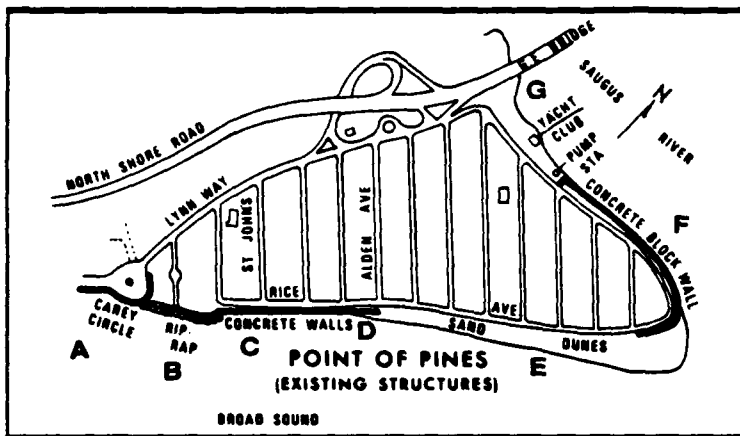
SEA LEVEL RISE

Sea level rose over the last few centuries at 11 inches per 100 years. A rise of 1.5 to 4.0 feet is forecasted over the next century. With only one foot difference in tide levels between the 10 year storm and the 1978 storm, damages will continue to rise and flooding will occur more frequently.

POINT OF PINES' EXISTING PROTECTION

3

The existing shorefront provides little protection against coastal storms. Storm damage to the structures has weakened even this line of protection.



(ABOVE) - Boulders in Reach A and B fall onto the beach. Gaping holes and a boat ramp channel water into the area across North Shore Rd to Riverside.

(ABOVE) - Reach C's wall sits on boulders with spaces between them, and the eroded beach supports deep water and high waves.

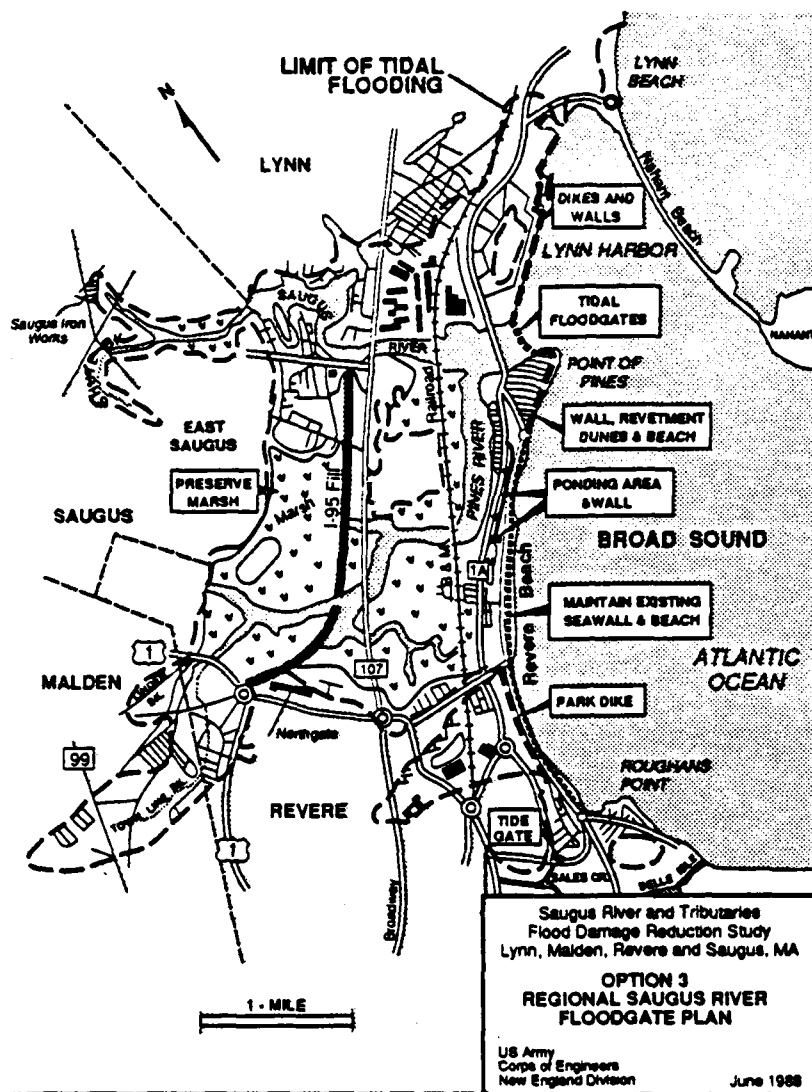
(RIGHT) - C's apron collapsed as water rushed under the wall in '78.



(ABOVE) - Reach D, water overtopped the wall in '78, and rushed through eroded openings in the dunes, Reach E.



(LEFT) - Reach F's blocks were overtopped in '78. The foundation of rocks is exposed on the beach side. (By the Yacht Club there are large openings where the ocean flows through.)



PUBLIC INVOLVEMENT

The Regional Saugus River Floodgate Plan has resulted from the effort of over a 100 people coordinating closely with and assisting the Corps of Engineers. These people have helped develop a plan to provide the highest level of flood protection possible to the region. The goal is a plan that is technically and economically feasible, and environmentally and socially acceptable, and one which can be implemented or built.

Four Citizen Steering Committees, (one for each community) and a Technical group (Federal, state, local officials and interest groups) started meeting in the Fall of 1985. From the very beginning the Regional Plan (Option 3) was widely supported, but other options have also been investigated, including: Four Local Protection Plans (Option 1) and Non-structural plans (Option 2).

Over 1000 interviews were also conducted in the study area to identify flooding problems, potential damages, and solutions.

As a result of public involvement and extensive correspondence received, high economic feasibility and environmental and social acceptability, the Regional Saugus River Floodgate Plan is the Corps of Engineers' tentatively recommended plan.

OPTION #3 REGIONAL SAUGUS RIVER FLOODGATE PLAN - DESCRIPTION

The Regional Saugus River Floodgate Plan is strongly supported by the sponsors: the Metropolitan District Commission, the cities of Lynn, Malden and Revere, and the town of Saugus. It would provide a high degree of flood protection to the entire study area. Along Revere Beach the plan includes development of a park flood control embankment located near the MDC Police Station. At the north end of the beach a salt water ponding area would be preserved to store the small amount of water which overtops the seawall at the north end of the beach. A wave dissipating armor stone revetment would be built fronting the seawall of Carey Circle.

The seawalls and beach along Revere Beach must be maintained to prevent further erosion and future overtopping of Revere Beach. The Revere Beach Erosion Control Project or the sanding project would help meet this requirement. At Point of Pines, the revetment would continue to the Sand Dunes. The beach in this reach would be built up with available and suitable sand dredged from the Saugus River for the Floodgate (and under the dunes). It would be built up about 5 to 10 feet above the existing beach. The sand dunes would be restored and protected with boardwalks, plantings and fences. This would be accomplished after a revetment is built under the dunes. A new wall would replace the existing wall from the end of the dunes to the floodgate structure. In Lynn on the opposite side of the Saugus River and along Lynn Harbor, steel sheet pile walls and stone faced dikes would be needed to reduce wave overtopping.

The Floodgate Structure would span the 1300 foot width of the Saugus River. It would include both navigation and supplemental flushing gates which would maintain safe passage for navigation and the natural flushing and tide levels in the estuary. The navigation gate and the 10 flushing gates would remain open 99.9 percent of the time, except in the event of a coastal storm which threatens to cause damages. The gates would be closed about 3 times a year, for 2 to 3 hours each time at the peak of the tide, then opened as the tide recedes. Preservation of the marshland estuary is needed for flood storage by the project.

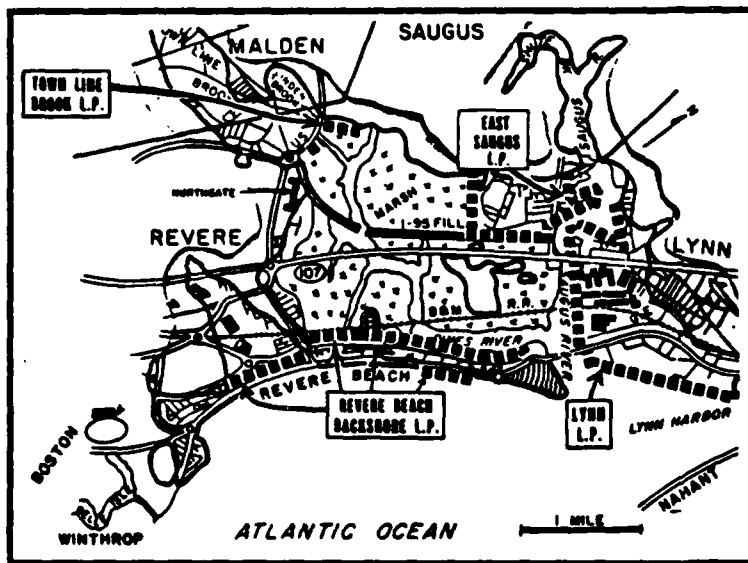
REGIONAL PLAN BENEFITS

5

- 1 Reduce flood damages to 5,000 residential, commercial and industrial buildings at \$7.4 Million per year (avg) in benefits or up to \$1 Billion in damages for the SPN flood event.
- 2 Prevent damages to over 20 miles of major public transportation arteries, et. al.
- 3 Reduce damages to 30 miles of existing shorefront structures with benefits about \$2.2 Million per year.
- 4 Reduce emergency public services, and about \$300,000 per year in flood insurance premiums.
- 5 Develop a public park land with recreation benefits valued at \$400,000 per year.

REGIONAL PLAN OPPORTUNITIES

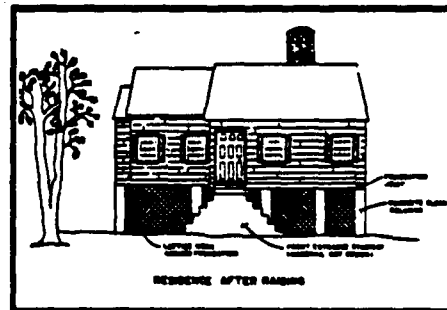
- 1 Provide the opportunity for a safer Port of Refuge for the existing 700 vessel fleet.
- 2 Provide the opportunity to encourage preservation of the 1,700 acre saltwater estuary's resources and the natural storage area needed by the project.
- 3 Provide the opportunity to breach the I-95 fill and enhance 440 acres of saltwater wetlands.



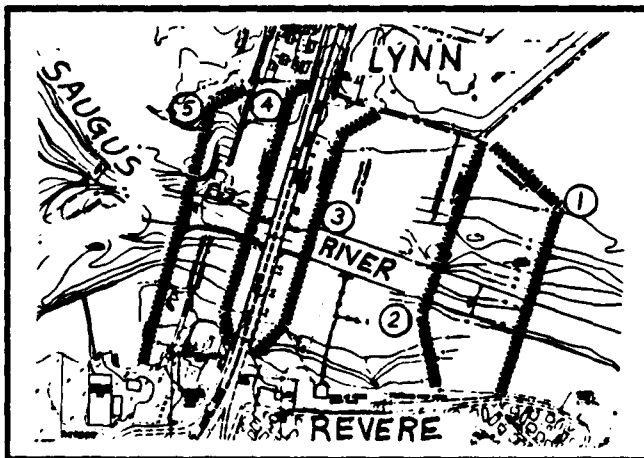
(ABOVE) - Four local protection plans (Option #1) were investigated which would cost more than the Regional Plan and have significant environmental and social impacts. Option #1 has fewer benefits and no public support.

REGIONAL PLAN COSTS AND ECONOMICS - PRELIMINARY

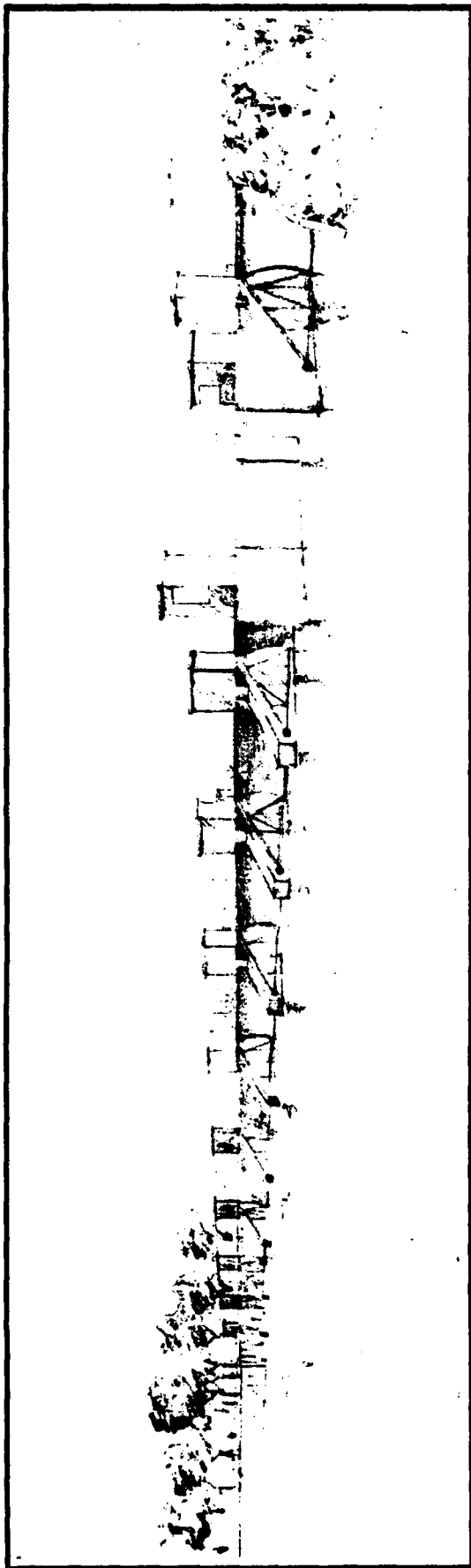
Project First Cost:	\$60.0 Million
Benefits, Average Annual:	\$10.0 Million
Costs, Average Annual:	\$ 6.0 Million
Net Benefits, Avg. Ann.:	\$ 4.0 Million
Benefit-to-Cost Ratio:	1.7 to 1.0



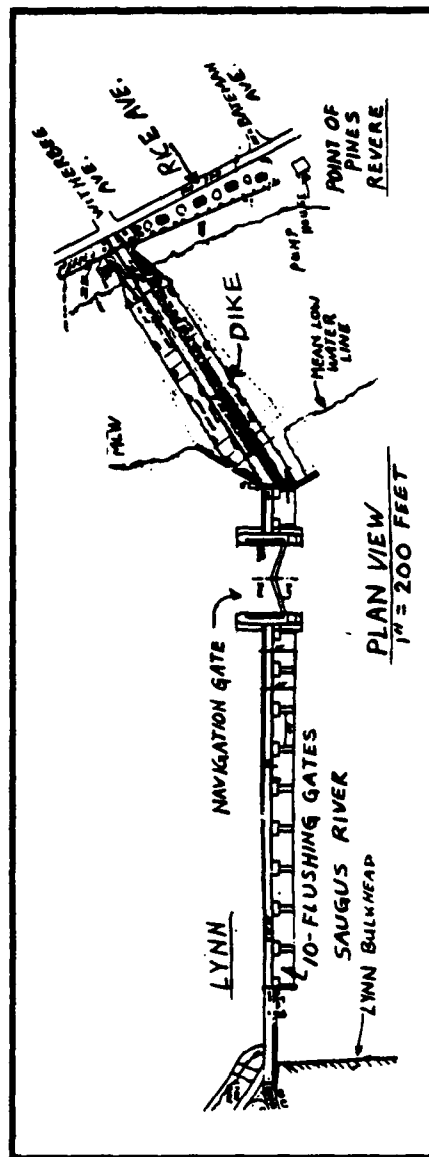
(ABOVE) - A non-structural plan (Option #2) would only benefit about 8% of the homes and businesses. Option #2 lacks public support.



(LEFT) - Five Floodgate alignments were investigated. All alignments, except No. 2, had significant environmental, navigation and/or construction problems. Alignment No. 2 does not have these problems, is less expensive to construct and has much higher benefits.

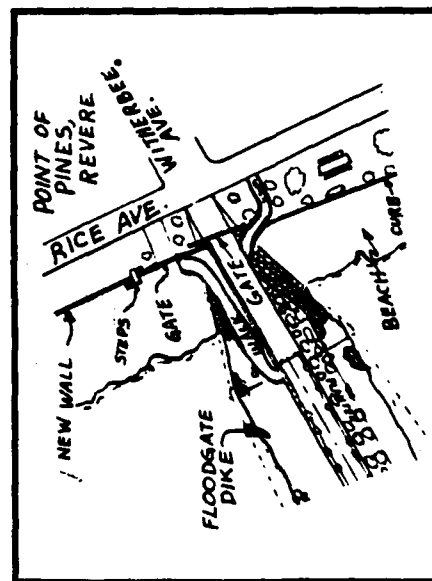


FLOODGATES VIEWED FROM END OF FOWLER AVE. & YACHT CLUB TOWARD NAHANT



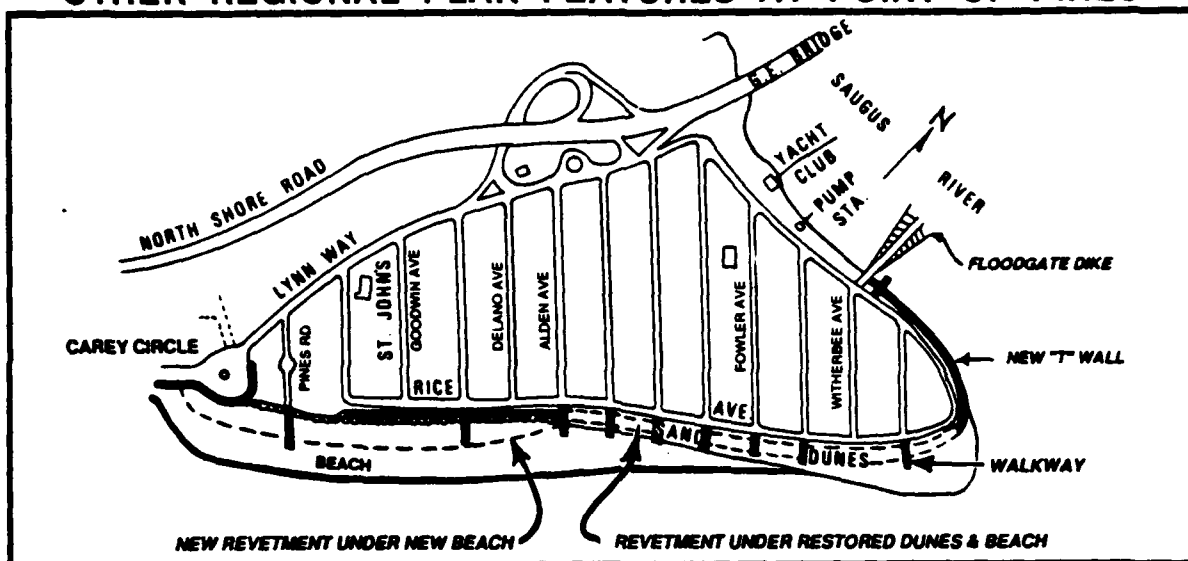
Floodgate alignment No. 2 must tie into new shorefront protection along Point of Pines for this plan to work. These improvements would protect the region including Point of Pines from coastal flooding.

The top of the floodgate structure and dike are planned to be about 2 to 3 feet above the existing Rice Avenue wall.



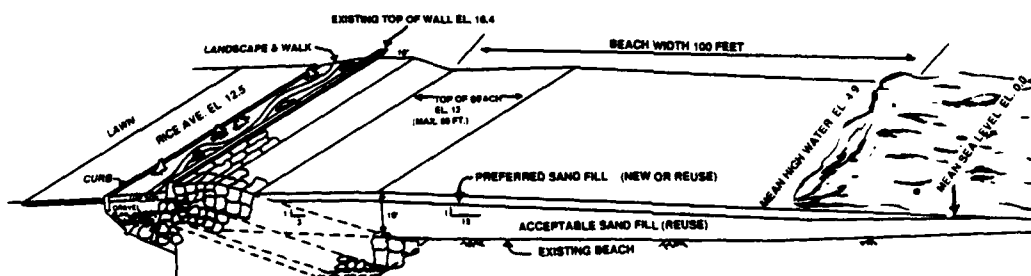
OTHER REGIONAL PLAN FEATURES AT POINT OF PINES

7

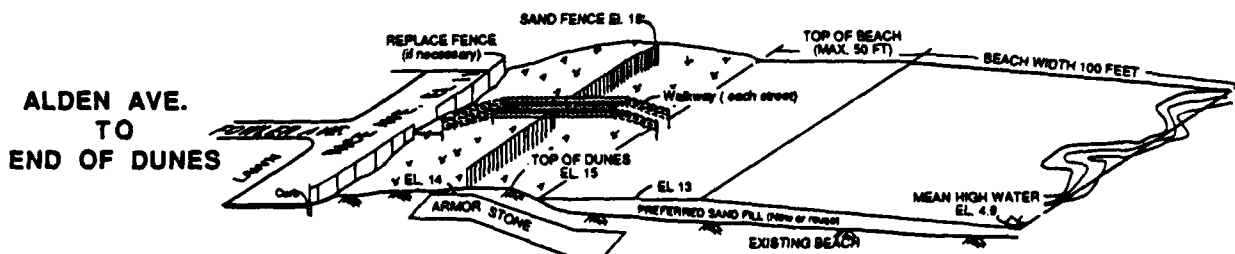


FEATURES:

- *Carey Circle to Alden Ave.:*
 - Armor stone revetment to reduce wave overtopping and stabilize shorefront.
 - A beach could be built over most of the revetment to a maximum depth of ten feet. The surface could be built from new or reused sand. Under the surface acceptable sand fill could be used. All or part of the material could come from excavation that is necessary for construction of the Saugus River Floodgates.
- *Alden to End of Dunes:*
 - Revetment under the dunes.
 - Restore dunes, plant grass, install walkways and build the beach.
- *Landscape Shorefront*
- *New Concrete Wall Along the River to the Floodgate*



CAREY CIRCLE
TO
ALDEN AVE.



ALDEN AVE.
TO
END OF DUNES

DUNES & BEACH FRONTING FOWLER AVE. (REACH "E", 1720')
WITH REGIONAL PLAN'S REVTMENT, DUNES & BEACH

8 CONSTRUCTION PROCEDURES AND IMPACTS-POINT OF PINES

Floodgates - Construction of the floodgates must be accomplished while maintaining safe flows for navigation and the natural flushing of the estuary. The floodgates would be built in 3 phases. Phases 1 and 2 would include the 10 flushing gates and navigation gate and be built from barges and from Lynn. Only the dike section (Phase 3) of the floodgate structure would be constructed from Revere.

Construction impacts from the floodgates on Point of Pines will include construction noise intermittently over two years from compressors, similar to the noise from rehabing General Edwards Bridge. Occasional noise from driving piles would occur.

Twice for about one month each, trucks would haul dike material along Rice Ave. (river stretch). Preferably, making this section of Rice Ave. two-way with traffic control, during the haul periods. All work which would significantly disturb the neighborhood would be limited to regular working hours.

Revetments, Walls, Beach and Dunes - Most of this work would be accomplished over a one year period, avoiding the main beach area during summer usage. Two access routes are being considered: (1) from Carey Circle to along the ocean side of the walls, and (2) along the Saugus River stretch of Rice Ave. to the dunes.

PROJECT SUPPORT AND METHODS OF FINANCING

The Federal Government would finance 65 percent of the Project First Cost. The non-Federal sponsors are required to finance 35 percent of the Project First Cost *less* the value of lands, easements and rights of way provided by the non-Federal sponsor. Currently estimated this would equal 35% of \$60 million (plus any mitigation costs, if required) or about \$21 million *less* about \$3 million in real estate costs, for a total cash requirement during construction of about \$18 million. Also, the non-Federal sponsors are required to finance 100% of the Operation, Maintenance and Replacement (O, M & R) Costs of the project, estimated at about \$400,000 per year.

OPERATION AND MAINTENANCE RESPONSIBILITIES

The Federal Government prefers to turn over the O,M & R responsibilities to the non-Federal sponsors, for example: the Revere Beach features to the MDC; Lynn Harbor features to Lynn or the MDC; and the Point of Pines' features to the Point of Pines Association or the city of Revere. In the case of the Floodgates, the local communities and especially the Citizens Steering Committees strongly recommended the Corps of Engineers operate and maintain the Floodgates. The Administration and the U.S. Congress must determine whether to assign the Corps this responsibility. Some precedence may exist in this regard if the Saugus River is authorized as a "Federal Navigation Channel" through the dredging of the Saugus River Navigation Project.

REVERE CITIZEN STEERING COMMITTEE

- Mr. Frank Stringi, Director, Dept. of Planning and Community Development
- Mr. Paul Cacciola, Revere Engineering Dept.
- Mr. John Arrigo, City Council - Ward 5
- Mr. Richard Penn, City Council - Ward 2
- Mr. Joseph LaValle, Chairman, Conservation Commission
- Mr. John R. Marino, Conservation Commission
- Mr. Dan Ferrara, Civil Defense Director
- Mr. George DelGreco, Harbor Master
- Mr. Carl Minkovitz, Trustee, Point of Pines Beach Assoc.
- Mr. Vini Piccinni, Commodore, Point of Pines Yacht Club
- Ms. Ellen Haas, Chp., Revere Beach Cit. Adv. Comm., and Representative, Concerned Coastal Sportsmen Assoc. Inc.
- Ms. Elaine Hurley, President, Pines River Assoc.
- Ms. Rose LaQuaglia, Vice Pres., Oak Island Residents Assoc.
- Mr. Ralph Sandberg, Director, Oak Island Residents Assoc.
- Mr. Art Vulgaropoulos, Consultant, Conservation Comm.



**PINES RIVERSIDE
ASSOCIATION**
21 RIVER AVE
REVERE, MASSACHUSETTS 02151

JUNE 26. 1988

Colonel Thomas Rhen
Division Engineer
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Rhen:

It is very important to our association to have Secretary Hoyte designate the Broad Sound as an Area of Critical Environmental Concern, our area is already being heavily impacted by uncontrolled development and by irresponsible businesses. We are impacted in our river the Pines River by high colorform levels and toxins from the old DiMatteo dump and landfill and by the RESCO incinerator. We would like these very important health hazards cleaned up and see no more abuse of the marsh and its borders. We do not feel that the Wetlands Protection Act is enough to insure this.

Colonel we have always put our faith in your projects and have the utmost confidence in Bob Hunt who is a pleasure to work with. We do not see why the Environmental Protection Agency and the Army Corps of Engineers can not work together even within an A.C.E.C. designated area after all both agencies are working in the interest of the general public. We would ask that the Corps please look upon the A.C.E.C. designation favorably and do all in your power to make your projects work within the designated area if it should become so. We feel that both the Corps projects and the designation are equally important and we want them both, we do not want to be forced to choose between them.

We will be looking forward to hearing from you on this matter.

Sincerely,

Elaine Hurley, President
Pines Riverside Association

copies
Secretary Hoyte
Mayor George Colella

I AM THE PRESIDENT OF THE PINES RIVERSIDE ASSOCIATION AND SPEAK TONIGHT ON BEHALF OF ALL THE RESIDENTS THAT LIVE WITHIN THIS AREA THAT RUNS ALONG THE PINES RIVER. THE PINES RIVER IS A TIDAL ESTUARY THAT FLOWS THROUGH COASTAL WETLAND SALT MARSHES, DUE TO THE AVAILABILITY OF FOOD AND NUTRIENTS AND THE PROTECTION FROM STORMS AND INTENSE WAVE ACTION THE RIVER SERVES AS AN IMPORTANT AREA FOR FISH AND WILDLIFE. THE ESTUARY WITH ITS SALT MARSHES, MUD FLATS, AND SHALLOW SUBTIDAL CHANNELS IS ONE OF THE MOST BIOLOGICAL SIGNIFICANT ESTUARIES IN MASSACHUSETTS NORTH OF BOSTON. THIS ESTUARY IS AN OUTSTANDING RESOURCE IN AN OTHERWISE URBAN ENVIRONMENT. THIS ESTUARY IS ALREADY RECOGNIZED BY THE FEDERAL ENVIRONMENTAL PROTECTION AGENCY TO BE A SENSITIVE UNIQUE AREA IN NEED OF PROTECTION.

THE PINES RIVER IS KNOWN TO BE THE HOME TO FLOUNDER WHO HAVE FOR MANY YEARS USE THE RIVER FOR SPAWNING, ALSO COMING INTO THE RIVER TO MATE YEARLY ARE THE PREHISTORIC HORSE SHOE CRAB WHO ARE JUST BEGINNING THEIR MATING FOR THIS SEASON. IN THE FALL THERE IS THE SMELT THAT MAKE THEIR RUN UP THE RIVER. ALSO FOUND IN THE PINES RIVER ARE BASS, EELS, POLLACK, COD, POGGIES, THE RARE GREEN CRAB EATING TATOG AND THE PREHISTORIC SCULPINS, THERE ARE ALSO PLENTIFUL AMOUNTS OF CRABS, CLAMS AND LOBSTER.

THE PINES RIVER HAS THE POTENTIAL TO BE A GREAT ECONOMIC RESOURCE TO THE COMMONWEALTH BUT BECAUSE OF THE POLLUTION OF ITS BANKS AND WATER IT IS UNABLE TO BE HARVESTED TO ITS FULL POTENTIAL. STUDIES THAT ARE REFERRED TO APPEAR IN A BIOLOGICAL STUDY COMPLETED IN 1978 BY THE COASTAL ZONE MANAGEMENT, IN 1972 IT WAS FOUND THAT LIQUIDS LEACHING FROM PORTIONS OF A LANDFILL ALONG THE RIVER HAD ENOUGH POLLUTANTS TO CAUSE CONCERN, IT WAS ESTIMATED AT THAT TIME THERE WAS APPROXIMATELY 83,229,000 GALLONS OF WATER INFILTRATING THROUGH THE SOLID WASTE SITE AND THAT IT WAS CONTRIBUTING TO THE POLLUTION OF SURFACE WATER INTO WHICH IT DRAINED. STUDIES DONE IN 1976 FOUND THE PINES RIVER DID NOT MEET CLASS SB WATER. IN CERTAIN AREAS OF THE RIVER PESTICIDES LEVELS FOUND IN BOTTOM MUD, CLAMS AND WINTER FLOUNDER WERE SEVERAL HUNDRED TO SEVERAL THOUSAND TIMES THE ALLOWABLE EPA CRITERIA. IT WAS SUGGESTED AT THAT TIME CAUTION BE USED IN ALLOWING SWIMMING IN THE RIVER BECAUSE OF THE PCB'S. TODAY THERE IS AN INCINERATOR STILL INCINERATING AND DUMPING THEIR ASH ON THE LANDFILL. THE RESIDUALS THAT COME FROM THIS INCINERATOR ARE FELT

BY MANY OF THE AREA RESIDENTS, CARS CONSTANTLY HAVE A FINE BLACK SILT ON THEM, MY OWN CAR ON THE SIDE THAT FACES THIS INCINERATOR SHOWS WHERE THE ASH HAS EATEN AWAY THE PAINT. THIS SILT CAN BE OBSERVED ANY TIME OF THE YEAR ON WINDOW SILLS THROUGHOUT THE NEIGHBORHOOD, AND WE'RE SURE THE BOTTOM OF THE RIVER HAS ITS SHARE TOO. THE NEED OF A CLEANUP OF THIS SITE IS LONG OVERDUE. WE WOULD HOPE THAT THE ACEC DESIGNATION WOULD HELP IN A SPEEDY CLEANUP OF THE SITE.

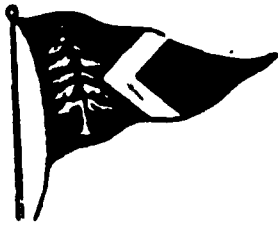
ANOTHER PROBLEM PLAGUING THE PINES RIVER ARE THE HIGH COLORFORM LEVELS FOUND IN 1976, COLORFORMS COME FROM RAW SEWAGE AND CAN CAUSE CANCER, IT IS NOT UNTIL NOW THAT THE SEWAGE PROBLEMS ARE BEGINNING TO BE ADDRESSED AND WE QUESTION WHAT THE COLORFORM LEVELS ARE TODAY 12 YEARS LATER. THIS PROBLEM NEEDS IMMEDIATE ATTENTION FOR THE HEALTH OF OUR CHILDREN COULD BE IN DANGER, THEY HAVE BEEN ALLOWED TO SWIM IN THIS RIVER FOR YEARS WHAT ARE THE EFFECTS GOING TO BE ON THEM, ONE THING ABOUT POLLUTION IS THAT IT TAKES YEARS FOR SYMPTOMS TO SHOW UP.

FEDERAL AND STATE OFFICIALS JUST THIS WEEK ADVISED CONSUMERS TO STOP EATING THE TOMALLEY FROM LOBSTERS AND TO EAT FISH AND SHELLFISH FROM QUINCY BAY AND BOSTON HARBOR WITH CAUTION, IT WAS SAID THAT PREGNANT WOMEN, AND CHILDREN UNDER 12 COMPLETELY AVOID LOBSTER, FISH AND SOFT SHELLED CLAMS. IT WAS FOUND THAT OF BOSTON HARBOR CATCHES THAT 83% OF THE FLOUNDER HAD SOME LIVE DISEASE 23% SHOWED LIVER TUMORS. LOBSTER HAD HIGH LEVELS OF CANCER CAUSING PCB'S AND CLAMS SHOWED HIGH LEVELS OF VIRUSES AND DISEASES. THIS IS FACT IN BOSTON HARBOR AND QUINCY BAY AND A GUESS WOULD BE IF TESTED THE OCCUPANTS OF LYNN HARBOR, SAUGUS RIVER AND PINES RIVER WOULD TEST THE SAME. DOESN'T THE NORTH SHORE DESERVE THE RIGHT TO THE SAME ENVIRONMENTAL SCREENING AS THE WATERS ON THE SOUTH SHORE?

THE PINES RIVER HAS MORE THAN ITS SHARE OF POLLUTANTS BUT SO FAR THE ONLY EVIDENCE OF IT THAT WE HAVE SEEN IS THE DISAPPEARANCE OF THE MUSSEL BEDS THAT WERE SO PLENTIFUL A FEW YEARS AGO. THIS IS ENOUGH TO MAKE US HAVE GREAT CONCERN, WE ARE NOT BIOLOGISTS BUT WHEN A HEARTY SHELLFISH SUCH AS A MUSSEL DISAPPEARS THE POLLUTION OF THE WATERS THEY LIVE IN MUST BE A CONTRIBUTING FACTOR. WE LIVE ON THE PINES RIVER AND WE ENJOY TEACHING OUR CHILDREN ABOUT ALL THE LIVING CREATURES THAT SURROUND

US WHETHER IT BE DUCKS, EGRETS, HERMIT CRABS OR THE PREHISTORIC HORSE SHOE CRAB, EVERYDAY CAN BE A LEARNING EXPERIENCE. WE WOULD LIKE TO SEE OUR CHILDREN BE ABLE TO TEACH THEIR CHILDREN ABOUT THE WONDERS OF NATURE JUST AS THEY WERE TAUGHT AND THAT IS BY SHOW AND TELL, BUT IF THE POLUTTION ISN'T PUT UNDER CONTROL THERE WILL BE NOTHING LEFT TO SHOW. THE NEED TO PROTECT OUR ENVIRONMENT FROM FURTHER DESTRUCTION IS IMPERATIVE FOR A BRIGHT AND HEALTHY TOMORROW FOR OUR CHILDREN. WE DESERVE THE PROTECTION OF AN ACEC JUST AS MUCH AS THE SOUTH SHORE AREAS THAT ALREADY HAVE THEM, AND THIS SECRETARY HOYTE IS WHY WE APPEAL TO YOU TO PLEASE HELP AND PRESERVE OUR AREA BY DESIGNATING THE BROAD SOUND AREA AN AREA OF CRITICAL ENVIRONMENTAL CONCERN FOR WE THE PEOPLE WHO LIVE HERE TRULY KNOW IT IS SO DESERVING.

ELAINE HURLEY, PRESIDENT
PINES RIVERSIDE ASSOCIATION



Point of Pines Yacht Club, Inc.

28 RICE AVENUE. REVERE, MASS. 02131

Telephone 284-9717

Mr. Robert G. Hunt
Project Manager
Building 112N
N.E. Division, Corps of Engineers
424 Trapelo Road
Waltham, Ma. 02254

June 28, 1988

Dear Bob:

As I stated at our last meeting at Revere City Hall the Point of Pines Yacht Club would like the Army Corps of Engineers to respond in writing regarding the following concerns:

Erosion
Filling-In
Current
Accumulation of Debris (due to ineffective flushing)

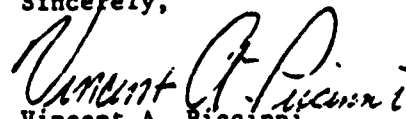
We are also very concerned regarding ice flow, which could seriously damage our piling system.

As we also discussed, we currently contend with approximately a 5 - 6 knot current. The Yacht Club requests if this condition could be improved (diminish current to 2 - 3 knots) without compromising the flashing of the river it would be greatly appreciated. Any increase of current would not be acceptable.

The Point of Pines Yacht Club supports this project and we feel confident that all our concerns will be addressed.

If we can be of any further assistance please feel free to contact me.

Sincerely,


Vincent A. Piccinini
Commodore
Point of Pines Yacht Club

26 Wadsworth Ave.
Revere, Mass. 02151
July 7, 1988

Col. Thomas A. Rhen
Department of the Army
M. E. Div., Corps of Eng.
424 Trapelo Rd.
Waltham, Mass. 02254

RE: CENED-DE

Dear Colonel Rhen:

We are opposed to the construction of a floodgate on the Point of Pines Beach, Revere, Mass., or contiguous to it.

The Point of Pines Beach on the Saugus River has two qualities which are rare, if not unique, in this area. It consists of fine granular, soft sand. Because of past channel dredging the river at this area provides the only swimming at low tide.

Since the beach is small the loss of the amount necessary to accommodate a floodgate would be unacceptable. The loss of any part of this beach would seriously diminish the quality of life here.

In addition the floodgate itself would exacerbate the congestion problems of the Point of Pines. We fear it would become an attraction to fishing, loitering and late night partying and add to parking problems.

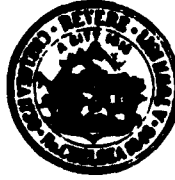
Yours truly,

Bernard Blume

Sylvia Blume

Bernard Blume
Sylvia Blume

The City of Revere Massachusetts



City Hall

281 BROADWAY
REVERE, MA 02151
284-3600

Office of the Conservation Commission

July 12, 1988

Secretary James S. Hoyte
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

RE: Saugus River and Tributaries Flood Damage
Reduction Project - EAEA #6497

Dear Secretary Hoyte,

After a thorough review as a member of the Revere Conservation Commission and a member of the Revere Citizen Steering Committee involved with the Pines River Project, "I totally support a Flood Protection Plan such as the Floodgate alignment #2, that would provide a high protection to the Point of Pines and will not effect the Saltmarshes that provide feeding, spawning, and nursery habitats for finfish and shellfish.

And as a member of the Revere Conservation Commission I totally support an ACEC. I must also go on record that ACEC should be exempt from the Projects that are on going with the MDC and the Army Corps with the City of Revere. These projects are as follows:

The resanding of Revere Beach by the MDC. The proposed Saugus River Federal Navigation Project, and the proposed Pines River Federal Navigation Project.

In summary Mr. Secretary the above named Projects shall be monitored by many local, state and federal agencies and should not be held to a point that would be an irreversible impact that would affect the on going Projects that would occur under an ACEC designation.

Yours in Conservation,

John R. Marino, Member
Revere Conservation Commission

JRM/n

cc: George V. Colella, MAYOR City of Revere
William Geary, MDC
Colonel Thomas A. Rhen, USACOE



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

July 20, 1988

REPLY TO
ATTENTION OF

Planning Division
Basin Management Branch

Commodore Vincent A. Piccinni
Point of Pines Yacht Club
28 Rice Avenue
Revere, Massachusetts 02151

Dear Commodore Piccinni:

The concerns expressed in your letter of June 28, 1988 have been the focus of a major effort by the New England Division, Corps of Engineers since the start of the floodgate investigation during our planning process. As a result, the following is provided to summarize our findings to date on the changes in currents, erosion and sedimentation in the vicinity of the Point of Pines' Yacht Club.

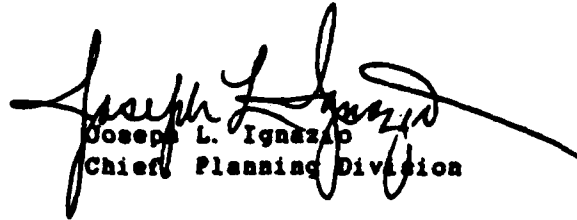
The construction of any floodgate structure proposed as part of the Regional Saugus River Floodgate Plan would change the current patterns within a few hundred feet upstream and downstream from the structure. At this stage of planning, we have minimized these changes by providing a cross sectional opening (below mean sea level) through the structure nearly equal to the existing cross section at the mouth of the Saugus River and by locating the bottom of the gates near the bottom of the river. In addition, the majority of the flushing gates have been placed north of the main navigation channel, away from the more easily erodible south side of the channel. This placement would likely reduce velocities on the south side, although it would likely create an area for potential shoaling. The area within close proximity of the gates would be protected from erosion with riprap. A preliminary layout of the plan is provided for your information.

Flushing and current estimates have been developed for both the existing and proposed conditions throughout the estuary. There would be an imperceptible change in the flushing capability of the estuary. The gated openings would be designed to achieve a criteria of no significant impacts to navigation or flushing. There should be an insignificant change in velocities near your docking facilities. Currents and ice carrying capacity may change slightly in the main channel as would shoaling and ice movement toward the southern side of the Saugus River Floodgates. Assuming this plan is approved, further detailed current measurements would be conducted near the locations of the proposed structure. More accurate two-dimensional, computer modelling would then be used to determine exact changes in localized currents, erosion, sedimentation patterns, ice movement and gate sizes and locations during the design phase of the project which is scheduled to begin late in 1989.

-2-

We will keep in touch with your organization to identify potential problems and solutions to reduce any impacts as more analysis is completed. If you have any questions please feel free to call me at 617-647-8508, or Bob Hunt, the project manager at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosure



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

July 26, 1988

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Ms. Elaine Hurley, President
Pines Riverside Association
21 River Avenue
Revere, Massachusetts 02151

Dear Ms. Hurley:

This is in response to your recent letter requesting that the Corps of Engineers work closely with the Commonwealth's Coastal Zone Management (CZM) Office for the potential designation of the Broad Sound area as an Area of Critical Environmental Concern (ACEC).

The project manager, Mr. Robert G. Hunt, has been in contact recently with Mr. Brad Barr, ACEC Coordinator for CZM to discuss the prospects of ACEC and coordination of Corps' projects. The Corps and Mr. Barr fully realize the support for both the ACEC and Corps projects voiced at the June 23, 1988 ACEC Public Hearing. We will be coordinating our programs prior to, and if the ACEC is designated, following Secretary Hoyte's August 22, 1988 decision on the ACEC nomination.

The Corps of Engineers supports the protection of wetlands and has a responsibility for doing so at the national level. I believe, as you do, that protection of the estuarine resource and the Corps Projects can be developed together.

I appreciate all the assistance and support that you have provided since the start of the Revere projects and especially as a member of the Saugus River and Tributaries Citizen Steering Committee. Your continued help will now be needed even more in an effort to assure that both programs successfully accomplish their goals.

Thank you for your letter. If you have any additional questions, please feel free to call me at (617) 647-8220, or Mr. Hunt, the project manager, at 647-8216.

Sincerely,

Thomas A. Khen
Colonel, Corps of Engineers
Division Engineer

Copy Furnished:

Mr. Brad Barr
ACEC Coordinator
Coastal Zone Management
100 Cambridge Street - 20th Floor
Boston, MA 02202



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

October 7, 1988

Planning Division
Basin Management Branch

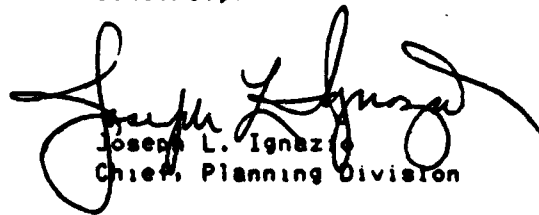
Honorable George V. Colella
Mayor of Revere
City Hall
Revere, Massachusetts 02151

Dear Mayor Colella:

This is in regard to the Saugus River and Tributaries Flood Damage Reduction Study and to confirm the request to Mr. Frank Stringi and Mr. Paul Cacciola to join the Corps on October 18, 1988 for a field review of the Regional Saugus River Floodgate project area followed by an Issue Resolution Conference for the project on October 19th. The purpose of the Conference is to discuss formulation of the project and issues with our Washington level review staff and project sponsors before the draft report is distributed for public review in January 1989. The review staff will represent the Assistant Secretary of Army, Board of Engineers for Rivers and Harbors and Office of the Chief of Engineers. A major issue to be discussed will be whether the Corps can accept the responsibility to operate and maintain the Floodgate structure.

An Agenda, Project Fact Sheet and Position Paper on the O&M issue are attached. If you have any questions, please feel free to call me at 617-647-8599, or the project manager, Mr. Robert G. Hunt at 647-8216.

Sincerely,



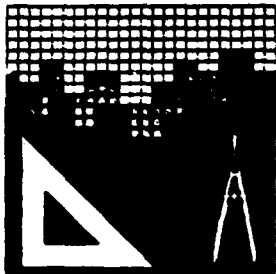
Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Frank Stringi, Director
Dept. of Planning and Community
Development
City Hall
Revere, MA 02151

Mr. Paul Cacciola
Engineering Department
City Hall
Revere, MA 02151



Department
of Planning
and
Community
Development

Frank L. Stringi
Director

City of
Revere
Massachusetts

George V. Colella
Mayor

November 22, 1988

Mr. Robert Hunt, CENED-PL-BC
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Bob:

Please find attached copies of correspondence with Coastal Zone Management regarding Ch. 589 relative to the protection of the Massachusetts Coastline. My interpretation of this act is that it was designed to support state funding under the Coastal Facilities Program which is authorized out of the Coastal Zone Management Office. Since the state sponsor for the regional plan will be the MDC, this act may not apply and special legislation would be necessary to support the costs required from the MDC to participate in the regional plan. If this is the case, new legislation for state participation in the regional plan can be tailored to include shoreline protection that ties in the regional plan to the Revere Beach erosion control plan, exempting the private lands held between the two projects.

As was discussed, a meeting will be arranged to include the state sponsor (MDC), the areas legislative delegation, Mayor Colella, and yourself to discuss this scenario.

Sincerely,

Frank Stringi
Frank Stringi
Director DPCD

FS/jfp

c: Mayor George V. Colella

G-41



COASTAL ZONE
MANAGEMENT

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

July 11, 1986

Mr. Frank Stringi
Revere Community Development Office
Revere City Hall
Revere, MA 02151

Mr. Stringi:

This letter is a follow-up to the meeting with Revere officials and representatives from Senator's Doris Office with Coastal Zone Management Office representatives on July 9, 1986 concerning possible funding options for the Point of Pines Flood Prevention Project.

Possible options discussed for partial funding of this project included the Coastal Facilities Improvement Program (CFIP) and the Rivers and Harbors Program.

The Coastal Facilities Improvement Program is a 50% reimbursement program for the construction, reconstruction and rehabilitation of harbor and waterfront facilities. The project described by Revere representatives fit all the eligibility criteria of CFIP except the public ownership and maintenance provision as required by statute. Thus, CFIP cannot entertain an application for funding.

The Rivers and Harbors program is administered by the Department of Environmental Management, Division of Waterways. The criteria for this program is somewhat different than CFIP. It was suggested that the representatives from Revere should contact DEM's Division of Waterways for a definitive answer on eligibility and funding criteria.

Coastal Zone Management understands the financial concerns that a major undertaking such as this project places on a community. We wish that we could be more supportive with the programs that we administer but as you see we are limited by legislation. If we can be of any assistance in your dealings with the Army Corps of Engineers, please let us know.

Sincerely,

Marianne Connolly
Marianne Connolly
Legislative Liaison

cc: Senator Doris
Thomas McShane, EOEA

MEETING OF ALL CITY OFFICIALS TO DISCUSS THE REVERE
POINT OF PINES FLOOD PROTECTION PLAN, SALTONSTALL-ROOM 200

PRESENT - Jim O'Connell and Maryanne Connolly from the Coastal Zone Management Office (7-9530); Frank Stringi, Director of Revere Planning and Community Development; Mayor George Colella; Paul Dawley from Senator Doris' office.

The meeting was set up by Senator Doris' office, at the request of Mayor Colella (see attached letter of June 3, 1986). The major issue the Revere officials brought up was the City's inability to pay \$1.75 million, which would be their share under new federal guidelines for coastal flood protection projects. These guidelines increase local cost sharing to 35% of the total construction cost.

The Coastal Zone Management officials discussed several alternative sources of funding:

A.) They advised the Revere officials to contact the Army Corps of Engineers for reconsideration of 100% funding. They stressed that the Army Corps of Engineers current refusal to fund 100% of the project is policy NOT regulation, and that a possible grandfather clause could be suggested, allowing projects such as Revere's to carry over the 100% funding. They also brought up the fact that since all houses of the Point of Pines residents are covered under the federal flood insurance program, if this flood protection is not provided, then the federal government will end up paying as a result of damages.

B.) Rivers and Harbors program under the Division of Waterways.

CONTACT: Elizabeth Powers at 7-8893

This state-funded program would finance up to 50% of the city's responsibility to the project. Currently, Senate bill 1748 (attached with S. 1836) is pending, which would

provide for a capital outlay program for natural resources, which could possibly fund projects such as this.

C.) Coastal Facilities Improvement Program

This state-funded program would also finance up to 50% of the city's responsibility to the project.

*** A very important issue emerges from these last two sources of state funding. The Point of Pines Beach is a private beach operated and deeded to the Pines Beach Association (residents pay \$25 dues per year as members, according to Frank Stringi). The state will not fund improvements to private beaches or waterfronts.

✓ { CHAPTER 589 OF THE ACTS OF 1983 (attached), AN ACT RELATIVE TO THE PROTECTION OF THE MASSACHUSETTS COASTLINE, defines "public" as any structure or land owned and maintained by a coastal city or town or by the Commonwealth.

Maryanne Connolly asked the Revere officials if it were possible for the Pines community to open up the beach, making it public, in return for the flood protection funding. The Mayor and Frank Stringi both answered negatively, citing parking problems along with a projected outrage by the citizens.

D.) The other alternative discussed was for special legislation to be filed excluding the private Pines Beach from the restrictions under the Chapter 589 provision for public beaches. The officials from the Coastal Zone Management office recognized the difficulty in passing such legislation.

To conclude, the Mayor stated he would investigate these alternatives. Maryanne Connolly told me that she would send our office all related correspondence.

MICHAEL JOSEPH CONNOLLY, SECRETARY OF STATE

Chap. 589. AN ACT RELATIVE TO THE PROTECTION OF
THE MASSACHUSETTS COASTLINE.

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to immediately provide more comprehensive protection to the Massachusetts coastline, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

CHAPTER 21F.
COASTAL FACILITIES IMPROVEMENT.

Section 1. The purposes of this chapter are:

(a) to ensure that adequate and well-maintained public facilities exist to support the commonwealth's fishing, marine, tourist, and recreational industry in the coastal zone;

(b) to provide flexible and affordable financial programs for the commonwealth's coastal cities and towns so that they can plan for, construct, reconstruct, maintain and improve public coastal facilities;

(c) to improve planning for coastal facilities consistent with the policies of the executive office of environmental affairs;

(d) to encourage greater cost sharing between the public and users of public facilities financed with public funds.

Section 2. As used in this chapter, the following words shall, unless the context clearly requires otherwise, have the following meanings:-

"Harbor facility", any existing or proposed public dredged channel, spoil disposal area, bulkheads, ripraps, piers, wharves, fill, docks, floats, beaches or other structures used for fishing, marine industry, or commerce, marine recreations or public access purposes.

"Waterfront facility", public upland platforms, public buildings containing harbor related facilities or public spaces or structures used for fish or vessel and related equipment handling or storage, and parking facilities and walkways necessary for access to said waterfront facility.

* "Public", any structure or land owned and maintained by a coastal city or town or by the commonwealth.

"Improvements", a project or undertaking involving the planning, engineering, repair, construction or reconstruction of harbor or waterfront facilities.

"Card program", the state Commercial Area Revitalization

District program established under chapter forty D.

"Substandard condition", physical deterioration, faulty arrangement or design, overcrowding, lack of access, or other factors which cause the condition of a harbor or waterfront facility to be detrimental to the public safety, health, morals, welfare or sound growth of a coastal city or town.

Designated port area", any port area suitable for marine industrial uses and so designated in accordance with the procedures established by the Department of Environmental Quality Engineering under chapter ninety-one.

"Special assistance development area", an area identified by the Executive office of environmental affairs under chapter twenty-one A, having special development needs and significant resource areas which have development potential such as in ports, harbors and recreational areas.

Section 3. The executive office of environmental affairs shall define the terms "coastal city or town" and shall designate such cities and towns as so qualifying for the purpose of determining eligibility for project assistance.

Section 4. Any coastal city or town, acting by and through its mayor in the case of a city, the town manager in a town having a town council form of government and the board of selectmen in any other town, may apply to the secretary of environmental affairs for assistance to undertake a harbor or waterfront improvement. An application for assistance under this chapter shall represent no more than fifty per cent of the estimated total cost of the improvement and in no case shall exceed one million dollars. The commonwealth shall reimburse no more than one million five hundred thousand dollars total to a city or town applying for funding for more than one harbor or waterfront project. The secretary of environmental affairs is authorized to utilize seventy per cent of the funding provided for in this chapter, for public facilities used primarily for commercial purposes.

Said applicant must provide a cash or in-kind match with a value equal to at least fifty per cent of the total cost of the improvement which may originate from any source including grants, bequests, gifts, or contribution by the federal, state or municipal government or by an individual, corporation or association.

Section 5. To qualify for assistance under this chapter, a city or town shall comply with the following conditions:

(a) the improvement will be public for the duration of any debt obligation incurred by the commonwealth relative to such assistance pursuant to regulations to be adopted pursuant to this chapter and shall be used principally for fishing, shellfishing, marine commerce or industry, or for marine recreation or public access purposes;

(b) the project site has been determined by the executive office of environmental affairs, to be in substandard conditions or is located within an approved Commercial Area Revitalization District or within a designated port area or an area designated as a special assistance development area by the Massachusetts

coastal zone management program within the executive office of environmental affairs;

(c) that the city or town may seek to obtain reasonable fees from users of the improvement or related facilities, that this income will be committed to the operation, maintenance, management and, if required, the retirement of any debt incurred under the provisions of this chapter.

Section 6. In making applications for assistance under this chapter, the city or town shall follow the rules and procedures developed by the secretary of environmental affairs to implement this chapter which shall include, but not be limited to the following findings:

(a) the proposed improvement will serve the public interest and is consistent with community wide needs and priorities;

(b) the project will have a significant economic impact on the fishing, marine, commercial or industrial, recreation or tourist industry or provide significant public benefits;

(c) there is a clear need for the improvement;

(d) the improvement is consistent with the guidelines set by the executive office of environmental affairs and that all required local, state and federal permits, approvals and licenses, have been sought or obtained in the case of an improvement requiring such;

(e) the funds required to complete the total improvement are or will be secured;

(f) the application for assistance has been approved by the mayor in the case of a city, the town manager in a town having a town counsel form of government and the board of selectmen in any other town;

(g) funds shall not be used for dredging projects.

Section 7. In addition to the conditions and requirements set forth in this chapter, the executive office of environmental affairs shall promulgate such rules and regulations as are deemed necessary to effectuate the purpose of this chapter.

SECTION 19A. The department of environmental management is hereby authorized to expend a sum not exceeding seven million dollars for the development and associated costs in connection with the establishment at Long Wharf in the city of Boston of a mainland access point and waterfront component of the Boston Harbor Islands State Park and for the purpose of entering into agreement with the Boston Redevelopment Authority and the city of Boston for development and associated costs in connection therewith.

SECTION 41. To meet the expenditures necessary in carrying out the provisions of section nineteen and nineteen A of this act, the state treasurer shall, upon request of the governor issue and sell bonds of the commonwealth to an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of twenty-five million dollars. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Public Piers Reimbursement Loan, Act of 1983, and shall be issued for such maximum term of years, not exceeding twenty years, as the governor may recommend to the general court pursuant to Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth; provided, however, that all such bonds shall be payable not later than June thirtieth, two thousand and eight.

Bonds and interest thereon issued under the authority of this section shall, notwithstanding any other provisions of this act, be general obligations of the commonwealth.

COASTAL AND WATERS IMPROVEMENT

SECTION 42. The state treasurer may borrow from time to time on the credit of the commonwealth such sums of money as may be necessary for the purpose of meeting payments authorized by section nineteen of this act and may issue and renew from time to time notes of the commonwealth therefor, bearing interest payable at such time and at such rates as shall be fixed by the state treasurer. Such notes shall be issued and may be renewed one or more times for such terms, not exceeding one year, as the governor may recommend to the general court in accordance

with Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth, but the final maturities of such notes, whether original or renewal, shall not be later than June thirtieth, nineteen hundred and eighty-eight.

Notes and interest thereon issued under the authority of this section, notwithstanding any other provisions of this act, shall be general obligations of the commonwealth.

Approved December 17, 1983.

TOWN OF SAUGUS



Town of Saugus
TOWN HALL
SAUGUS, MASSACHUSETTS 01906
(617) 233-7000

TOWN MANAGER

Sept. 9, 1981

Colonel C.E. Edgar, III
Division Engineer
U.S. Army Corps of Engineers
New England Division
424 Trapelo Rd.
Waltham, Mass. 02154

Dear Col. Edgar:

In the blizzard of 1978, several hundred homes and businesses experienced tidal flooding in the Bristow St. and Ballard St. areas of Saugus. Mapping of areas flooded were previously provided to Mr. Robert Hunt of your staff.

I would appreciate the Corps initiating an investigation for solutions to our flooding problem under the Corps' Continuing Authority of Section 205 of the 1948 Flood Control Act, as amended.

For additional information, please contact Mr. Dennis Roy, of the Town's Engineering Department, at 233-7000, Ext. 50.

Thank you for your assistance in this matter.

Sincerely,

Norman B. Hansen
Norman B. Hansen
Temporary Town Manager

NBH/c



Town of Saugus
TOWN HALL
SAUGUS, MASSACHUSETTS 01906
(617) 233-7573

Paul T. Rabchenuk
TOWN MANAGER

April 23, 1985

Colonel Carl B. Sciple
Division Engineer
New England Division
Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Sciple:

I am pleased that the Coastal Flood Protection Study, which I formally requested, will be resumed. The March 6, 1985, meeting with Messrs. Arthur F. Doyle and Robert G. Hunt of your staff was very informative. I understand that flood protection may still be a possibility for the hundreds of homes and businesses in Saugus flooded in the Blizzard of 1978.

I support continuing the investigation under your authority for the Southeastern New England study and look forward to working with you to develop a flood control project.

Sincerely,

Paul T. Rabchenuk
Town Manager

dmp

cc: Congressman Mavroulas
Senator Kerry

February 12, 1986

Engineering - Water Control

Mr. Paul T. Rabchenuk
Town Manager
Town Hall
Saugus, Massachusetts 01906

Dear Mr. Rabchenuk:

This letter will provide you with an update of flood level studies and preliminary recommendations that could influence local decisions in your community. This relates to the Corps of Engineers current investigation of coastal flood protection for Revere, Saugus and Lynn, Massachusetts. Our current studies include more refined analysis of tidal flooding than has been accomplished in the past.

Over the past year we have been engaged in detailed investigations such as tide gaging, numerical modelling, and gathering of historic high watermark levels throughout Broad Sound, Lynn Harbor and the open tidal reaches of the Pines and Saugus Rivers. Flood level estimates several years ago, based on scant data, indicated that the stillwater tide level during the "Blizzard of '78" (about a 100-year event) was between 8 and 9 feet, NGVD in the open tidal reaches of the Saugus and Pines Rivers. This preliminary data was used by others in preparation of the Lynn and Revere Flood Insurance studies. More recent data indicates that ocean storm surges are effectively conveyed up the open tidal areas of these rivers and the 1978 stillwater level appears to be more likely in the range of 9 to 10 feet, NGVD. Based upon this new information, I suggest it would be good policy that buildings to be constructed in these open tidal areas have first floor levels not less than 10 feet, NGVD and substantially higher where any wave action could exist.

The determination of stage frequency relationships for individual neighborhoods is a complex process involving tidal hydraulic and local drainage considerations. These studies which will be conducted over the next year will be made available to you upon completion.

-2-

A copy of this letter is being forwarded to the Federal Emergency Management Agency in Boston. They will determine if any revisions to existing Flood Insurance Studies are necessary after publication of our final results. Should you have questions regarding these flood level studies please contact me at 617-647-8220 or Mr. Charles Wener, Chief of our Hydraulics and Water Quality Section at 617-647-8686.

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Copy Furnished:
Federal Emergency Management Agency
J. W. McCormack Post Office and
Courthouse Building, Room 462
Boston, Massachusetts 02109

Mr. Dennis Roy
Town Engineer
Town Hall
Saugus, Massachusetts 01906

October 27, 1986

To: Colonel Thomas Rhen
Division Engineer
New England Army Corps of Engineers

Subject: Flood Control Project Plans for the Saugus River

Dear sir: We, the residents of the lower Shute brook area, would like to support the flood gate control option for the Saugus River over the levee alternative for lower East Saugus.

Our area is classified by FEMA as a A 4 flood zone (Special Flood Hazard) and the pictures enclosed show the potential for flooding from this brook. Large amounts of rain coinciding with high tides cause the brook to backup to the west of Central St. . According to one of your staff engineers, the use of flood gates on the Saugus River during high tides in a high rainfall period e.g. (hurricane) would alleviate the tidal influence on Shute brook and therefore greatly reduce the potential severe flooding for our area.

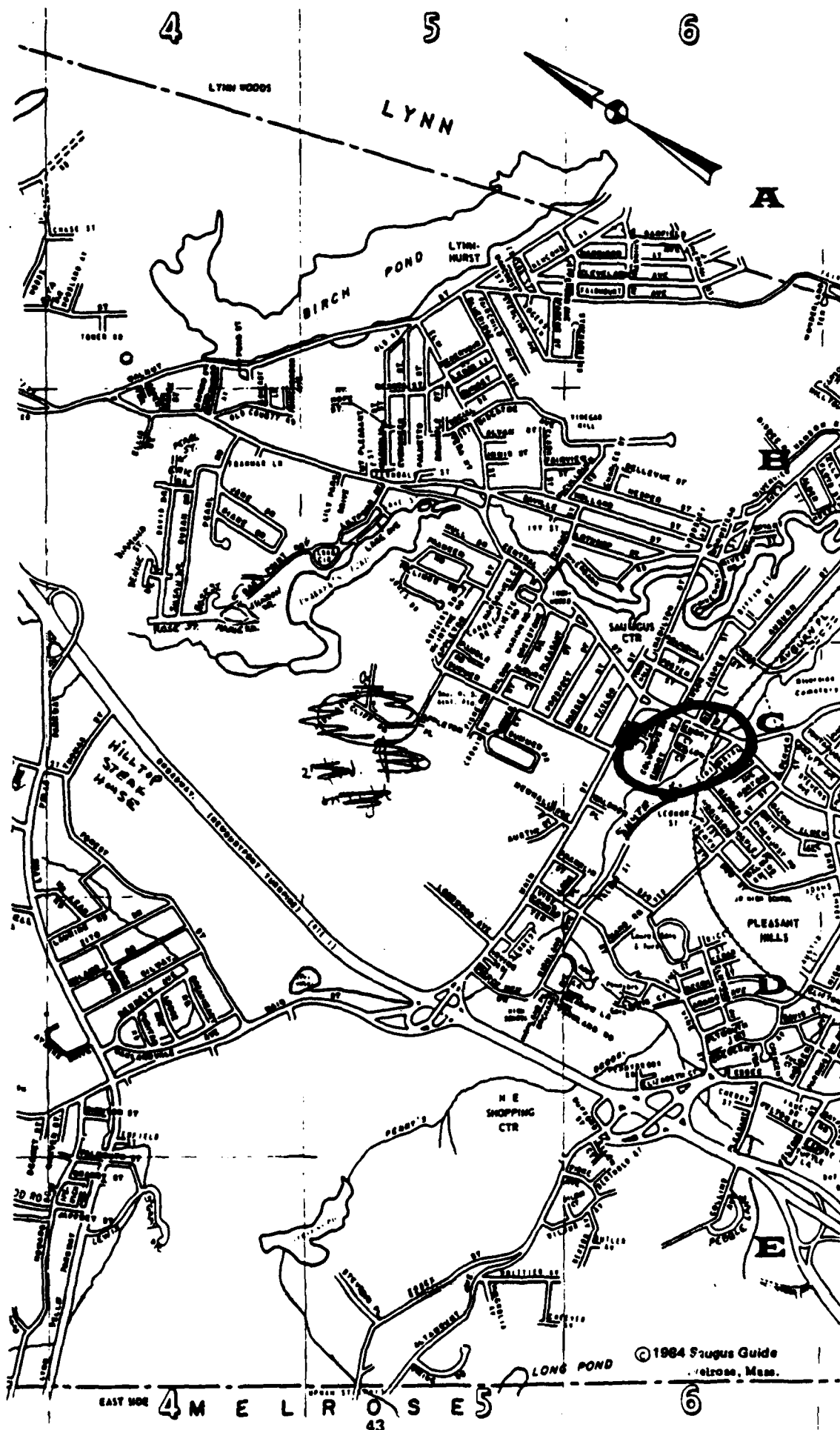
Needless to say, a levee system alternative would provide no protection from flooding from Shute brook. Therefore, please consider the residents along Shute brook when you make the final decision. If I can be of any future assistance please contact me.

Sincerely, *Richard Mytkowicz*

Richard Mytkowicz
24 Emory St.
Saugus, MA 01906

Tel. # wk. 565-7030

cc Paula Newcomb, Saugus Community Planner



EAST SIDE

4

M

E

L

R

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S

E

5

6

43

H-4g

©1984 Stoughton Guide
Melrose, Mass.



Emory St.
facing west.

A spring flood
in mid- 50's

(Not sure of exact date)





Supporters of flood gate control option for the Saugus River

NAME	ADDRESS
Andy mytkowicz	24 Emory St.
Arnie C. Harriden	22 Emory st.
Lawrence M. Means	1 Willow Ct.
John Lyons	1 Willow Ct
Donald Silvey	2 Willow Ct.
Edmund O'Connell	21 Emory St.
Joe Marie O'Connell	21 Emory St.
Joan M. Hyman	30 Emory St
Linda D Hyman	30 Emory St
Charles M Libente	27 Emory St
James M Libente	27 Emory St
Stanley W Day	9 Emory St
Robert F Rabbitt	29 Emory
Glenn W Carlson	23 Emory St. Saugus
Terrell A. Carlson	23 Emory St.
HELEN L. McCormack	32 Columbus Ave.
Robert M Woodcock	24 Columbus Ave
Mary A Rosenberg	25 Emory St.

Supporters of flood gate control option for the Saugus River

NAME	ADDRESS
Steve Rosenberg	25 EMORY ST
Edward T Gannon	18 EMORY ST
Betty A Gannon	18 EMORY ST
Frances H. Kramich	12 Emory St.
Steve A. Linn	20 EMORY
~~Ed Gannon~~	18 Emory St.
Kenneth Gannon	18 Emory St
John Serino	20 Emory St
Mr & Mrs Nicholas Raptelis	26 Emory St.



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

February 6, 1987

Mr. Paul T. Rabchenuk
Town Manager
Town Hall
Saugus, Massachusetts 01906

Dear Mr. Rabchenuk:

The enclosed draft Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study is provided for your review. As discussed between Ms. Paula Newcomb of your staff and Mr. Robert G. Hunt, the Project Manager, I would appreciate if you would arrange a meeting, preferably by February 20, to go over the ENF and project options with Mr. Hunt.

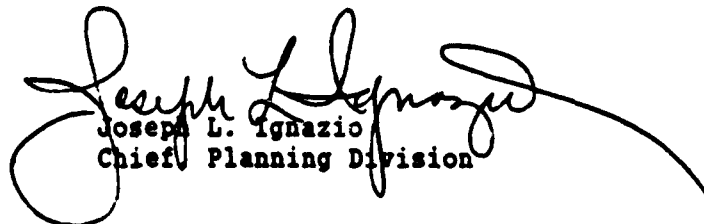
Please invite anyone you feel is needed at the meeting. I would encourage you to invite those persons identified as candidates for the Citizen Committee, shown on the attached list.

The Project Proponent signature page (11) has been prepared for Ms. Newcomb's signature as she requested. During the meeting, I would appreciate the signature page be completed in order to expedite filing of the Public Notice of Environmental Review followed by forwarding of the ENF to the MEPA Unit of the Executive Office of Environmental Affairs.

For your information, a binder of all Project Correspondence to date has been provided to Ms. Newcomb.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Hunt at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:
Ms. Paula Newcomb, Town Planner
Town Hall
Saugus, Massachusetts 01906

Citizens' Coordinating Committee Candidates

SAUGUS

Ms. Paula Newcomb
Director
Planning and Community Development
Town Hall
Saugus, MA 01906
233-8811

(Alt.) Mr. Dennis Roy
Town Engineer
Saugus Planning Board
Town Hall
Saugus, MA 01906
233-7004

Mr. Robert Lavoie
Saugus Board of Selectmen
Town Hall
Saugus, MA 01906
233-1108 (Ballard Restaurant)

Ms. Ann Cyros
Saugus Conservation Commission
Town Hall
Saugus, MA 01906
233-7291

Mr. Chris Ciampa
President
Italian Civic Association
Saugus Appeals Board
Saugus Town Meeting Member
Town Hall
Saugus, MA 01906
233-9096

Mr. Michael Favalle
Civil Defense Director
23 Pevwell Drive
Saugus, MA 01906
233-8773 (H)
271-5052 (W)

Mr. Stanley Green
Saugus Action Volunteers
For the Environment
Saugus Planning Board
Town Hall
Saugus, MA 01906
233-3097

Mr. Vincent Cicolini
Harbor Master
Town Hall
Saugus, MA 01906
233-7111



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

February 19, 1987

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Mr. Dennis Roy
Town Engineer
Saugus Planning Board
Town Hall
Saugus, Massachusetts 01906

Dear Mr. Roy:

I appreciate your willingness to sit on the Citizens' Steering Committee for the Saugus River and Tributaries Flood Damage Reduction Study as recommended by your town officials.

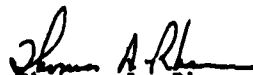
As you know, a meeting is being arranged to discuss the study and describe plans to protect the region from coastal flooding. Your assistance would be needed to help us understand and resolve issues, improve the exchange of information between the Corps of Engineers and the public and assist in the guidance of the study.

Your town officials requested I provide you the attached draft Environmental Notification Form (ENF). Your understanding of the information in the ENF is important as this matter will be discussed at the meeting.

The enclosed "Project Correspondence" binder presents the initial concerns and statements of many people already responding on the options being considered. Also enclosed is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These enclosures help define the issues facing us.

If you have any questions, please feel free to call me at (617) 647-8220 or Mr. Robert G. Hunt, the Project Manager, who can be reached at (617) 647-8216.

Sincerely,


Thomas A. Rhen

Colonel, Corps of Engineers
Division Engineer

Enclosures

Copy Furnished:
Mr. Norman B. Hansen
Acting Town Manager
Town Hall
Saugus, Massachusetts 01906

TOWN OF SAUGUS

Similar letters sent to the following:

Mr. Norman B. Hansen
Acting Town Manager
Town Hall
Saugus, MA 01906

Ms. Paula Newcomb
Director
Planning and Community Development
Town Hall
Saugus, MA 01906

Mr. Robert Lavoie
Saugus Board of Selectmen
128 Ballard Street
Saugus, MA 01906

Mr. Chris Ciampa
President
Italian Civic Association
9 Guild Rd.
Saugus, MA 01906

Mr. Stanley E. Green
Saugus Action Volunteers
for the Environment
149 Main Street
Saugus, MA 01906

Mr. Dennis Roy
Town Engineer
Saugus Planning Board
Town Hall
Saugus, MA 01906

Ms. Ann Cyros
Saugus Conservation Commission
14 Orchard Ave.
Saugus, MA 01906

Mr. Michael Favalle
Civil Defense Director
23 Pevwell Drive
Saugus, MA 01906

Mr. Vincent Cicolini
Harbor Master
Town Hall
Saugus, MA 01906



Norman B. Hansen
TOWN MANAGER

Town of Saugus
TOWN HALL
SAUGUS, MASSACHUSETTS 01906
(617) 233-7000

March 9, 1987

Colonel Thomas A. Rhen
Division Engineer, Planning Division
N. E. Division, Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

SUBJECT: SAUGUS RIVER FLOOD CONTROL

Dear Colonel Rhen:

Last week, I had the opportunity to attend an interesting session conducted by Robert G. Hunt, Project Manager, pertaining to the Saugus River Flood Control Study. It was extremely informative, and I would like to offer the Town's wholehearted support in this project.

We are particularly interested in the phase shown in the presentation as the Regional Saugus River Floodgate Plans which offers the most protection for a larger number of businesses and homes.

At the conclusion of the meeting, our Engineer, Dennis Roy, on behalf of the Town, signed the Environmental Notification Form and will be the Town's contact man.

Sincerely,

Norman B. Hansen

Norman B. Hansen
Temporary Town Manager

dmp
cc: Board of Selectmen
Steering Committee



Town of Saugus
CONSERVATION COMMISSION
SAUGUS, MASS. 01906

March 30, 1987

Colonel Thomas A. Rhen
Division Engineer
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Mass. 02254-9149

Dear Colonel Rhen,

After attending a meeting of candidates for Saugus Citizen's Steering Committee and comparing the three options developed for your Flood Damage Reduction Study, clearly the most viable option is number 3, Regional Saugus River Flood Gate Plan. Not only does this plan disturb less wetland area and leave the banks of the Saugus River undisturbed, it affords protection to a far greater number of homes as well as the upper reaches of the Saugus River, particularly the Shute Brook area.

I have presented a brief summary of the study to the members of the Saugus Conservation Commission. There are some concerns which the Commission feels should be addressed in any environmental study done for the project.....

1. What effect will entrapment of fresh water run-off have on the delicate ecology of the saltmarsh while the gates are closed during storm surges and peak high tides?
2. Because of the potential for increasing development in this resource area by a lowering of the flood level designation, the Commission would strongly urge the undeveloped flood-plain be protected, possibly through land-taking by eminent domain.
3. Exploration of the possibility of utilizing the water power produced during use of the flood gates.

Thanking you for your cooperation in this matter, we are

Sincerely,
Lane Gyros
Lane Gyros, Commissioner
Frank McKinnon
Frank McKinnon, Chairman

AC/mw

cc/ Robert G. Hunt, Project Manager
Joseph L. Horowitz, Secretary Environmental Affairs
Norman Hansen, Town Manager
Dennis Roy, Town Engineer

SAUGUS ACTION VOLUNTEERS FOR THE ENVIRONMENT

Saugus, Massachusetts 01906

April 6, 1987

Col. Thomas A. Rhen, Division Engineer
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Rhen:

Of the three flood control options proposed by the Corps of Engineers in its Flood Damage Reduction Study of the Saugus River and its Tributaries, the Saugus Action Volunteers for the Environment (SAVE) give conditional endorsement to the Floodgate Control option described in the study.

It is our feeling that this floodgate proposal would be the least environmentally destructive and the most aesthetically pleasing of the various options studied by the Corps. It would also improve the quality of life for a large number of homeowners in Saugus who now constantly live in the fear of major flooding whenever a large storm hits our area.

The major concern we have is the possible effect this plan might have on the adverse development of the valuable marsh area behind the proposed flood control structure in Saugus and Revere, and in the Saugus River basin. Since this is the largest relatively unspoiled marsh area left, north of Boston, and since it is so important, ecologically, for both fisheries and migratory water fowl, we hope that ultimately a joint Federal-State-local consensus will be reached to preserve these valuable wetlands from the threat of development.

To achieve this, the environmental data collected for the Flood Control project could be used to justify the protection of the marshland. Our organization was formed fourteen years ago with the protection and preservation of the marshes as our first priority, and we would be glad to participate in any possible way with government agencies to realize this goal.

It is our hope that the Saugus Action Volunteers for the Environment can give full endorsement to the proposal of the Corps of Engineers when the specifics of your plans are completed.

Sincerely yours,



Ellen Burns, President
SAUGUS ACTION VOLUNTEERS FOR THE ENVIRONMENT
30 Cliff Road
Saugus, MA 01906

SAUGUS ACTION VOLUNTEERS FOR THE ENVIRONMENT

Saugus, Massachusetts 01906

April 13, 1957

Mr. James S. Hoyte
Secretary of Environmental Affairs
100 Cambridge St.
Boston, MA 02202

RECEIVED

APR 15 1957

ATTENTION: MEPA Unit

Ref: Saugus River and Tributaries,
Flood Damage Reduction Study, OFFICE OF THE SECRETARY OF
EOEA 7-6497 ENVIRONMENTAL AFFAIRS

Dear Secretary Hoyte:

Of the three flood control options proposed by the Corps of Engineers in its Flood Damage Reduction Study of the Saugus River and Its Tributaries, the Saugus Action Volunteers for the Environment (SAVE) give conditional endorsement to the Floodgate Control option described in the study.

It is our feeling that this floodgate proposal would be the least environmentally destructive and the most aesthetically pleasing of the various options studied by the Corps. It would also improve the quality of life for a large number of homeowners in Saugus who now constantly live in the fear of major flooding whenever a large storm hits our area.

The major concern we have is the possible effect this plan might have on the adverse development of the valuable marsh area behind the proposed flood control structure in Saugus and Revere, and in the Saugus River basin. Since this is the largest relatively unspoiled marsh area left, north of Boston, and since it is so important, ecologically, for both fisheries and migratory water fowl, we hope that ultimately a joint Federal-State-local consensus will be reached to preserve these valuable wetlands from the threat of development.

To achieve this, the environmental data collected for the Flood Control project could be used to justify the protection of the marshland. Our organization was formed fourteen years ago with the protection and preservation of the marshes as our first priority, and we would be glad to participate in any possible way with government agencies to realize this goal.

If we were to be assured of the preservation of the marshland, and that the Flood Damage Plan would not in any way promote development in the Saugus and Revere marshes, we could give this project our full endorsement.

Sincerely yours,



Ellen Burns, President
SAUGUS ACTION VOLUNTEERS FOR THE ENVIRONMENT
30 Cliff Road
Saugus, MA 01906



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

June 22, 1987

Planning Division
Basin Management Branch

Mr. Norman B. Hansen
Acting Town Manager
Town Hall
Saugus, MA 01906

Dear Mr. Hansen:

Mr. Dennis Roy requested we notify you of the potential flooding impact on East Saugus residents if the abandoned I-95 embankment in the Saugus Marsh is removed. We are also concerned about the removal and disposition of this fill for two of our projects: the Revere Beach Erosion Control Project which would re-nourish Revere Beach, and the Saugus River and Tributaries, Flood Damage Reduction Study in Lynn, Malden, Revere and Saugus.

Analysis of existing physical and hydraulic conditions of the Revere/Saugus Marsh indicated that complete removal of the I-95 embankment fill would raise tidal flood elevations in the Seaplane Basin and East Saugus areas from about one-half to one foot. To maintain the existing tidal flood protection provided by the I-95 embankment, the fill could be removed to a berm with a top elevation at +11 feet N.G.V.D. (i.e., within 4 to 6 feet of the irregular marsh surface) and a top width of 75 feet.

This information is provided to keep you abreast of our findings. If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager of the Saugus River Flood Study, at (617) 647-8216.

Sincerely,

Joseph L. Ignazio
Chief, Planning Division

Copies Furnished:

Mr. Dennis R. Roy
Engineering Department
Town Hall
Saugus, Massachusetts 01906



**TOWN OF SAUGUS
MASSACHUSETTS**

BOARD OF SELECTMEN

22 March 1988

**Colonel Thomas Rhen
U.S. Army Corp of Engineers
New England Division
Waltham MA 02254-9149**

Dear Colonel Rhen:

**At a meeting on March, 15, 1988 the Board of Selectmen
voted to go on record as in favor of Option 3 of the
Saugus River Flood Gate Plan as presented by Mr. Hunt
of the U.S. Army Corp of Engineers.**

Sincerely,

**Joyce Villani
Clerk, Board of Selectmen**

**cc: B of S
Town Engineer**



TOWN OF SAUGUS
ENGINEERING DEPARTMENT
SAUGUS, MASS. 01906

May 23, 1988

Dear Citizen's Steering Committee Member:

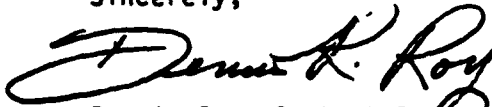
This is to inform you that there will be a meeting with Bob Hunt of the Army Corps on Thursday - May 26th at 4:30 PM at the Town Hall to discuss the final location of the proposed Flood Protection Gate.

I apologize for such short notice, but I was only notified late last week myself.

This is an informal meeting set up by Town Planner, John Mahoney to discuss the additional costs to the project and other information.

If you cannot attend, we will send you whatever information we receive.

Sincerely,


Dennis Roy, Contact Person

DR/bcc

cc: Steve Angelo, Rep.
Virginia DeRosa
Richard Barry
John Mahoney
Ann Cyros
Ellen Burns
Michael Favale
Vincent Cicolini
Chris Ciampa



**TOWN OF SAUGUS
MASSACHUSETTS**

BOARD OF SELECTMEN

27 June 1988

Mr. Robert Hunt
Army Corp of Engineers
New England Division
424 Trapelo Road
Waltham MA 02254-9149

Dear Mr. Hunt:

Please be advised that the Saugus Board of Selectmen has voted to request that the Army Corps of Engineers study the feasibility of breaching the I-95 sandpile in conjunction with the proposed floodgate construction.

We are more than happy to allow the Corps to study this concept and are particularly interested in how such a proposal would enhance the viability of the existing marsh, what effect such a proposal would have on flood control, wildlife and mosquito control.

Please keep the Board informed on the status of this matter.

Sincerely,

Board of Selectmen



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

July 25, 1988

REPLY TO
ATTENTION OF

Planning Division
Basin Management Branch

Mr. Peter Manoogian
Board of Selectmen
Town Hall
Saugus, Massachusetts 01906

Dear Mr. Manoogian:

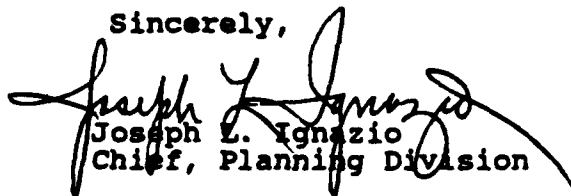
This is in reply to your recent letter to Mr. Robert Hunt of my staff requesting the Corps of Engineers study the feasibility of breaching the I-95 sand pile in conjunction with the proposed floodgate construction to enhance the viability of the existing marsh.

We have been discussing your request which surfaced at the last Citizen Steering Committee meeting to determine how and when the the investigation could be accomplished.

Field surveys of the marsh and perimeter of East Saugus, and installation of tide level gaging locations have recently been completed to assist in this effort. However, extensive evaluation of the hydrologic and environmental changes in the 440 acres west of I-95 will take some time. The investigation will be scoped out and coordinated with you and others. I have tentatively scheduled to scope out the full investigation this fall. Currently, we are preparing the Draft Saugus River and Tributaries Flood Damage Reduction Study Feasibility Report and Environmental Impact Statement and Report for public review for this fall. The I-95 breaching study will then follow. As you are well aware, breaching of the fill could have both adverse and beneficial effects and a thorough investigation is required.

I will keep you informed of this important investigation. If you have any questions, please feel free to call me at (617) 647-8508, or Bob Hunt, the Project Manager, at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Copies to Town Coordinators:

Mr. Dennis R. Roy
Engineering Department
Town Hall
Saugus, MA 01906

Mr. John Mahoney, Director
Planning and Community Development
Town Hall
Saugus, MA 01906



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

October 7, 1988

REPLY TO
ATTENTION OF

Planning Division
Basin Management Branch

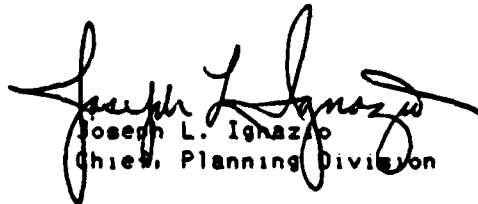
Mr. Norman B. Hansen
Town Manager
Town Hall
Saugus, Massachusetts 01906

Dear Mr. Hansen:

This is in regard to the Saugus River and Tributaries Flood Damage Reduction Study and to confirm the request to Mr. John Mahoney to join the Corps on October 18, 1988 for a field review of the Regional Saugus River Floodgate project area followed by an Issue Resolution Conference for the project on October 19th. The purpose of the Conference is to discuss formulation of the project and issues with our Washington level review staff and project sponsors before the draft report is distributed for public review in January 1989. The review staff will represent the Assistant Secretary of Army, Board of Engineers for Rivers and Harbors and Office of the Chief of Engineers. A major issue to be discussed will be whether the Corps can accept the responsibility to operate and maintain the Floodgate structure.

An Agenda, Project Fact Sheet and Position Paper on the O&M issue are attached. If you have any questions, please feel free to call me at 617-647-8599, or the project manager, Mr. Robert G. Hunt at 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. John Mahoney
Director
Planning Office
Town Hall
Saugus, MA 01906

NEWS ARTICLES



US Army Corps
of Engineers
New England Division

News Release

86-12

Sue Douglas

Release No.
Upon Receipt

Contact:
617-647-8264

For Release:

Phone:

424 Trapelo Road, Waltham, MA. 02254-9149

October 9, 1985



ENVIRONMENT



FLOOD CONTROL



MILITARY
CONSTRUCTION



NAVIGATION



RECREATION



RIVER SYSTEMS



SHORE
PROTECTION

PUBLIC ASSISTANCE SOUGHT FOR FLOOD STUDY

WALTHAM, Mass. -- A study of flooding problems and how they may be solved in four communities north of Boston is being conducted by the U.S. Army Corps of Engineers. Undertaken at the request of officials in Lynn, Malden, Revere, and Saugus, the study effort will require extensive public involvement to help define problems, concerns, and potential solutions.

"By talking directly with residents and business owners in the affected areas, a better understanding of their flood experiences and concerns can be gained," according to Colonel Thomas A. Rhen, head of the Army Engineers' New England Division.

The Corps has contracted with two private consulting firms to assist in the investigation. Vollmer Associates of Boston will interview local officials and residents to gather information on flooding problems and to inventory structures in the flood plain. HMM Associates of Concord is assisting the Corps in identifying environmental concerns.

m o r e

I-1A

"Representatives of both firms will be visiting the study area over the next several months," Colonel Rhen noted. "They will carry appropriate identification to show to those that they approach for interviews about flooding problems."

Approximately 4,500 homes, businesses and industries are affected by flooding in the four communities. Tidal surges from the Saugus River and its tributaries cause tide waters to overflow riverbanks and flood low lying areas bordering marshland. High tides result in overtopping of seawalls along the Revere and Lynn shorefront and cause basement and street flooding when drainage systems are inadequate.

The Engineers have divided the study area into six geographic areas. The Revere Backshore area includes about 1,200 floodprone homes and business located behind Revere Beach in Revere. About 100 buildings are located southeast of the North Gate Shopping Center and Route 107 in Revere bordering the Pines River marsh. The Town Line Brook Area, including Linder Brook in Revere and Malden, includes about 1,000 buildings. Another 600 vulnerable buildings are located in East Saugus. In the City of Lynn, there are 1,400 flood-prone buildings, including about 500 industrial and commercial properties. The Upper Saugus River and Shute Brook area in Saugus includes 200-400 homes and businesses along the river and the brook.

m o r e

"Each of the four communities has named a person to assist us in our study," Colonel Rhen said. "These people will serve as local contacts for obtaining additional information about the study or for providing information to assist us in our efforts." These representatives are:

Revere

Mr. Frank Stringi
Assistant Director
Department of Planning & Community Development
Telephone 284-3600, extension 111

Lynn

Mr. Ralph Reed
City Engineer
Telephone 598-4000, extension 236

Malden

Mr. Henry J. Mulhern
Executive Director
Malden Redevelopment Authority
Telephone 324-5720

Saugus

Mr. Dennis R. Roy
Town Engineer
Telephone 223-7004

m o r e

-4-

The local contacts will help establish coordination groups within the four communities to help define problems, concerns and potential solutions. Public meetings will also be held to discuss the problems and the formulation of solutions to alleviate flooding.

In addition to the local community representatives, questions or information may be directed to the Corps' study manager, Robert G. Hunt, at the New England Division, U.S. Army Corps of Engineers, 424 Trapelo Road, Waltham, MA 02254-9149, telephone 647-8216.

-30-

MAP ATTACHED



Army starts study of local flooding

The Army Corps of Engineers has hired two private firms to assist it in a study of flooding problems in Lynn, Saugus, Revere and Malden, and the engineers say they want extensive public involvement in the study.

"By talking directly with residents and business owners in the affected areas, a better understanding of their flood experiences and concerns can be gained," said Col. Thomas A. Rhen, head of the Army Engineer's New England Division.

The Army has hired Vollmer Associates of Boston to interview local officials and residents to gather information on flooding problems and to inventory structures in the flood plain. HHM Associates of Concord will assist in identifying environmental concerns.

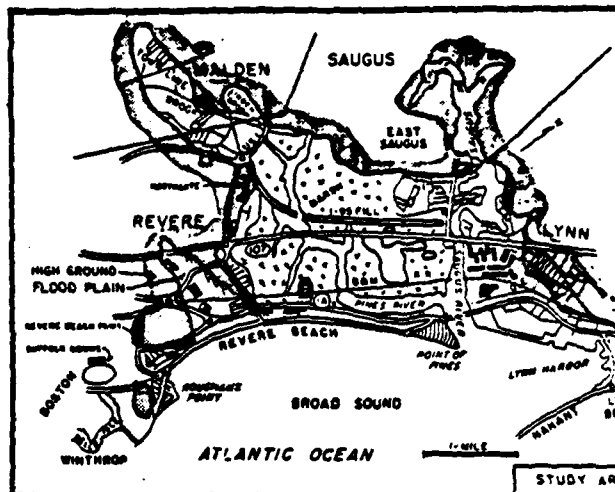
Rhen said that representatives of both firms will visit the study area over the next several months, and Rhen said they will carry identification

to show those they approach about interviews.

Approximately 4,500 homes, businesses and industries are affected by the flooding in the four communities. Tidal surges from the Saugus River and its tributaries cause tide waters to overflow riverbanks and flood low lying areas bordering marshland. High tide sometimes results in overtopping of seawalls along the Revere and Lynn shorefront and causes basement and street flooding when drainage systems are inadequate.

The engineers divided the study into six geographic areas. The Revere backshore includes about 1,200 flood-prone homes and businesses located behind Revere Beach in Revere. About 100 buildings are located southeast of the Northgate Shopping Center and Route 107 in Revere bordering the Pines River marsh.

The Town Line Brook area, Linden Brook in Revere and Malden, includes about 1,000 buildings. Another 600 vulnerable build-



ings are located in East Saugus. In Lynn, there are 1,400 flood-prone buildings, including about 500 industrial and commercial properties. The upper Saugus River and Shute Brook area in Saugus includes 200 to

400 homes and businesses along river and brook.

Each of the four communities has designated an official to the Army Corps of Engineers. See FLOOD, Page 8

Flood ■ FROM PAGE ONE

study and to serve as the local contact person for the community.

In Lynn, that official is city engineer Ralph Reed, who said that the study could eventually result in the city's receiving federal funds to reconstruct a deteriorating section of the bulkhead along Lynn Harbor and also result in steps to alleviate chronic flooding problems in the Camden Street area.

Reed said that flood control measures for the Saugus River might include a breakwater or system of locks. He said it will likely take at least a couple of years before anything definite is determined.

Frank Stringi, assistant director of Revere's Department of Planning and Community Development, is the Revere contact person.

Stringi said, "That section of the study involves our backshore areas — Saugus and Pines River marsh and Town Line Brook.

"Right now the corps is looking at a number of flood protection measures. One possibility is a series of dikes and walls along Pines River

abutting the rear of Northgate and Diamond Creek. Another alternative they're looking at is a barrier dike along the mouth of the Saugus and Pines River.

"That would have flushing gates to flush the marsh and navigational gates. During a heavy storm or high tides it would be closed to prevent tidal surge up the river."

Stringi said the project is still in the feasibility study stage and there are no cost estimates yet. He said they are trying to assess damage and arrive at cost-benefit ratios. The higher the ratio, the better the chance of getting funds from Congress, he said.

The Saugus contact person is Dennis R. Roy, the town engineer. He was not immediately available for comment.

The Army engineers will schedule public meetings in the communities to discuss the study as it progresses. Anyone with questions may contact the Army Corps of Engineers directly.

The study manager is Robert G. Hunt who works at the corps' Waltham office at 424 Trapelo Road.

Mayor reports progress on flood control plans

An informative meeting held recently with Mayor George V. Colella and the U.S. Army Corps of Engineers in Washington, D.C., revealed additional knowledge regarding the status of four Corps of Engineers flood protection projects and studies currently under way in Revere.

The comprehensive coastal flood protection plan for Revere, undertaken by the Corps of Engineers, is broken down into four project study areas totalling a cost in excess of \$27 million. The following is a description of the study areas, flood protection plans, and current status:

Revere Beach Erosion Control Project — Estimated construction cost is \$8.5 million. Project involves the resanding of Revere Beach from Elliot Circle to Carey Circle with approximately 800,000 cubic yards of sifted sand from the I-95 embankment site. The proposed beach construction project has an average width of 300 feet to mean low water and extends 13,000 feet in length. This project has been authorized for funding by the Corps, and pending the availability of funds, construction could start in the spring of 1986.

Point of Pines Project — Estimated construction cost is \$4.7 million. This project involves a combination of four measures of shoreline protection at various locations between Carey Circle and the General Edwards Bridge including rock revetments, seawall improvements, beach replenishment and dune restoration. This project is currently in the final design of plans and specifications. Final plans and specifications are targeted for completion by the summer of 1986, dependent on available funds, construction could start in the fall of 1986.

Roughans Point Project — Estimated construction cost is \$8.6 million. Project encompasses approximately 4,000 feet of shoreline protection extending from a point 200 feet south of the intersection of Leverett Avenue and Winthrop Parkway north to Elliot Circle. This plan calls for the construction of a rock revetment sloping seaward one vertical on three horizontal 40 to 60

feet from the existing shoreline. This flood protection plan also includes interior drainage improvements, and is designed to protect against a 500 year storm event affecting more than 300 homes and businesses in the lower eastern Beachmont and Roughans Point section. Continuing Planning and Engineering is underway with final plans and specifications scheduled for completion by Fall of 1987. Dependent on available funds construction would start in the winter of 1987.

Revere Beach and Back Shore — Estimated cost is \$5 to \$7 million. Included in this study is an area affecting businesses subject to flooding behind Revere Beach and along the Pines River; approximately 100 homes and businesses located from the Northgate Shopping Center, bordering the Pines River Marsh and east of Route 107; and includes approximately 1,000 homes and businesses located in the Town Line and Linden Brook watersheds. The Army Corps of Engineers are currently evaluating a number of flood protection plans for this area including: a series of connecting dikes and walls along the back shore areas bordering the Pines River and Diamond Creek; and a tidal barrier across the mouth of the Saugus River which would include a navigation gate and flushing gates to maintain the natural flushing of the Pines and Saugus Rivers and estuaries. Under the plan, the marsh system would be preserved as a natural storage area for interior drainage when the barrier is closed during storm conditions. A landscaped earth berm is also being considered along the stretch of the MDC linear park from Beach St. to Revere St. between Ocean Ave. and Revere Beach Boulevard to protect Ocean Ave. and areas west from flooding due to tidal surge, which frequently overtops this stretch of the MDC seawall along Revere Beach Boulevard. As the Revere Beach and Back Shore study is currently in the feasibility stage, no time frame has yet been determined for start of construction.



US Army Corps
of Engineers
New England Division

News Release

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April 17, 1986



ENVIRONMENT



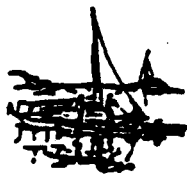
FLOOD CONTROL



MILITARY CONSTRUCTION



NAVIGATION



RECREATION



RIVER SYSTEMS



SHORE PROTECTION

FLOOD PREVENTION STUDY CONTINUES

(Revere, Lynn, Saugus and Malden)

WALTHAM, Mass. -- Solutions for the problem of tidal flooding in the communities of Revere, Lynn and Saugus are being actively studied by the U.S. Army Corps of Engineers. The alternatives formulated by the Army Engineers would also benefit Malden and reduce damages such as those experienced in 1978 and 1979.

Economists and engineers from the Corps are currently interviewing area businesses and residents to determine past flooding experiences and the potential damages that could be expected in future floods. Values of buildings, equipment, contents and stock that could be affected are included in the study.

Tidal surges in the past have overtopped the Revere Beach and Lynn shorefronts and travelled up the Saugus River and its tributaries, overflowing the banks. The water inundates low-lying areas containing some 4500 homes, businesses and industries in the four-community region. Considerable development has occurred in many of these areas since the devastating Blizzard of 1978.

m o r e

In Revere, people were evacuated as 1400 homes and commercial buildings were damaged during the 1978 winter storm. The flooding resulted from high tides overtopping the Revere Beach seawalls and overflowing the shore of the Pines and Saugus rivers. The Revere Beach Backshore flooding rose to heights of seven feet in some sections, with developed areas experiencing an average of four foot flood levels. The flood waters remained for several weeks in some sections, and the MBTA Blue Line was out of commission for six weeks.

Sections of Revere currently under investigation include the backshore of Revere Beach from Elliot to Carey circles, areas along North Shore Road and in the vicinity of Garfield School, Wonderland Park, Revere High School, Oak Island, Riverside, Northgate and Brown Circle. The Town Line and Linden Brook areas of Revere and Malden are being studied by the Metropolitan District Commission under their flood control study.

Interviews with over 100 residents, businesses and city officials in Lynn have also been helpful to the Army Engineers studying the flooding problems in the area. The Lynnway (Route 1A) serves some 28,000 commuters a day and was flooded to depths of 3-4 feet at it's lowest point during the Blizzard of 1978. Snow banks and snow clogged drains caused the flooding conditions to remain for several days. Businesses along the busy highway experienced damage to their buildings, storage areas and vehicles.

Western Avenue in Lynn (Route 107) was under almost 2 feet of water along the Saugus River near the Fox Hill drawbridge. The B&M railroad commuter line was also flooded in several locations. Ocean waves overtopping the Lynn Beach seawall resulted in serious flooding and evacuations near the Lynn-Nahant Rotary during the 1978 storm. On-going interviews with Lynn area residents and firms will assist the Corps of Engineers in selecting the most effective options to minimize similar damage in the future.

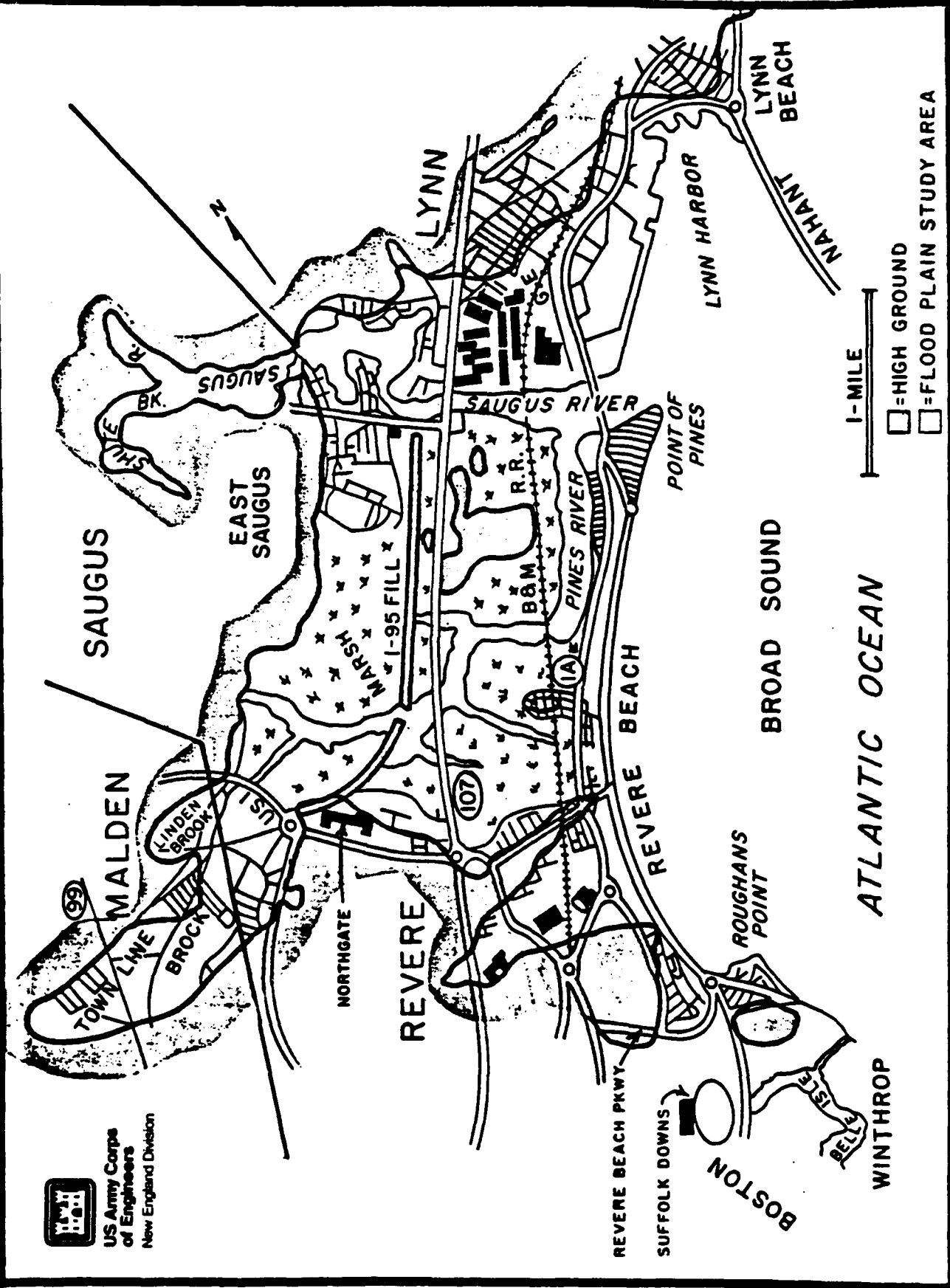
Over 300 people in the East Saugus area of Bristow and Ballard streets and Route 107 were evacuated in the same blizzard when flood waters overflowed the Saugus River banks and Pine River marsh.

As a result of existing information about flooding history and the interviews being conducted, the Corps will consider several solutions, including floodgates on the Saugus River and shorefront protection along Revere Beach and Lynn Harbor.

A citizens' steering committee is being formed by the Army Engineers to facilitate the gathering of information in the four communities and to assist in the planning process for the flood damage prevention alternative finally recommended. This phase of the study is expected to be complete late in 1986.



US Army Corps
of Engineers
New England Division



Engineers, city parley on floods

REVERE

At tonight's City Council meeting, the Army Corps of Engineers is scheduled to make a half-hour presentation to update councilors and residents on a number of flood protection plans and studies that are under way.

Topics to be discussed are flood protection for Roughans Point, Point of Pines, Revere Beach and the back shore area, as well as Revere Beach erosion control.

Economists and engineers from the corps are interviewing area businessmen and residents to find out about past flooding experiences and potential damages that could be expected in future floods. Values of buildings, equipment, contents and stock that could be affected are included in the study.

Tidal surges in the past have overtopped the Revere Beach and Lynn shorefronts and traveled up the Saugus River and its tributaries, overflowing the banks. The water inundates low-lying areas containing some 4,500 homes, businesses and industries in the Revere, Lynn, Saugus and Malden area.

"Considerable development has occurred in many of these areas since the devastating Blizzard of 1978," according to the corps.

In Revere, neighborhoods were evacuated as 1,400 homes and commercial buildings were damaged during the storm. The flooding re-

sulted from high tides overtopping the Revere Beach seawalls and overflowing the shores of the Pines and Saugus rivers.

The beach backshore flooding rose to heights of 7 feet in some areas, with developed areas doused in water averaging four feet deep. The floodwaters remained for several weeks in some sections, and the Blue Line was out of commission for six weeks.

"Sections of Revere currently under investigation include the backshore of Revere Beach from Elliot to Carey circles, areas along North Shore Road and in the vicinity of the Garfield School, Wonderland Park, Revere High, Oak Island, Riverside, Northgate and Brown Circle. The Town Line and Linden Brook areas of Revere and Malden are being studied by the Metropolitan District Commission under their flood control study," according to the release.

As a result of information about flooding history gleaned from interviews and other sources, the corps will consider several solutions, including floodgates on the Saugus River and shorefront protection along Revere Beach and Lynn Harbor.

A citizens' steering committee is being formed by the engineers to facilitate the gathering of information in the four communities and to assist in the planning process for the solution finally recommended. This phase of the study is expected to be complete late this year.

Council briefed on flood report

REVERE

REVERE—The Army Corps of Engineers briefed city councilors Monday night on its flood damage reduction studies that are under way for Revere, Saugus, Lynn and Malden — communities where it claims about 4,500 homes, businesses and industries are affected by flooding.

According to Robert Hunt, project manager, "the information at this stage of the investigation is considered preliminary."

Specifically, Hunt discussed with councilors the "Flood Damage Reduction Study of the Saugus River and Its Tributaries" as it affects the four communities.

He said the investigations were requested by public officials of these communities "to determine the extent of flooding problems and the potential solutions."

According to engineers, the flooding problem appears to be widespread based on a limited number of interviews with local officials and residents.

The corps said: "The Saugus River and its tributaries convey tidal surges into these communities causing tide water to overflow riverbanks and flood low lying areas bordering marshland.

"Problems also result from tides overtopping seawalls along the shoreline of Revere and Lynn.

"High tides also cause their local drainage systems to back up, flooding basements and streets in higher areas. Roughly estimated, about 4,500 homes, businesses and industries are affected in the four communities."

The corps' study is divided into six flood-prone areas:

- The Revere Beach Backshore area, including about 1,200 flood-prone homes and businesses behind Revere Beach.

- The Northgate area of Revere, which includes about 100 buildings which border the Pines River marsh in the vicinity of the Northgate Shopping Center and east of Route 107.

- The Town Line Brook area, including Linden Brook in Revere and Malden, which includes about 1,000 buildings.

- The East Saugus area comprising 600 vulnerable buildings.

- The City of Lynn area with about 1,400 flood-prone buildings, including about 500 industrial and commercial structures.

- The Upper Saugus River and Shute Brook area, which includes 200 to 400 homes and businesses along the river and brook in Saugus.

Hunt said that, based on preliminary indications of the problems, three basic options or combinations of options for flood dam-

age reduction have surfaced. These and other feasible options will be investigated for alleviating the flooding problems.

Option 1: Structural Local Protection Plans would separately protect each of the first five areas. Generally, earth dikes or concrete walls would be employed to prevent coastal waters from flowing over the shoreline and riverbanks. Pumping stations and other measures would relieve drainage problems within areas protected by the structures.

Tentative structural alignments under consideration are: About three miles of structures (walls and dikes) along the bank of the Pines River and for the Revere Beach parkland behind the beach; about one mile bordering the Pines River marsh in the Northgate area; about a half-mile bordering the Pines River marsh in the Town Line Brook area; about three miles bordering the Pines River marsh and Saugus River in East Saugus, and about five miles bordering Lynn Harbor, Lynn Beach and the Saugus River.

Option 2: Non-Structural Plans would reduce the vulnerability to flooding through flood preparedness plans and floodproofing of buildings. In addition to a flood warning system, other measures would include raising buildings, providing water tight enclosures for utilities and sealing windows and doors with waterproofed closures.

Option 3: Comprehensive Plan. A tidal barrier is being considered to protect up to 4,500 homes and businesses in all six flood-prone areas. Physical features include a concrete wall of earth or stone-faced dike across a river, a navigation gate and flushing gates to maintain both navigation and the natural flushing of the rivers and marshlands. The gates would remain open until the threat of a flood.

Alternative alignments are being considered for a barrier at the mouth of either the Saugus or Pines Rivers or upstream on the Pines River adjacent to the B&M railroad bridge. About two miles of structures would link the barrier to high ground. A pumping station would provide additional protection. The marshes in the Saugus and Pines River estuaries would be preserved as natural storage areas for interior runoff.

The corps has engaged two independent firms to help investigate the full extent of flooding problems and identify environmental resources and concerns. This phase of the study is expected to be completed by next spring.

In addition, coordination groups of local interests will be established for each community to help define and evaluate problems, concerns and potential solutions during the study process.

LYNN ITEM

May 6, 1986

Storm protection proposal pushed

In Revere
REVERE— If a storm of the same severity as the Blizzard of '78 were to strike the Revere-Saugus-Lynn-Malden flood-prone areas again, property damage would be \$40 million, according to an Army Corps of Engineers' estimate.

Robert Hunt, project manager of the corps, was asked by city councilors what his estimate would be if a "worst ever" storm were to hit the same areas. In this case, his estimate: "In excess of \$100 million." *(Revere alone)*

"one plan"
He said the proposed structural protection plans — earth dikes or concrete walls to prevent coastal waters from flowing over the shorefront and riverbanks — "would take care of any damage inflicted by another '78 Blizzard."

Hunt said a \$7 million Revere Beach Erosion Control Project could get started next year. Federal money for the project has already been appropriated.

He also said a \$4.5 million Point of Pines Flood Damage Reduction Project "is not far away," noting that the corps is preparing plans for it.

An \$8 million Roughans Point Flood Damage Reduction Project is in the design stage, while the corps is "just starting" on a Pines River Navigation Project and a Saugus River Navigation Study for Revere, Saugus and Lynn — both of which would involve dredging.

Hunt said floodgates on the Saugus River would eliminate 10 of the 12 miles of dikes and/walls called for under the Structural Local Protection Plans.

Hunt told councilors that there hasn't been a federal omnibus flood control bill in about 15 years, advising that with Congress starting to hear proposals in committee in February, (citizens of all four communities should start letting officials in Washington know of their problems and concerns regarding flooding.) *per Kehoe*

still He said the Roughans Point project is included in the omnibus bill that, if approved, would authorize the project for funding. Funding, however, would come as part of the next legislative step.

—PHIL KEHOE

REVERE REPORTER

The Reporter May 8, 1986

Page 1

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Flood Prevention Program Unveiled to City

If all goes well in the halls of Congress, the City of Revere and several surrounding communities could be experiencing an estimated \$55 million flood protection and erosion prevention projects thanks to the New England Division of the Army Corps. of Engineers.

In a 1 1/2 hour presentation before the City Council Monday evening, representatives from the corps. released the plans for said projects. Project Manager for the Corps., Bob Hunt articulated the specifics of the extensive plan, which would serve to alleviate some of the natural disturbances the City has had to endure in the past.

Hunt indicated at the outset that the project, if approved, will hopefully protect the region from flood damage in the worst possible storm scenario. Hunt went on to point out that the Blizzard of 1978 wasn't the worst storm that could have hit Revere, considering that the Spring tides weren't at their maximum peak when the heaviest winds struck. That storm caused \$40 million in damage to the City. But, Hunt warns that the worst possible storm could cause upwards of \$100 million in damages.

To prevent such a disaster, Hunt suggested that certain "nuisance flood" areas be targeted for study. Tidal surges in the past have overtopped Revere Beach and the Lynn Shorefront, traveling up the Saugus River and its tributaries and subsequently overflowing the banks. Some 4,500 homes, businesses and industries near the area have had histories of flooding during such occurrences.

Flood control projects under the plan would be engineered in several areas. Included are projects in the Point of Pines, Roughans Point and Revere Beach and backshore areas. Other affected areas include the Northgate area, Town Line and Linden Brook area of Revere and Malden, East Saugus, and several areas of Lynn. Because some of the impacted areas lie in outside communities, Hunt suggested that a joint coordination meeting be scheduled between the

communities of Revere, Lynn, Saugus and Malden.

Hunt then laid out three options which the Corps. is currently considering. Options were determined from personal interviews by the Corps. with area residents and businesses. The first option under consideration is a five part structural protection plan. Included in this plan is erosion control measures along Revere Beach (relocation of large amounts of sand from the I-95 connector would be a part of these measures). The second option would encompass nonstructural floodproofing of buildings. And the third option is a comprehensive Saugus River Flood Gate Plan. The Corps. favors option three as being the most effective, but has questions regarding the environmental impact of such a plan.

According to Hunt, the available funds for the project are included in President Reagan's FY '87 budget proposal. The Roughans Point project is already attached to an omnibus bill in the House and Senate. If approved, according to

Hunt funding would then have to be approved in an appropriations bill. Many Councillors pointed out that similar proposals have had histories of being killed at the Federal level because of lack of funding. But, Hunt claimed that, "this is the closest we've been to funding in a long time." If approved, the total figure will also include the maintenance of the agreed upon system.

At the request of the Army Corps., a citizens steering committee will be formed by the engineers in the interim. Citizens input will facilitate the gathering of information and assist in the planning process for the final recommendation. The selection of the final recommendation is expected to be completed by late this year. Hunt ended his presentation by indicating that the Corps. welcomes any comments and letters of concern by citizens who may be impacted by the proposed projects.

could be
affected
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3000

VIEWPOINTS /

EDITORIAL

Funds Needed For Floodproofing

Everyone remembers the Blizzard of 1978. But that blizzard is more than just a memory for residents of coastline communities like Revere. Those residents had to suffer inexorable hardships during that storm - hardships which for some the scars still remain.

In Revere, the areas of Roughans Point, Beachmont, Point of Pines, Oak Island, and Revere Beach and the backshore area were especially hard hit. While the inland areas of the City were fighting 5 foot snow drifts, residents of these areas were fighting to save their homes. Water, not snow was the culprit for these unfortunate dwellers.

With such a disaster still in our not-so-distant past, it is frightening to think of a more turbulent storm. But according to meteorological officials, such a worse scenario could happen - and if it does, those same sections of Revere could face an even darker nightmare than 1978.

Bob Hunt, project manager for the Army Corps. of Engineers claims that the Spring high tides which hit the Coast of Revere during the highest winds of the Blizzard of '78 could have been more than 3 feet above what they were. Such a scenario, according to Hunt, if it were to hit Revere today would cause upwards of \$100 million in damages - certainly a major disaster.

Even though the Greater Boston area has escaped the wrath of nature this past winter, thoughts of past harsh winters and potential future ones should cause government to take the necessary precautions to avert the unwelcome remains of nature's fury.

And, although the proposal presented to the

City Council on Monday evening by the Army Corps. of Engineers was only a preliminary one, it contains hope that the excessive flooding problems in several areas of Revere and surrounding communities will be alleviated in the event of future storms.

The plan calls for extensive floodproofing measures along Revere Beach and backshore, Point of Pines and Roughans Point. But it also encompasses those areas which are affected by riverbank overflow, due to large tidal surges - areas such as the Northgate area near the Pines River Marsh and the Linden Brook area.

Solutions to these problems have been devised through personal interviews by the Army Corps. of Engineers with residents of the city, who have had to endure on a regular basis, the natural disasters which storms bring with them. The three options which have emerged for flood damage reduction

will be thoughtfully discussed by a citizens steering committee, to be formed by the engineers. All that remains before adoption of the agreed upon damage reduction option is funding.

That funding is in the hands of Congress, where most likely the problems of flooding will only be a political football. Which program receives appropriations rarely is decided upon by the merits of individual programs. Most often the fate of the program rests with the power of the politicians rooting for its cause. Whatever the method, funding for this cause is imperative if future disasters for thousands of Revere residents are to be avoided.

Robert A. Long

TREMENDOUS TRIFLES

The Attempt To Curb Flooding

One of the major concerns of local residents is flooding and what can be done to alleviate it. There is no doubt that the Beachmont Pumping Station, presently under the jurisdiction of the MDC, is a valuable asset in this area. Presently, it can only be operated under certain conditions, but when it has been turned on, it has been of considerable help. A bill was filed in the State Legislature last year to lift these restrictions and although it received Senate passage, it reportedly died in the House.

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We were told a similar bill has been filed again this year but is still in committee. This makes Ward One Councillor Rita Singer very upset. She and state Sen. Francis D. Doris have been pushing for the passage of this measure but can't get it through the legislative process. When the city gets hit with floods, everyone gets upset, and everyone wants to help, but when a simple bill that will cut the red tape is presented, it goes down the drain. Something is wrong, someplace.

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The dangers of flooding to this community and other surrounding communities surfaced once again this past Monday night when Robert G. Hunt, project manager, U.S. Army Corps of Engineers, New England Division, appeared before the council to update them on studies now being conducted and what can be done to move them along. He presented each councillor with a Project Information booklet and it details how some 4,500 residents in Revere, Saugus, Lynn and Malden are affected by flooding.

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Because we feel the information is vital to so many, we are printing the study in its entirety. It reads:

Flood damage reduction studies are under way for the communities of Lynn, Malden, Revere and Saugus. The investigations were requested by public officials representing these communities to determine the extent of flooding problems and potential solutions. The flooding problem appears to be widespread based on a limited number of interviews with local officials and residents.

The Saugus River and its tributaries convey tidal surges into these communities causing tide water to overflow riverbanks and flood low lying areas bordering marshland. Problems also result from tides overtopping seawalls along the shorefront of Revere and Lynn. High tides also cause their local drainage systems to back up flooding basements and streets in higher areas. Roughly estimated, about 4500 homes, businesses and industries are affected in the four communities.

The study area is divided into six geographic flood-prone areas, including (See attached map of Study Area):

1. The Revere Beach Backshore area, including about 1,200 flood-prone homes and businesses located behind Revere Beach in Revere;

2. The Northgate area of Revere, which includes about 100 buildings which border the Pines River marsh in the vicinity of the Northgate Shopping Center and east of Route 107;

3. The Town Line Brook area, including Linden Brook in Revere and Malden, which includes about 1,000 buildings;

4. The East Saugus area comprising 600 vulnerable buildings;

5. The City of Lynn area with about 1,400 flood-prone buildings, including about 500 industrial and commercial structures; and

6. The Upper Saugus River and Shute Brook area which includes 200 to 400 homes and businesses along the river and brook in the Town of Saugus.

Based on preliminary indications of the problems, three basic options or combinations of options for flood damage reduction have surfaced. These and any other feasible options will be investigated for alleviating the flooding problems.

Option 1. Structural Local Protection Plans - Would separately protect each of the first five areas. Generally, earth dikes or concrete walls would be employed to prevent coastal waters from flowing over the shorefront and riverbanks. Pumping stations and other measures would relieve drainage problems within areas protected by the structures. Tentative structural alignments under consideration are:

a. Revere Beach Backshore - about three miles of structures (eg. walls and dikes) along the bank of the Pines River and for the Revere Beach parkland behind the beach.

b. Northgate - about one mile bordering the Pines River marsh.

c. Town Line Brook - about one-half mile bordering the Pines River marsh.

d. East Saugus - about three miles bordering the Pines River marsh and Saugus River.

e. Lynn - about five miles bordering Lynn Harbor, Lynn Beach and the Saugus River.

Option 2. Nonstructural Plans - Would reduce the vulnerability to flooding through flood preparedness plans and floodproofing of buildings. In addition to a flood warning system, other measures would include raising buildings, providing water tight enclosures for utilities and sealing windows and doors with waterproofed closures.

Option 3. Comprehensive Plan - A tidal barrier is being considered to protect up to 4,500 homes and businesses in all six flood-prone areas. Physical features include a concrete wall or earth and stone faced dike across a river, a navigation gate and flushing gates to maintain both navigation and the natural flushing of the rivers and marshlands. The gates would remain open until the threat of a flood. Alternative alignments are being considered for a barrier at the mouth of either the Saugus or Pines Rivers or upstream on the Pines River adjacent to the B&M railroad bridge. About two miles of structures would link the barrier to high ground. A pumping station would provide additional protection. The marshes in the Saugus and Pines River estuaries would be preserved as natural storage areas for interior runoff.

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Current Activity - The Corps has engaged two independent firms to help investigate the full extent of flooding problems and identify environmental resources and concerns:

• Vollmer Associates of Boston is interviewing local officials and residents to gather information on flooding problems, to assess future flooding potential and to inventory structures in the flood plain.

• HMM Associates of Concord, Massachusetts is gathering environmental information and assisting the Corps in identifying environmental concerns.

This phase of study, including the identification of problems and concerns and consultations with the public will be completed by next spring. In addition, coordination groups of local interests will be established for each community to help define and evaluate problems, concerns and potential solutions during the entire study process. Public meetings in the communities will be held to discuss the problems and formulation of solutions at various stages of the study.

Report given

Battle to fight flooding

The estimated damage to this area from the Blizzard of '78 was estimated at \$40 million, but, if we were hit with the "worst ever" storm, the estimated damage would be in excess of \$100 million.

This was the assessment given to the City Council on Monday night by Robert Hunt, project manager of the U.S. Army Corps of Engineers, New England Division, as he appeared to discuss a number of flood protection plans and studies that are currently under way.

He noted the studies cover the flood prone areas of not only this city but also those of Saugus, Lynn and Malden.

However, he noted if the proposed structural protection plans now being drawn were implemented, the area would be protected from this excessive damage. These plans call for earth dikes, concrete walls to prevent coastal flooding and installation of flood gates.

Aided by a project map, Hunt spent 40 minutes explaining what studies are being made and what funding would be necessary to gain this protection.

He declared the \$7 million Revere Beach Erosion Control Project should get started next year. Federal funds have already been appropriated and in addition to new seawalls, the entire beach area would be resanded. He said the sand would come from I-95.

Hunt stated this particular sand would be best suited for such a project in that it was less conducive to erosion. He pointed out dredging the present sand from offshore is not considered feasible because it is too fine.

Hunt noted that the Crescent Beach section of the beach presently has I-95 sand which was deposited there several years ago.

He also said a \$4 million Point of Pine Flood Damage Reduction Project "is not far away," noting that the corps is preparing plans for it.

An \$8 million Roughans Point

BATTLE - Page 8

Battle

Continued from Page One

Flood Damage Reduction Project is in the design stage, while the corps is "just starting" on a Pine River Navigation Project and a Saugus River Navigation Study for Revere, Saugus and Lynn - both of which would involve dredging.

Hunt said floodgates on the Saugus River would eliminate 10 of the 12 miles of dikes and walls called for under the Structural Local Protection Plans.

When asked about the possible federal funding for the other projects, Hunt said there hasn't been a federal omnibus flood control bill in Congress for approximately 15 years. He urged officials and citizens of all four communities to begin pressing their lawmakers for such funds. He noted the Roughans Point project should be ready to roll and that it is expected Congress will be set to hear such proposals in February.

REVERE JOURNAL
REVERE, MA
MAY 6, 1986

MAY 7 1986

Flood control options aired for Saugus River

SAUGUS

By ANTON JOLKOVSKI
Item Staff

At a meeting with a representative of the Army Corps of Engineers, town officials expressed a preference for a plan known as the Comprehensive Saugus River Flood Gate Plan over two other flood prevention options.

Officials attending the meeting were Town Manager Paul Rabchenuk, Town Engineer Dennis Roy, Public Works Director Joseph Attubato, Town Planner Paula Newcomb and Robert Long, chairman of the Planning Board. Representing the Corps of Engineers was Robert Hunt, project manager.

The two other options presented by Hunt were a local protection plan and a nonstructural plan.

The local protection plan would involve construction of about 13,600 feet of walls and earthen dikes along the edge of the marsh and the banks of the Saugus River.

"The plan, which would cost about \$5 million, excluding real estate and mitigation costs, demonstrates potential economic feasibility," according to a report by Hunt.

"The plan, however, would adversely affect about 10 acres of wetlands," said Hunt in the report. "Of the 10 acres, about eight acres would be lost and two could potentially be restored," he said.

At the meeting, town officials said this option would interfere with the Lobstermen's Landing riverside rehabilitation project and with access to the river by residents and businesses. Additionally, Town Manager Rabchenuk said the walls might be overtopped under some conditions and impede subsequent drainage.

The second option is aimed at individual home and business owners. It proposes floodproofing measures for buildings, including home-raising, utility cells, utility rooms and closures for doors, windows and other openings.

A flood warning and evacuation plan also would be included.

Town officials expressed very little interest in this option.

The third and preferred option, the Comprehensive Saugus River Flood Gate Plan, would maintain both navigation and the natural flushing of the marsh and rivers. The floodgates, which would be located near the General Edwards Bridge, would protect about 4,500 homes and businesses in Saugus, Lynn, Revere and Malden.

The gates would be closed but a "few hours per year," according to Hunt's report, and would result in "minor impacts" on water quality in the river.

The impact would be slight, the report says, because "only on rare occasions will there be a high amount of runoff coinciding with the high tide; if there is a great deal of

runoff, the length of time which the gates would be closed would be short, generally less than three to four hours; and there are no significant point source wastewater discharges into the Pines and Saugus rivers that would cause serious harm to the inner river system before the gates would be opened again."

The report concludes, "Assessments of the cost, benefits and impacts of the plan are under way."

The town officials said they believed the plan had several advantages over the other options and mentioned that it would be easier to finance than the other options.

A decision is due in December on which option should be pursued with more detailed study and planning. Public workshops are to be held in November and December, said Hunt.

Those in attendance at the meeting prepared the following list of candidates for a citizens' steering committee: John Coffee, a Town Meeting member and former chairman of the Conservation Commission; Stanley Green, a member of Saugus Action Volunteers for the Environment (SAVE) and the Planning Board; Vincent Cicolini, harbormaster and former Conservation Commission chairman; and Frank McKinnon, also a former chairman of the Conservation Commission chairman.

DAILY EVENING ITEM, Lynn, Mass., Friday, May 30, 1986

Survey is being made in Saugus River area

LYNN — The Army Corps of Engineers is soliciting information from businessmen in flood-prone areas along the Saugus River concerning the value of their equipment and stock.

David Keddell of the Corps' regional office in Waltham said the information is needed to help the engineers determine whether potential flood losses are sufficient to justify a new flood control project on the Saugus River.

Keddell said many of the businessmen he has visited so far have been reluctant to provide information, misunderstanding perhaps the reason for the questions.

Ward 5 Councilor Paul St. Laurent said city officials requested the Corps to undertake the study because of the frequent flooding that occurs in such areas as Sum-

mer, Alley and Bennett Streets when there are high tides combined with heavy rains.

Keddell said the Corps will be in the area for at least another month gathering information and is scheduled to discuss the project with General Electric Co. officials next week.

The project area includes land from the Nahant traffic circle along the waterfront and in the Saugus River basin areas of West Lynn.

If the numbers warrant the investment, the Corps might propose building a dike or floodgates on the Saugus River to ease the problems.

Keddell said anyone with questions or comments should contact the Army Corps of Engineers Waltham office at 424 Trapelo Road. His economic office number is 647-8535.

Army engineers begin reviewing flood damage reduction results

Saugus, Lynn, Malden will be affected by six projects being planned

REVERE

The Army Corps of Engineers is in the process of reviewing preliminary results of the Flood Damage Reduction Study of the Saugus River and tributaries with the four affected communities, Revere, Lynn, Saugus, and Malden.

Robert Hunt, project manager and Revere coordinator for six Army Corps of Engineers flood control projects planned for the area, said the review should be completed by the end of the month and an Environmental Notification Form filed with the state Executive Office of Environmental Affairs.

Also in the works is the Revere Beach Erosion Control Project, which Hunt anticipated would be under construction within a year, depending on funding and the com-

pletion of an environmental impact report by the the Metropolitan District Commission.

The \$8 million Roughans Point Flood Damage Reduction Project is still under design. The federal government has authorized but not appropriated funds for its share of the project.

The \$4.5 million Point of Pines project has been approved by the corps engineers and plans and specifications are presently being prepared. Hunt was hopeful construction would begin in a year or two.

Also planned are the Pines River Navigation Project and the Saugus River Navigation Study, both of which involve dredging.

Hunt said a final report on the Flood Damage Reduction Study for the Saugus River and its tributaries isn't due for two years, but a decision on which option to undertake will be made within a matter of months.

There are three options being considered. The first calls for four local protections plans involving 9.8 miles of walls and dikes along the edges of the Saugus and Pines Rivers and estuaries.

Hunt said this option has been "economically justified," but it would adversely affect 60 acres of

wetlands. The cost on this would be about \$44 million.

A second option is a regional plan that would protect up to 5,000 residential, commercial, public and industrial buildings. It would involve three miles of structures (earth dikes, walls and floodgates) at Revere Beach, Lynn Beach, Lynn Harbor and the mouth of the Saugus River.

Hunt said this plan has received a "very favorable" response from the communities involved, the state legislature, congressional interests and federal, state and local agencies.

This plan would impact on about 14 acres of mudflats, as opposed to the 60 acres of wetland affected by the local protections plans. The estimated cost is between \$34 million and \$43 million.

The major concern with this option, Hunt said, is whether it would adversely affect the dynamics and water qualities of the 1,400 acres of salt water estuaries behind the gates.

The other option, which Hunt said no public interest has been indicated in, calls for non-structural plans. This would consist of a flood-proofing buildings and having a flood warning system.

LYNN ITEM: 13 FEB. 1987

Army engineers detail options for reducing flooding problems

SAUGUS — Relief is on the way for the town's flood-prone areas, but it won't arrive for quite a while.

The Army Corps of Engineers met with members of the unofficial Saugus Citizen's Steering Committee on Monday to update them on progress of the Flood Damage Reduction Study: Saugus River and Tributaries — Lynn, Malden, Revere and Saugus.

According to Project Manager Robert Hunt, the corps is about two years into the study, which is expected to take between 7-10 years. Engineers have just completed the preliminary planning stage and the results favor a regional plan involving a floodgate at the mouth of the Saugus River, near the General Edwards Bridge.

Other options under consideration by the corps include four structural local protection plans for the affected communities, or nonstructural flood control.

The local protection plan would involve construction of 9.8 miles of earthen dikes or concrete walls in four separate areas: Revere Beach backshore, East Saugus, Town Line

Brook, and Lynn (Lynn Harbor, Lynn Beach and the Saugus River), Hunt explained.

The project would cost about \$44 million (in 1986 dollars), but it would adversely impact about 63 acres of wetlands. It would also involve a large number of control gates requiring careful maintenance.

Non-structural flood control would involve flood-proofing buildings. In addition to a flood warning system, the plan would involve raising buildings, providing waterproof closures for utilities, and sealing windows and doors.

This option, according to Hunt, has received little public support. Only five percent of the buildings in the flood plains are candidates for such a project.

The regional floodgate plan would cost between \$34 million and

\$43 million, would be less complicated to build and maintain and would adversely impact only about 14 acres of wetlands. It would also protect the largest number of buildings, at least 5,000.

According to Hunt, placing a floodgate at the mouth of the Saugus River would produce the highest net benefit of any of the plans. In addition to having less of an adverse environmental impact, it also appears to have the most public support and the highest certainty of functioning properly, he said.

Extensive environmental studies are still necessary to determine the impact on clam flats, fish spawning, lobstering, and on the estuary. The aesthetic impact is also being taken into consideration.

Steering Committee members present at the meeting were Town Engineer Dennis R. Roy; new Community Development Director John Mahoney; Conservation Commission member Ann Cyros; Selectman Robert Lavoie; Civil Defense Director Michael Favalle, and Saugus Action Volunteers for the Environment representative Ellen Burns.

Also present were temporary Town Manager Norman Hansen and Virginia DeRosa, a member of the School Committee and staff assistant to Cong. Nicholas Mavroules.

"I think the regional plan is the only way to go," Lavoie said. He pointed out that the number of homes and businesses protected under such a plan would exceed the estimated figure of 5,000 if property located inland, by Saugus Center for example, was figured in.

Roy also favored the plan. He was concerned that the Army Corps of Engineers keep the community abreast of what's happening with the project in order to maintain public interest.

Favalle also spoke favorable on the regional plan. "It seems you did listen to some of the feedback you got from us," he said to Hunt.

DeRosa said the plan has the full support of Mavroules' office. "I'm glad to see it has come so far ... I can see today the tremendous amount of work that has been done."

DeRosa noted that competition for federal money for such projects is keen and that community support would be important.

Burns said her major concern involved statements Hunt had made about the affect of the project on development of the wetlands. Hunt predicted that development would be hastened in the flood plain area because building restrictions could be loosened a bit.

Cyros said the regional plan appeared to be the best way to approach the situation and Hansen agreed, adding that this was his first look at the options.

The Army Corps of Engineers has already met with Lynn and Revere officials and was scheduled to meet today with representatives from Malden. Once the communities endorse the plan, the corps will submit an Environmental Notification Form (ENF) to the Massachusetts Environmental Protection Agency and an Environmental Impact Statement (EIS) to the federal Environmental Protection Agency.

This will be followed up by scoping meetings, which will involve representatives of all the communities involved. By late 1988, the corps hopes to release a draft of the feasibility report, which will go on to Washington, D.C. for extensive review. Design work on the project can begin during the review process and if Congress authorizes in, plans and specifications will be drawn up.

The big question that remains is funding — how much the federal government will pay and whether the state will pick up the rest or require funds from the local communities.

— By JOYCE DELEHANTY

Lynn Item 3/4/87

Corps will start work in Revere

Engineers may alter Saugus River plan

WASHINGTON — The U.S. Army Corp of Engineers announced it will begin work on a shore protection project at Revere Beach this year.

The agency also will launch work on three other New England water projects, including channel widening in New Hampshire's Portsmouth Harbor and a \$30 million flood control project south of Boston.

Thomas Rhen, New England engineer for the corps, also told a Senate appropriations panel Tuesday of his agency's 1988 budget request, which calls for an additional \$1.2 million to study a new plan for preventing flooding in Revere, Saugus, Malden and Lynn.

Rhen said the extra money would be used to study the feasibility of installing a gated barrier project at the mouth of the Saugus River, possibly changing other plans. Previously, the agency was considering individual dike and wall projects to protect the four communities.

"We are seeing increased broad-base support for the gated barrier, which appears to have higher benefit paybacks and less environmental impacts than a combination of other structures," Rhen told the Senate panel on energy and water development.

He said this winter's storms, while less serious than the historic blizzard of 1978, had clearly illustrated the dangers faced by the four towns, giving added urgency to considering the Saugus River barrier project.

Rhen said the corps also was requesting 1988 money to continue pre-construction engineering and design work for the Roughans Point flood project in Revere.

He said the New England construction projects to begin this year were:

- A shoreline protection project at Revere Beach involving the placement of sandfill along more than two miles of beach to protect seawalls and floodwalls that are being undermined by wave action. Only last month, storm flooding overtopped the walls.

- The \$30 million Town Brook flood control project to protect the towns of Quincy and Braintree, both located just south of Boston. The major feature of the project will be a one-mile-long, 12-foot-diameter tunnel to be built 150 feet underneath Quincy.

- A \$19 million project to dredge the Piscataqua River channel in Portsmouth Harbor. The channel will be widened in three critical areas to alleviate serious navigational hazards in the waterway.

- The construction of a breakwater and anchorage in Jonesport, a northern Maine community heavily dependent on its commercial fishing fleet. Corps officials said the need for the project was again demonstrated in December when storm-driven waves sank one boat and damaged others at their moorings.



US Army Corps
of Engineers
New England Division

News Release

87-148	Mike Coogan
Release No.	Contact:
Upon Receipt	617-647-8777
For Release:	Phone:

424 Trapelo Road, Waltham, MA. 02254-9149

March 16, 1987



ENVIRONMENT

FLOOD REDUCTION STUDY PROCEEDING



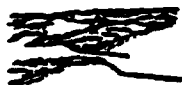
FLOOD CONTROL

WALTHAM, Mass. -- The communities of Lynn, Malden, Revere, and Saugus have indicated strong support for a study of measures to reduce coastal flooding being conducted by the US Army Corps of Engineers.



MILITARY
CONSTRUCTION

"I'm delighted that officials of the four communities have signed the Environmental Notification Form (ENF)," said Colonel Thomas Rhen, head of the Corps' New England Division. "This is a major step toward solving the persistent flooding problems in the area and reducing damages suffered by residential, commercial, and industrial interests."



NAVIGATION



RECREATION



RIVER SYSTEMS

The ENF document officially begins the Massachusetts Environmental Policy Act (MEPA) review process, which is required before any development can begin. This process includes a thorough review of alternative plans and their impacts. It also provides the public one of many opportunities to voice their concerns during the planning period.

m o r e



SHORE
PROTECTION

Several alternative plans for reducing damages from tidal flooding are under review. One plan that appears promising involves a floodgate structure to be situated at the mouth of the Saugus River. This plan, known as the Regional Saugus River Floodgate Plan, would prevent high tidal surges from travelling up the Saugus and Pines Rivers. It would also include shorefront protection along Revere Beach, Lynn Harbor, and Lynn Beach, and would benefit floodprone areas in all four communities.

The Regional Saugus River Floodgate Plan appears to be a viable alternative because it has public support; would yield high economic benefits; and would provide the greatest degree of protection with the least adverse environmental and social impacts of all the options being considered.

The floodgate's physical features would include a concrete wall or earth dike across the mouth of the Saugus River; a navigation gate that would allow recreational and commercial boats to pass; and gates that would maintain the natural flushing of the estuarine marshlands. The gates would remain open until the threat of a flood. When a coastal flood threat occurs, the gates would close for a few hours during the peak of a high storm tide to prevent tidal surges from entering the Saugus and Pines Rivers.

The plan includes the raising of existing walls and constructing new walls and dikes along Lynn Harbor and Beach to reduce wave overtopping. Also essential to the flood protection plan behind Revere Beach would be the construction of a proposed MDC Park embankment adjacent to the MDC Police Station, and the preservation of a ponding area along Route 1A.

m o r e

Overall, the Corps' plan would protect 5000 residential, commercial, public, and industrial buildings in the floodplain of the four communities. The cost of the Regional Plan is estimated at approximately \$40 million.

Col. Rhen said alternative sites are being considered for the floodgate structure in the vicinity of the General Edwards Bridge and the mouth of the Saugus River. He said preliminary investigation indicates that the marshes in the Saugus and Pines River estuaries would not be significantly affected by a floodgate structure. Under this plan, the Saugus and Pines Rivers would also provide the opportunity for a harbor of refuge for the area's large commercial and recreational fleet.

This flood control study began when officials from the communities of Lynn, Malden, Revere, and Saugus requested the Corps to help solve flooding problems. To date, over 500 people, including local and state officials, residents, and concerned individuals have taken part in interviews to determine the extent of past flooding. These interviews highlighted the frequent and sometimes extensive flooding occurring over a wide area. Corps representatives have been meeting with many agencies and other interests to examine potential solutions.

The next step in the planning process, according to Col. Rhen, requires the Corps to determine the environmental and social impacts of each solution and the preferred alignments for the structures. The Corps will be assessing the impacts of the alternative solutions through the state NEPA process as well as the federal Environmental Impact Statement process.

m o r e

"As grateful as we are to the public for their cooperation with the earlier damage surveys," Col. Rhen added, "continued input from the public during other phases of project planning is essential. The public will have several opportunities to review and comment on project recommendations and impacts through meetings, conferences, forums, and informal workshops. The concerns and expectations of those affected in the study area will be discussed and incorporated into all phases of project development before a recommended project is forwarded to Washington for authorization. The Corps of Engineers is committed to an open planning process and we encourage full public participation."

Additional information about the study may be obtained by writing to the project manager, Robert G. Hunt, at the US Army Corps of Engineers, New England Division, 424 Trapelo Road, Waltham, Mass., 02254-9149, or by calling him at 647-8216.

MAP OF STUDY AREA ATTACHED

MEDIA DISTRIBUTION LIST

Television

WBZ-TV	1170 Soldiers Field Road	Brighton, MA 02134
WCVB-TV	5 TV Place	Needham, MA 02192
WGBH-TV	125 Western Avenue	Boston, MA 02134
WLVI-TV	75 Morrissey Blvd.	Dorchester, MA 02125
WNEV-TV	7 Bulfinch Place	Boston, MA 02114
WSBK-TV	83 Leo Birmingham Parkway	Boston, MA 02134
Colonial Cablevision of Revere, CH 13	41 Marble Street	Revere, MA 02151
Continental Cablevision of Massachusetts	600 Main Street -- Suite 3000	Reading, MA 01867
Warner Communications	26 Tremont Street	Lynn, MA 01902
Warner Communications	278 Mystic Avenue	Medford, MA 02155

Radio

WBZ Radio	1170 Soldiers Field Road	Boston, MA 02134
WEEI Radio	4450 Prutential Tower	Boston, MA 02199
WESX Radio	P.O. Box 710	Salem, MA 01970
WFNX-FM Radio	25 Exchange Street	Lynn, MA 01901
WHDH Radio	441 Stuart Street	Boston, MA 02116
WHRE Radio	74 Lansdowne Street	Boston, MA 02215
WRKO Radio	3 Fenway Plaza	Boston, MA 02215

Newspapers

Associated Press	260 Summer Street	Boston, MA 02210
Beverly Times	Dunham Road	Beverly, MA 01915
Boston Globe	135 Morrissey Boulevard	Boston, MA 02107
Boston Herald	300 Harrison Avenue	Boston, MA 02106
Chelsea Record	18 Fourth Street	Chelsea, MA 02150
Chelsea Weekly News	50 Washington Avenue	Chelsea, MA 02150
Christian Science Monitor	One Norway Street	Boston, MA 02115
Danvers Herald	9 Page Street	Danvers, MA 01923
East Boston Community News	11 Meridian Street	East Boston, MA 02125
East Boston Times Free Press	2 Lexington Street	Boston, MA 02128
Everett Leader-Herald	28 Church Street	Everett, MA 02149
Everett News	171 Bucknam Street	Everett, MA 02149
Gloucester Daily Times	Whittemore Street	Gloucester, MA 01930
Lynn Item	38 Exchange Street	Lynn, MA 01901
ATTN: Joyce Delehanty		
Lynn Sunday Post	Box 630	Lynn, MA 01903
Lynnfield Villager	55 Salem Street	Lynnfield, MA 01940
Malden Evening News	277 Commercial Street	Malden, MA 02148
Malden This Week	P.O. Box 237	Malden, MA 02148
Medford Daily Mercury	Zero Governors Avenue	Medford, MA 02155
Medford Sunday Post	P.O. Box 55	Medford, MA 02155

Melrose Free Press	40 West Foster Street	Melrose, MA 02176
Middlesex News	395 Moody St.	Waltham, MA 02154
Peabody Times	54 Main Street	Peabody, MA 01903
Revere Journal	327 Broadway	Revere, MA 02151
Revere Reporter	500 Mountain Avenue	Revere, MA 02151
Salem Evening News	155 Washington Street	Salem, MA 01970
Saugus Advertiser	55 Essex Street	Saugus, MA 01906
Swampscott Reporter	8 Anderson Street	Marblehead, MA 01945
United Press International	1 Harold Square	Boston, MA 02118
Wakefield Daily Item	26 Albion Street	Wakefield, MA 01880
Winthrop Sun Transcript	193 Winthrop Street	Winthrop, MA 02152

Magazines/Other

Soundings	Essex, CT 06426	
Waterways Guide	850 Sherd Ave.	New York, NY 10022
New England Offshore	P. O. Box 148	Waban, MA 02168
New York Testing Labs	81 Urban Ave.	Westbury, NY 11590
New England Newsclip Agency	5 Auburn St.	Framingham, MA 01701
National Audubon Society	282 Delaware Ave.	Delmar, NY 12054
Northeast Regional Office		
Geotechnical Engineers	1017 Main St.	Winchester, MA 01890
Environmental Sciences Div.	Building 1505	Oakridge, TN 37830
Oakridge National Lab		
Civil Engineering	354 East 47th St.	New York, NY 10017
Ms. Alicen J. McGowan	100 Cambridge St., 13th Floor	Boston, MA 02202
Deputy Commissioner		
Mass. Department of Commerce		
Cape Cod Planning Commission	1st District Court House	Barnstable, MA 02630
CZM Coordinator		
Mr. John J. Clarke		
Mr. Tom McNiff	118 Grandview Ave.	Winthrop, MA 02152
Burrell & Associates	3099 S.M. 1266	Kema, TX 77565
Ms. Anna Minicucci	230 Sterling Ave.	Providence, RI 02902
Bureau of National Affairs	P. O. Box 750	Mansfield, MA 02048
BB&S Treated Lumber	P. O. Box 982	Davisville, RI 02854
Sea Technology	1117 N. 19th St., Suite 1000	Arlington, VA 22209

NOTICE OF INTENT TO SUBMIT ENF

DAILY EVENING ITEM, Lynn, Mass., Wednesday, March 18, 1987

The Boston Globe Wednesday, Mar. 18, 1987

LEGAL NOTICES

FORMS OF NOTICE — (1) PUBLIC NOTICE OF ENVIRONMENTAL REVIEW.
Project: Flood Damage Reduction Study, Saugus River and Tributaries. Location: Lynn, Malden, Revere and Saugus, Mass. Proponent: Lynn, Malden, Revere and Saugus, Mass. The undersigned is submitting an Environmental Notification Form ("ENF") to the Secretary of Environmental Affairs on or before March 16, 1987. This will initiate review of the above project pursuant to the Massachusetts Environmental Policy Act ("MEPA", G.L. c. 30, sec. 81, 62-62H). Copies of the ENF may be obtained from: Mr. Robert G. Hunt, New England Division, Corps of Engineers, Building 112N, 424 Trapelo Road, Waltham, MA 02254-9149, (617) 647-8216. Copies of the ENF are also being sent to the Conservation Commission and Planning Board of Lynn, Malden, Revere and Saugus, Mass. where they may be inspected. The Secretary of Environmental Affairs will publish notice of the ENF in the Environmental Monitor, will receive public comments on the project for twenty days, and will then decide, within ten days, if an Environmental Impact Report is needed. A site visit and consultation session on the project may also be scheduled. All persons wishing to comment on the project, or to be notified of a site visit or consultation session, should write to the Secretary of Environmental Affairs, 100 Cambridge Street, Boston, Massachusetts 02202, Attention: MEPA Unit, referencing the above project. Prepared by ROBERT G. HUNT, Project Manager.

PUBLIC NOTICE OF ENVIRONMENTAL REVIEW

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LOCATION: Lynn, Malden, Revere and Saugus, Ma.

PROPOSER: Lynn, Malden, Revere and Saugus, Ma.

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Prepared by
ROBERT G. HUNT
Project Manager

Item: March 18, 1987

Also appeared in
Revere Journal 3/18/87

Engineers Would Build Floodgate At Mouth of the Saugus River

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munities have signed the Environmental Notification Form (ENF)," said Colonel Thomas Rhen, head of the Corps' New England Division. "This is a major step toward solving the persistent flooding problems in the area and reducing damages suffered by

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review of alternative plans and their impacts. It also provides the public one of many opportunities to voice their concerns during the planning period. Several alternative plans for reducing damages from tidal flooding are under review.

One plan that appears promising involves a floodgate structure to be situated at the mouth of the Saugus River. This plan known as the Regional Saugus River Floodgate Plan, would prevent high

(Continued on page 6)

**SUNDAY POST
LYNN, MA
W. 14.200**

MAR 15 1987

NEW ENGLAND NEWSCLIP AGENCY INC

high tidal surges from travelling up the Saugus and Pines Rivers.

It also would include shorefront protection along Revere Beach, Lynn Harbor, and Lynn Beach, and would benefit floodprone areas in all four communities.

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When a coastal flood threat occurs, the gates would close for a few hours during the peak of a high storm tide to prevent tidal surges from entering the Saugus and Pines Rivers.

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Overall, the Corps' plan would protect 5,000 residential, commercial, public, and industrial buildings in the floodplain of the four communities. The cost of the Regional Plan is estimated at approximately \$40 million.

Colonel Rhen said alternative sites are being considered for the floodgate structure in the vicinity of the General Edwards Bridge and the mouth of the Saugus River.

He said preliminary investigation indicates that the marshes in the Saugus and Pines River estuaries

CON'T

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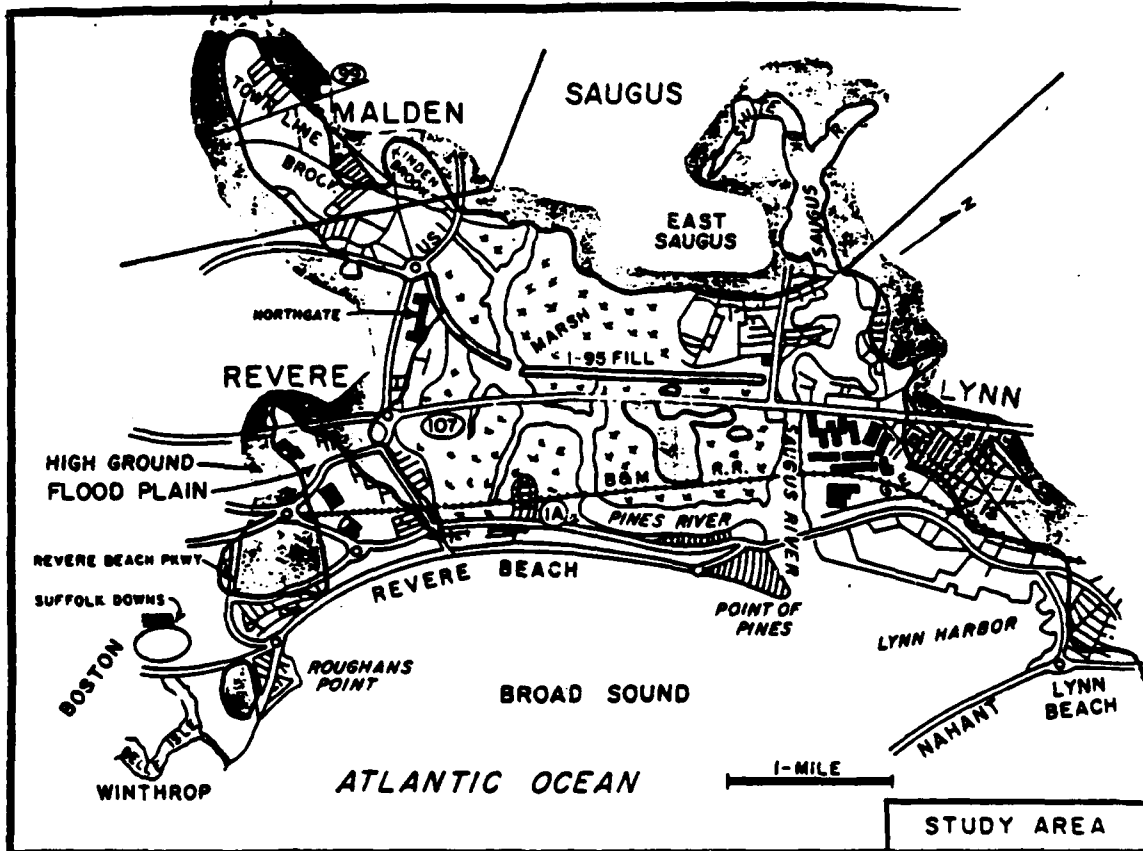
Lynn, Mass., Wednesday, March 18, 1987

MAR 17 1987

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"As grateful as we are to the public for their cooperation with the earlier damage surveys," Colonel Rhen added, "continued input from the public during other phases of project planning is essential.

"The public will have several

opportunities to review and comment on project recommendations and impacts through meetings, conferences, forums, and informal workshops. The concerns and expectations of those affected in the study area will be discussed and incorporated into all phases of project development before a recommended project is forwarded to Washington for authorization.

"The Corps of Engineers is committed to an open planning process and we encourage full public participation."

Additional information about the study may be obtained by writing to the project manager, Robert G. Hunt, at the US Army Corps of Engineers, New England Division, 424 Trapelo Rd., Waltham, Mass. 02254-9149, or by calling him at 647-8216.

**APPENDIX A
COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS**

ENVIRONMENTAL NOTIFICATION FORM

RECEIVED

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SUMMARY

- Project Identification**
1. **Project Name** Flood Drainage Rehabilitation Study, Seven Rivers and Tributaries - Levee, Balizes, Berweys, & Sewers, III
2. **Project Proponent** Levee, Balizes, Berweys and Sewers, III
- Address Contact:** New England Engineering, P.C., Attn: Corps of Engineers, 600 Tripoli Road, Walling, MA 02754, 617/81-5200; Robert C. Kent
- Project Description:** City/Province(s) Levee, Balizes, Berweys & Sewers
1. **Location** within city/town or street address The Seven and Seven River, Levees and Tributaries of the coastal, abutments of Levee and Berweys
2. **Est. Commencement Date:** 8/20/90 1990/1994 Est. Completion Date: 8/20/94/1998
- Approx. Cost** \$44 million Current Status of Project Status: EPA Complete (incl. study phase) (for action \$1 and \$34.4 million for action.)

C. Narrative Summary of Project

c. Instructive summary of project

Instructive summary or give a description of the general project boundaries and the present use of the project area. If necessary, use back of this page to complete summary.

The proposed project would reduce damage due to tidal flooding in the communities of Lymn, Malden, Revere and Saugus, MA. The flood-affected areas are adjacent to the Saugus and Paines River estuary, as well as the coastal shorefronts in Lynn and Revere. Approximately 1700 acres of wetland are contained within the Saugus/Paines estuary. Surrounding the estuary and along the Lynn and Revere shorefronts are a mixture of residential, commercial and industrial land uses. The study area is divided into three flood prone areas (Revere beach frontage, Point of Paines, North Gate, New Line Beach, East Saugus, Lynn and Upper Saugus River and South Beach) for which protection of approximately 5000 residential & commercial buildings is being considered. Based on damage surveys of 3700 buildings, flood interviews with 500 persons in the affected areas, and 10 years of tidal records, a recurring 1978 flood in these communities would cause about \$124 million in damages. A coastal storm with tides one foot higher than in 1978 would result in about \$300 million in damages. The "Standard Project Hurricane", with tide levels another 2 feet higher, could result in about \$600 million in damages. Three basic options for flood damage reduction are under study. Each option 1 and 2 would save millions for tide levels one foot higher than 1978.

[illegible]

Copies of this map are obtained from:
 Source: James L. Smith, Project Manager, Agency for Polished Pavement, Office of Roadways
 Administration, 141 Franklin St., Suite 100, St. Paul, MN 55104. Phone no. (612) 517-5245.
 This is an accurate sketch. Contour points in L. 6780.
 For information, call 612-727-2419.

THE ENVIRONMENTAL MONITOR

PUBLISHED MARCH 26, 1987

2.2

Use This Page to Complete Matters, if necessary.

Question 2. **Imperviousness Plan** - how'd reduce the vulnerability to flooding up to the 1976 flood stage? These flood protection plans and floodproofing of buildings. In addition to a flood warning system, other measures would include raising buildings, providing watertight enclosures for utilities and waterproofing windows and doors with waterproofed closures. However, currently available information suggests that floodproofing would protect less than 5% of the structures in the floodplains if results over the entire study area are similar to those already determined for Nevada. Thus, floodproofing would only marginally address the flooding problem.

Option 3. Regional Inland River Flood Opt Plan - A tidal flood gate plan is being considered, to protect all seven of the flood-prone areas. The flood gates would be located at the mouth of the Tappan River. Physical features of the flood gate with 3.0 miles of structures would include a navigation gate and flushing gate in a 130 foot long concrete or earth dike structure across the rivermouth. The gates would maintain high tide navigation and the normal flooding of the river and wetlands by retaining open water the threat of a flood. During storm tide conditions, high tides occur up to possibly several times a year. The gates would be closed for a few hours during high tide. Structure features along upon installation of the plan, the gates would be flanked by the MCC Port Barge, described under Option 1, and 20 acre ponding area with a 6.1 mile beach and the MCC Port Barge. The MCC Port Barge, described under Option 1, has benefits for the existing wall at its north end behind Severn Beach are also included in this plan. Net benefits for the plan severely affects 14 acres of coastal wetlands or river bottom.

Based on initial studies, and coordination with Federal, State and local agencies and officials, it appears at the present time that Option 3 - the Regional Sagua River Flood Gate Plan is the most desirable alternative from an economic, social and environmental point-of-view.

The Corps is planning to prepare a combined EIS/EIS, under FISA, and the National Environmental Policy Act, respectively, for the proposed project. A Citizens Steering Committee and Federal/State/Local Agency Technical Committee are also being formed to assist in the conducting study process.

This project is one which is categorically included and therefore automatically requires preparation of

(U) (S) (C) (D)

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2. Review Questions II and III first. Before completing this section.)

1. Check those areas which would be important to examine in the event that an EIR is required for this project. This information is important so that significant areas of concern can be identified as early as possible. In order to expedite analysis and review.

Country-	Long	Country-	Long
tion	Term	tion	Term
Reports	Reports	Reports	Reports
Open Space & Recreation.....		General Resources.....	
Archaeological.....		Energy Use.....	
Urbanization & Land Use.....		Water Supply & Use.....	
Recreation, Trees.....		Air Pollution.....	
Recreation Biological Systems.....		Waste.....	
Recreation Land Use.....		Traffic.....	
Coastal Islands or Beaches.....		Soils & Rocks.....	
Forest Land Use.....		Aesthetics.....	
Chemicals, Business Substances, Fish & Wildlife.....		Food and Feeds.....	
Biological Systems.....		Growth Reports.....	
Ecologically Sensitive Areas.....		Community/Planning and the Built Environment.....	
Agricultural Land.....			
Water Quality.....			

- See Options 1, 2 and 3 above. In addition, a "no action" plan is an alternative, and will be evaluated. No action, however, does not address the need for flood damage reduction.



US Army Corps
of Engineers
New England Division

News Release

87-169

Mike Coogan

Release No.

Contact:

Upon Receipt

617-647-8777

For Release:

Phone:

424 Trapelo Road, Waltham, MA. 02254-9149

March 27, 1987



ENVIRONMENT



FLOOD CONTROL



MILITARY
CONSTRUCTION



NAVIGATION



RECREATION



RIVER SYSTEMS



SHORE
PROTECTION

ENVIRONMENTAL MEETING ON FLOOD CONTROL PROPOSALS

WALTHAM, Mass. -- A public meeting to solicit comments about plans to reduce tidal flooding from the Saugus and Pines Rivers and the adjacent shorefront will be held on Tuesday, April 7, 1987 at 3 p.m. in the Revere High School on School Street.

The meeting, sponsored by the communities of Lynn, Malden, Revere, and Saugus, is part of the Commonwealth of Massachusetts' environmental review process and will help the US Army Corps of Engineers develop its Environmental Impact Report on its proposed flood control plans.

Officials from the communities of Lynn, Malden, Revere, and Saugus had requested the Corps to investigate area flooding problems and over 500 people have been interviewed to determine the extent of past flooding. The Corps of Engineers is determining the environmental and social impacts of each potential solution, and the public meeting will give affected citizens an opportunity to voice their opinions.

There are about 5000 residential, commercial, public, and industrial buildings in the coastal and inland floodplains of the four communities that are being addressed by this study. Inland tidal surges up the Saugus and Pines Rivers would also affect thousands of commuters using the MBTA's Blue Line, B&M commuter rail, and Routes 1, 1A, 60, and 107.

m o r e

The Corps is presently studying three options that will help reduce coastal flooding. The first option would include construction of ten miles of floodwalls and earth dikes along the banks of the Saugus and Pines Rivers and the edge of the marshland, and along Revere Beach Reservation, Lynn Harbor, and Lynn Beach. (The protected area and the alignments of the walls and dikes are shown on the Option 1 map). The estimated cost for this alternative is \$44 million.

The second alternative is a nonstructural plan emphasizing flood preparedness and the floodproofing of buildings. However, research by the Corps indicates that less than five percent of buildings vulnerable to flooding could be floodproofed.

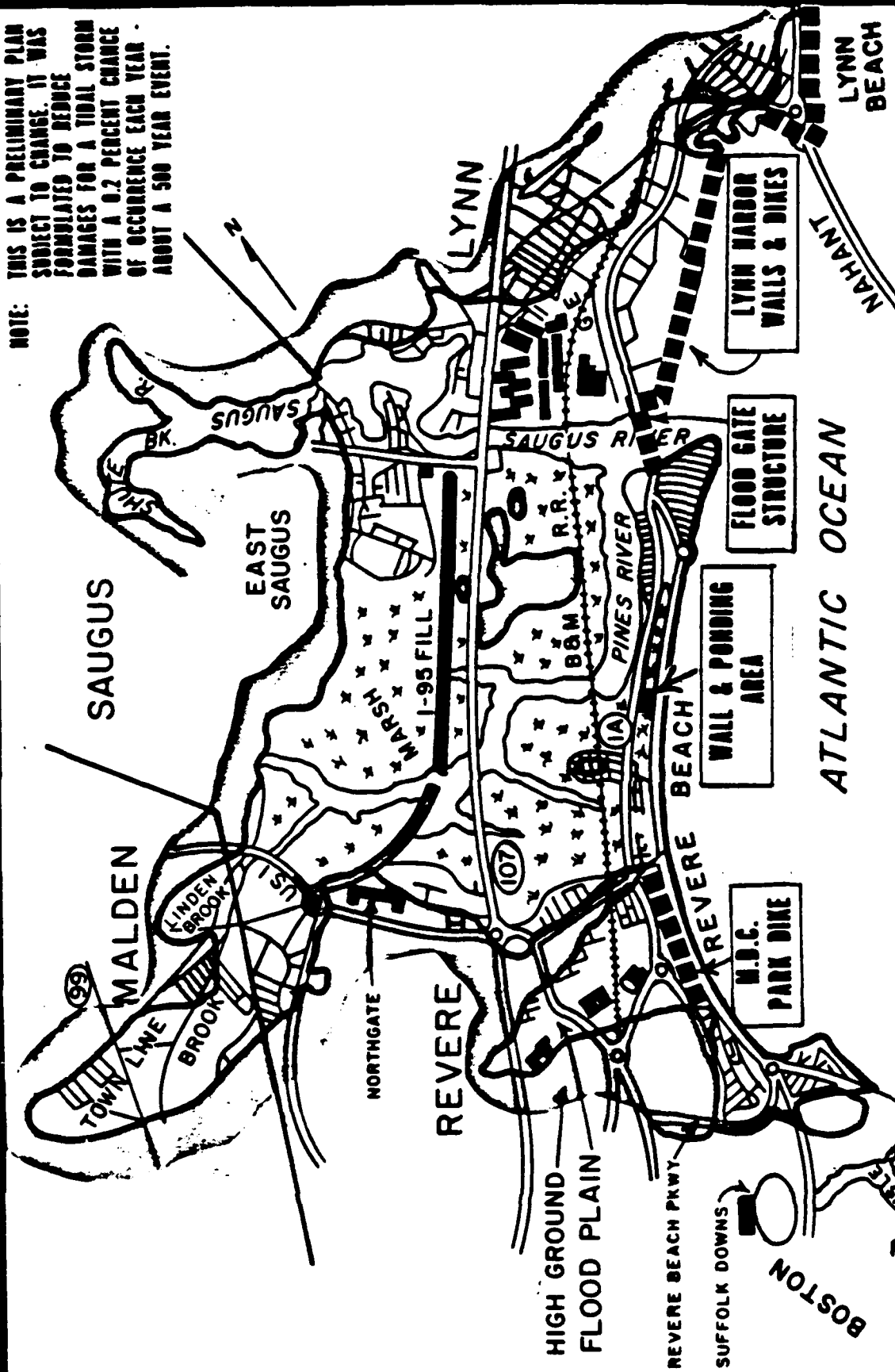
The third option, known as the Regional Saugus River Floodgate Plan, has received the most public support. Under this \$40 million plan, a gated structure would be built across the mouth of the Saugus River. The gate would remain open allowing recreational and commercial boats to pass until the threat of a coastal storm, when the gates would be closed. The Corps would also construct walls and dikes along portions of Lynn Harbor, Lynn Beach, and Revere Beach Reservation to protect the shorefront. Indications are that this option provides the greatest degree of protection with possibly the least adverse environmental and social impacts. (Map of Option 3 is attached).

Public workshops during the summer will keep the public informed about the progress of the study.

NOTE:



NOTE: THIS IS A PRELIMINARY PLAN
SUBJECT TO CHANGE. IT WAS
FORMULATED TO REDUCE
DAMAGES FOR A TIDAL STORM
WITH A 0.2 PERCENT CHANCE
OF OCCURRENCE EACH YEAR -
ABOUT A 500 YEAR EVENT.



REGIONAL
SAUGUS RIVER
FLOODGATE PLAN

1/87

WALL OR DIKE ALIGNMENTS

OPTION #3

Tidal flooding meeting

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There are about 5000 residential, commercial, public and industrial buildings in the coastal and inland floodplains of the four communities that are being addressed by this study. Inland tidal surges up the Saugus and Pines Rivers would also affect thousands of commuters using the MBTA's Blue Line, B&M commuter rail, and Routes 1, 1A, 60 and 107.

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Public workshops during the summer will keep the public informed about the progress of the study.

(After Notice in
Lynn Item)



US Army Corps
of Engineers
New England Division

News Release

87-257

Sue Douglas

Release No.
Upon Receipt

Contact:
617-647-8264

For Release:

Phone:

424 Trapelo Road, Waltham, MA. 02254-9149

May 18, 1987



ENVIRONMENT



FLOOD CONTROL



MILITARY
CONSTRUCTION



NAVIGATION



RECREATION



RIVER SYSTEMS



SHORE
PROTECTION

MEETING SET ON TIDAL FLOODING

WALTHAM, Mass. -- Tidal flooding along the Lynn-Revere coast and from the Saugus and Pines rivers will be the subject of a public meeting to be held on May 27, 1987, in Saugus High School on Pierce Memorial Drive. The 3:00 P.M. session is being sponsored by the U.S. Army Corps of Engineers as part of the federal environmental review process for its proposed plans to reduce tidal flooding in Lynn, Malden, Revere and Saugus.

"We are evaluating the environmental and social impacts of a number of alternatives for solving the flooding problems in the four communities," according to Colonel Thomas A. Rhen, head of the Engineers' New England Division. "The views and opinions of residents of the area will be invaluable in assisting us in preparing our Environmental Impact Statement for the study."

Within the study area are approximately 5,000 residential, commercial, public and industrial buildings, as well as commuter lines of the MBTA and the B&M Railroad and Routes 1, 1A, 60 and 107. The Engineers' ongoing study stems from requests from each of the four communities for federal assistance to protect these areas.

"To date we have conducted damage surveys of 3,500 of these buildings and a number of alternatives have been considered for their protection. We are now concentrating on the three which appear the most feasible," Colonel Rhen noted.

M O R E

The first plan, Option 1, has an estimated cost of \$44 million and would require the construction of 10 miles of floodwalls and earth dikes along the banks of the two rivers and the adjacent marshland and along Revere Beach Reservation, Lynn Harbor and Lynn Beach.

A second alternative involves flood preparedness and the floodproofing of buildings. While this nonstructural proposal is the least costly, it would also provide the least amount of protection, since investigations by the Corps indicate that less than five percent of the buildings vulnerable to flooding could be floodproofed.

The greatest amount of protection would be provided by a \$40 million plan which appears to have the most public support. Under this Option 3 proposal, a gated structure would be constructed across the mouth of the Saugus River and would be linked with walls and dikes along portions of Lynn Harbor, Lynn Beach and the Revere Beach Reservation. A gated navigation opening would allow the free passage of recreational and commercial boats. The navigation and additional flushing gates would also allow the natural tidal flushing of the rivers and marshlands to continue, except during storm tide conditions. When there is a threat of coastal flooding, all gates would be closed for a few hours during the high storm tide to seal off the entire flood-prone area behind the gates.

The meeting is the second to be conducted by the Engineers; the first was held in Revere on April 7 and was part of the state's environmental review process. At the April meeting, attendees expressed a number of concerns about the various alternatives. Some included the potential impact on 31 acres of wetlands from construction of Option 1 and the need for fully documenting the Option 2 nonstructural plan. For Option 3, concerns included the effects of the gated structure on sedimentation, water quality, aesthetics, fish passage, and flood levels in Broad Sound, as well as future rising of the tides and potential development around the estuary after the flood threat is eliminated.

m o r e

A Citizens' Steering Committee is being formed to work with the Engineers in the formulation of a final plan. This group will include nearly three dozen public officials and private citizens from the four communities. Also involved in the study effort will be a technical group including representatives from federal, state and local agencies and private interests.

"Involvement by the Steering Committee, the technical group and individual citizens is essential in assuring that any resulting recommendations meet the needs of the area," Colonel Rhen added. "The May 27th meeting will provide a forum for all interests to present their views on our study effort."

A series of workshops will be scheduled for the communities during the summer to keep the public informed of the study's progress.

MAPS OF OPTIONS 1 AND 3 ATTACHED

Army engineers solicit opinions on flood damage reduction study

Second scoping meeting will be held at high school next Wednesday

SAUGUS

The Army Corps of Engineers will hold an Environmental Impact Statement scoping meeting on Wednesday, May 27, to discuss the Saugus River and tributaries flood damage reduction study.

The flood plan involves the communities of Revere, Malden and Lynn, as well as Saugus. This is the

second scoping meeting to be held on the project. The first took place at Revere High School on April 7.

Input from both meetings will be used in both the Environmental Impact Statement required under the National Environmental Policy Act (NEPA), and the Environmental Impact Report, required under the Massachusetts Environmental Policy Act. Those who can't attend the meeting can put their concerns or recommendation in writing and send them to the Army Corps of Engineers before June 15.

There are presently three alternatives being looked at for reducing flooding in the four affected com-

munities. The first would provide four separate structural plans, one for each community. The second would involve floodproofing certain buildings, and the third, the regional Saugus River floodgate plan, would involve construction of a floodgate at the mouth of the river.

The latter plan, because of lower cost and less impact to the environment, has garnered the most support and is favored by the Army Corps of Engineers.

Representatives of the corps will outline the findings of its flood control study, the areas of controversy, the unresolved issues, and how the plans fit in with environ-

mental protection statutes and other environmental requirements.

The corps will discuss what the future holds if no plan is adopted, and its representatives will outline and compare the various plans. Also on the agenda is a discussing of the existing environmental conditions and the future environmental conditions without a federal project.

The environmental effects of the plans during construction, operation and maintenance will be discussed, as will be public involvement in the overall project.

The meeting will be held at the high school beginning at 3 p.m. It is expected to last two hours.

Corps begins flood control report

Residents fear elimination of threat may bring unwanted development

SAUGUS

By JOYCE DELEHANTY
Item Staff

The Army Corps of Engineers has completed its scoping meetings on the Saugus River and tributaries flood damage reduction study, and over the course of the next few months will be incorporating the suggestions and comments received into a final report.

The regional flood control plan is one of three studied by the corps. It calls for placing a floodgate across the mouth of the Saugus River in the vicinity of the General Edwards Bridge to reduce flooding in Saugus, Revere, Lynn, and Malden.

Two meetings were held this spring, one at Revere High School and the other at Saugus High School, out of which several concerns emerged.

"The biggest concern with the regional plan was whether it will promote development back in the estuary by eliminating the threat of flooding," Project Manager Robert

Hunt said.

The regional plan, favored over two others because of economic feasibility and environmental impact, entails keeping floodgates open until the threat of a flood. During storm-tide conditions, normally about seven times a year, the gates would be closed for a few hours at high tide. The plan would require three miles of structures, including the 1,300-foot structure across the mouth of the river.

Although a number of issues were discussed at the meeting, it was the possibility of accelerated development and possible encroachment on wetlands that worried most people.

To address the issue, the corps is looking at the history of development along the estuary and attempting to get an idea of future development planned for the area.

According to Hunt, there are roughly 1,700 acres along the estuary, including both sides of Route 107 and the wetlands on the Saugus River going as far inland as the Iron Works. With the exception of a few hundred acres owned by the

state, most of the land is privately owned and is being developed at a rate of about 1 percent per year, Hunt said.

To project future development, the corps takes into consideration any new laws controlling land use, whether any private projects are in the works and whether any public projects, such as the MBTA Blue Line extension, are planned.

"Lots of people are concerned," Hunt said. "It's a big issue."

There were some secondary concerns, Hunt said, such as whether there will be a change in the salinity and water quality in the estuary when the gates are closed and whether this would impact on the flora and fauna.

Questions were also raised as to whether the current would be moving faster with the gates open and if so, would it impact on navigation, fishing or the rate of erosion. There is also a question of faster moving currents will result in more sediment buildup near the mouth of the river.

Although confident navigation won't be affected, Hunt said the

other issues will have to be studied further.

Another question posed by people at the scoping meeting was where will the water go if the floodgates are closed. Although the corps doesn't expect the plan to result in a significant change in tide levels, Hunt said the issue will be looked into.

There was also concern as to whether the physical structure at the mouth of the river would harm the feeding grounds of Black ducks. The affect of the structures on clam flats and lobster was also brought up.

Although it will only take a few months to pull together all the comments, suggestions and criticisms that came out of the meeting, Hunt estimated it would take about 1½ years to actually address all the concerns.

The answers will go into the combined Environmental Impact Report and Environmental Impact Statement required by the Massachusetts Environmental Policy Act and the National Environmental Policy Act, respectively.

Engineers concerned about I-95 sandpile

Fears removal may lead to flooding

SAUGUS

The U.S. Army Corps of Engineers, in a letter to Revere officials, has addressed the issue of potential flooding in East Saugus and in the Seaplane Basin of Revere if the I-95 sandpile is removed.

Joseph L. Ignazio, of the corps planning division, wrote that analysis of existing physical and hydraulic conditions of the Revere-Saugus Marsh indicated that complete removal of the I-95 embankment fill would raise tidal flood elevations in the basin and East Saugus areas from one-half to one foot.

To maintain the existing tidal flood protection provided by the I-95 embankment, the fill could be removed to a berm with a top elevation at plus 11 feet (within four to six feet of the irregular marsh surface) and a top width of 75 feet, Ignazio wrote.

The corps is concerned about the removal of the sand because of two projects it is involved in. The Revere Beach Erosion Control Project calls for re-sanding the 2¼ mile beach with 800,000 cubic yards of fill taken from the sand pile. The Saugus River and Tributaries Flood

Damage Reduction Study involves protection plans for Lynn, Malden, Saugus and Revere.

The corps memo does not, however, address the concerns of the Conservation Commission regarding the removal of fill from the pile.

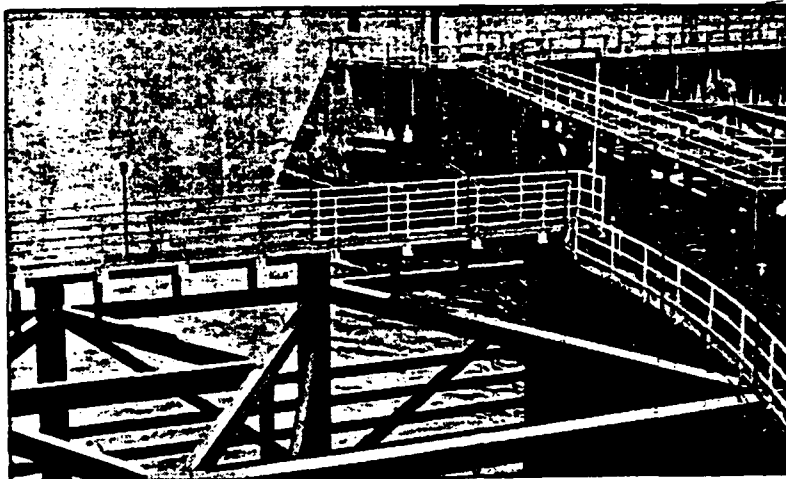
"They (the state) have got to come up with something concrete or otherwise we could end up with a gravel pit when the pile is removed," ConCom Chairman Francis McKinnon said.

The Conservation Commission is insisting the state file a notice of intent outlining its plans for the pile. The commission, which can then issue an order of conditions regarding how the pile is to be removed, wants in writing the state's plans for restoring the marsh — whether it involves reseeded, building a linear park as has been suggested, or some other option.

The controversy over the abandoned strip of I-95 erupted this spring when contractors attempted to remove sand from the Saugus side for a Lynn Water and Sewer Commission project. The Conservation Commission issued a cease and desist order and eventually, the contractor, who had received permission from the state to take the fill from the pile, went elsewhere for the material.

City/Suburban

Lynn, Mass., Wednesday, November 18, 1967



At the New Bedford, Fairhaven, and Acushnet barrier, a demonstration was given of how the gate is closed. The Army Corps of Engineers, which built and still operates the system, claims the barrier has prevented \$3.6 million in damages since being completed in 1966.

Opening up the floodgates

Local officials tour hurricane barriers for insight

By JOYCE DELEHANTY
Item Staff

Reading a technical description of a hurricane barrier, and seeing one in person are two different things, as a group representing Saugus, Revere, Malden and Lynn found out.

Last week, the Army Corps of Engineers, which is considering construction of a floodgate across the mouth of the Saugus River, took more than 50 people from the four communities on a tour of hurricane barriers in Providence, R.I., and New Bedford.

The contingent included representatives of the conservation commissions in the participating communities, members of engineering and planning departments, neighborhood groups such as the Oak Island and Point of Pines neighborhood associations in Revere, civil defense directors, and members of special groups such as Saugus Action Volunteers for the Environment, Nahant's Safer Water in Massachusetts (SWIM) and the Point of Pines Yacht Club.

The Metropolitan District Commission, the Department of Environmental Quality Engineering, the Massachusetts Environmental Planning Agency, Coastal Zone Management, the Coast Guard and the Audubon Society were also invited to send representatives. Many did.

"The key is knowledge," Saugus Planner John Mahoney said of the trip. "It's just unfortunate that not everyone can come down here and see these things firsthand."

Mahoney was convinced a flood barrier is needed. The question is what type would be most effective. SAVE President Ellen Burns said a lot of questions remain to be answered before a gate could be built across the Saugus River. She and others questioned the affect the barrier and change in tidal flow would have on the marsh and how effective a method it will be for flood protection.

With various state and local groups studying the future of the marsh area, in particular the I-95 sandpile, Burns questioned how all the projects would fit together.

"How it's all going to fit together, I don't know," Burns said.

Saugus Civil Defense Director Michael Favale said the visit reaffirmed his opinion that a floodgate is the way to go, while Saugus Conservation Commission member Ann Cyrus, like Burns, stressed the importance of having all the different plans for the river and marsh area coordinated.

David Castagnetti, project manager in the Revere office of Planning and Community Development, noted although the salt marsh in the Saugus-Revere area makes a local

project different in some ways from the one's the group toured, the trip was valuable.

"The trip here was very useful," Castagnetti said. "It allowed me to see what they're talking about."

One of the issues brought up by several people was that of development of the marsh area. Some questioned whether spending millions of dollars on a floodgate would benefit primarily developers who will be able to build in places previously believed unbuildable or risky because of the flooding potential.

The first stop on the tour was the Fox Point Hurricane Barrier in Providence. Located about one mile south of the city's downtown area, the structure spans the Providence River. Construction of the barrier was authorized in 1958. Work began in 1961 and the project was completed in 1966 at a cost of \$14.8 million.

Although nasty weather made outdoor viewing of the facility difficult, the group did get to see the pump area. The heartier in the crowd ventured along the walkway of it rather than viewing it from a distance made it difficult to put its size and configuration into perspective.

The barrier consisted of a con-

crete gravity dam about 700 feet long with connecting dikes extending across the mouth of the river. There were three "tainter" gates with 60-foot wide openings that pass normal river and tidal flow, including runoff, in the river.

When the gates are closed, they prevent the entry of tidal flood waters from the bay. When they are raised, they permit passage of small boats and barges. Although not all barrier structures require a pumping system, this one did. There were five electrically-driven pumps capable of discharging 7,000 cubic feet of water per second.

The question asked most frequently by the visitors was what happens if the power goes off. Because of the large amount of electricity used, a generator system was not feasible. However, the local operators giving the tour said restoring power to operate the floodgates was a top priority with Narragansett Electric Plant.

In discussing the issue of how the gates would be powered, one of the concerns noted by several people was whether RESCO would supply the power for the Saugus River gates and whether that would entail construction of the controversial third burner.

It was also noted that the city of Providence was responsible for operating and maintaining the gates, a point that had several people wondering what the long-term cost would be to the four communities.

In extolling the benefits of the barrier, the Army Corps noted that if a storm of the magnitude of the 1938 hurricane were to occur again, Providence would avoid in excess of \$123 million in damages. To date, the Army Corps says the gate has prevented more than \$700,000 in damages.

The second leg of the journey to the group to New Bedford. Although the weather still refused to cooperate, the visitors got a much better feel for how a floodgate operates. In addition to a tour of the interior of the facility, the group got a demonstration of how the gate closed.

Although it doesn't sound like a major ordeal, one look at the huge wedge-shaped gate and the magnitude of the effort became apparent. Mariners had to be warned well in advance that the gate would be closing for a brief period that day.

The New Bedford-Fairhaven-Acushnet Hurricane Flood Project, as it is officially called, was started in 1962 and completed in 1966 at a cost of \$18.6 million, according to the Army Corps of Engineers, which built and still operates the gate.

The project provides a barrier across the New Bedford-Fairhaven Harbor with supplementary dikes in the Clarks Cove area of New Bedford and in Fairhaven. The harbor barrier consists of 4,500 feet of earthfill dike extending across the main harbor. Twin sector gates can seal the 150-foot wide navigation opening in 20 minutes.

Stink over sand rises anew

Plan to use I-95 roadbed at Revere Beach expected to raise a ruckus

SAUGUS

By JOYCE DELERANTY
Item Staff

Who would have thought a pile of sand could make such a stink?

Although the controversy surrounding the abandoned I-95 sandpile has subsided in recent months, indications are the calm won't last. The Metropolitan District Commission will be seeking permission from the Conservation Commission to remove sand for use in the Revere Beach erosion control project (the re-sanding of the beach).

The project, a joint venture of the Army Corps of Engineers and the MDC, was slated to begin next month. It now looks like it will be at least next spring before work can begin because permits are still needed from both the Revere and Saugus Conservation Commissions, as well as Coastal Zone Man-

agement and the Department of Environmental Quality Engineering (DEQE).

Peter Williams, chief of the Army Corps of Engineers Coastal Engineering Unit, was optimistic work could begin in the spring, but said it depends on how things go with the Saugus Conservation Commission.

The project calls for removal of 800,000 cubic yards of sand from the stretch of abandoned I-95 roadway from Copeland Circle in Revere to Ballard Street in Saugus.

Although the erosion control project, including the removal of sand, has undergone a successful review under the Massachusetts Environmental Policy Act (MEPA), a permit is needed from the Saugus Conservation Commission allowing removal of fill near a wetlands area. Also, an erosion siltation control plan must be filed with both local commissions and circulated with MEPA, DEQE and CZM.

Williams said he doesn't antici-

pate a problem obtaining the Coastal Zone Management permit, provided both the Revere and Saugus Conservation Commissions issue the local permits necessary. He also doesn't expect much problem in the MDC obtaining a Chapter 91 waterways permit from DEQE since the Environmental Impact Report has been accepted by MEPA. It's the Saugus Conservation Commission that could be the problem, he said.

CoCom Chairman Frank McKinnon has said on several occasions that the town is looking for a comprehensive plan outlining the state's long-range plans for the sandpile.

The commission's fear is that the state, which owns the sand, will allow it to be removed piecemeal and in the end, Saugus will be left with little more than a gravel pit.

Although Williams expects there to be some opposition from Saugus, he is optimistic things can be

worked out.

"I don't think the Saugus question is insurmountable," he said. "Nobody would build a project if it's going to help one person and hurt another."

One of the concerns residents have expressed about the sandpile is the possibility of flooding in East Saugus if the barrier is removed. The Army Corps has been studying flooding in the marsh area as part of its Flood Damage Reduction Study of the Saugus River and its tributaries. The corps has determined that to maintain existing tidal flood protection provided by embankment, the fill could be removed to a berm with a top elevation at plus-11 feet (within four to six feet of the irregular marsh surface), with a top width of 75 feet.

Williams was hopeful things could be worked out with Saugus, but acknowledged opposition could drag the start of the re-sanding project out indefinitely.

PRIME TIMES SAUGUS/LYNN - February 3, 1988

Town gets update on plans to dredge ^{FOR} Saugus River

By Lisa Lazar

SAUGUS — Representatives of the Saugus River and Tributaries Flood Damage Reduction Study Citizens Steering Committee have been given an update on the status of the U.S. Army Corps of Engineers' plans to dredge the river.

The report was presented by Project Manager Robert G. Hunt and Joseph Horowitz. Among the issues discussed were the impacts on flooding and navigation from the proposed Saugus River floodgate structure in the vicinity of the General Edwards Bridge.

Also addressed was how the floodgates would affect development around the estuary and the ecology of the estuary.

According to the report, the openings and operation of the floodgates are being designed so there would be no significant impact on the ecology of the estuary or navigation in the open or closed conditions. The report stated that environmental and hydrological studies are being done to further address the issue.

Preliminary findings are that the

gates would remain open 99.9 percent of the time. The gates would be closed when a storm would occur. This would keep the ocean water from coming into the river and adding to flooding conditions.

Hunt said the gates won't eliminate flooding completely. "You will still have internal flooding of basements as you do now, but if the floodgate project would get rid of high tide flooding during storms."

The report states no significant change would occur in tides in the estuary, upstream of the gates, no significant change in currents, salinity or water quality is expected because of negligible changes in tides and flushing.

At the tide gates, maximum currents during a Mean Tidal Range would increase from 0.8 knots today to 1.6 knots. According to the report the maximum currents today at the Pines River near Route 107 are about 1.7 knots during a Mean Tidal Range.

At the tide gates, maximum currents during a Mean Tidal Range would increase from 0.8 knots today to 1.6 knots. According to the report the maximum currents today at the Pines River near Route 107 are about 1.7 knots during a Mean Tidal Range.

At the tide gates, maximum currents during a Mean Spring Tidal range would increase from 1 knot today to about 2 knots, Hunt said. Hunt said that fishermen had told him boats could be handled at 3 knots.

However, Mark Faithful, a Saugus lobsterman, said he questioned the report's measurement of the river's current today.

"I would think it's (the current is) more than that," Faithful said. "Tide charts show Boston Harbor at between 3 and 4 knots" and Faithful said the Saugus River is similar to men in.

Faithful said that given

the boats most lobstermen who use the Saugus River use, they'd be able to handle 3 knots going against the current. "... but going with the current — you'd add the speed of the current and the speed of the boat and you'd be going close to full-force for what most of those boats can handle," Faithful said.

Hunt stressed the statistics are preliminary, and told Faithful the currents and tide markings would be checked.

Hunt asked members of the citizens committee about what possible advantages or disadvantages the project might have to commercial development in the area.

Town Planner John Mahoney said he thought that the project would not affect commercial development in the area at all.

"It's been 20 years and there hasn't been any commercial development in that area," Mahoney said. "Development is affected more by zoning than anything else."

Saugus River Floodgate Project Proposed By Corps Of Engineers

By Polly Bradley

The Saugus River Flood Damage Reduction Project in Massachusetts would prevent storm flooding by building a floodgate across the Saugus River. Sea walls would be extended the full length of Revere Beach and Lynn Harbor from Roughan's Point in Revere to the Nahant causeway.

Environmentalists are worried that the project could cause ecological damage and make development possible on the Saugus Marsh, the last large stretch of salt marsh close to Boston. The marsh has a surprising wealth of life in spite of the fact that it has been mistreated for decades, first by a major dump and later by an incinerator. Businesses and homes have also been built in dangerous areas: during the Blizzard of '78, over 5000 people were flooded out of their homes. Fill for the cancelled Route I-95 extension stretches for miles across the marsh. Nevertheless, from the commuter railroad (another intruder) whole flocks of egrets and heron are frequently seen, and less spectacular forms of life make the marsh a nursery for the valuable fish and lobster fisheries in Lynn Harbor.

In November, two busloads of citizens, officials, and journalists travelled south to see the New Bedford Hurricane Barrier and the Providence, Rhode Island Hurricane Barrier. The barriers are essentially reverse dams--dams to keep the ocean out. The Providence barrier has been closed only a few times since it was built; the New Bedford barrier is closed up to a dozen times a year. Unlike the Saugus River, these areas do not have extensive salt marshes.

Lively discussions followed among the two busloads of participants on whether the Saugus River project should be built. They raised the issue of whether the project will damage the wildlife in the marshes and whether it might encourage a false sense of security about building in dangerous areas. They also addressed the question of how the marsh can best be protected IF the project is built: can the floodgate be built so as not to interfere with the natural flow of water? how can complete protection be given to the marsh?

The Corps of Engineers wants to protect the marsh. According to Joseph L. Ignazio, Chief of the Planning Division, "A major portion of the estuary would need to be preserved for storage of both interior runoff and overtopping of saltwater along the shoreline during extreme storm conditions. Several heights or levels of protection will be considered over the next year in developing a recommended plan." In addition, environmental groups are investigating ways to give strong protection to the area.

Says John Gurney, Chairman of the New Bedford Conservation Commission, about the New Bedford Hurricane Barrier: "The dike has retarded flushing of the system. The harbor's ability to cleanse itself has been severely hindered." He also commented that if you give developers half a chance to fill something, they probably will. He believes that the dike does allow some building to go on, although much of the

area was already developed before the hurricane barrier was built.

Clearly there are some major questions to be asked, and major problems to be solved, before the Saugus River Floodgate Project is approved.

For more information on the Saugus River Floodgate Project, contact Joseph L. Ignazio, Chief, Planning Division, U.S. Army Corp of Engineers, 424 Trapello Road, Waltham, MA 02254-9149.

Polly Bradley is president of Nahant SWIM (Safer Water in Massachusetts).

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Broad Sound designation explained

Officials, property owners express concerns about future development

REVERE

By JOYCE DELEHANTY
Item Staff

Saying the battle lines have been drawn might be an overstatement, but it's clear not everyone is embracing the idea of designating Broad Sound as an Area of Environmental Concern (ACEC).

Although numerous environmental groups and neighborhood associations have lent their support to the effort, city officials and property owners, particularly in Revere, have voiced concerns about how such a designation will affect future development.

ACEC is a formal designation made by the Secretary of Environmental Affairs to protect natural areas of regional or statewide significance. Such a designation wouldn't stop development in the Broad Sound area, but it would subject projects requiring a state permit or other state action to review under the Massachusetts Environmental Policy Act (MEPA).

Last week, the citizen group that nominated the area held two meetings to explain the process. The first was aimed at educating officials in Revere, Saugus, Winthrop, East Boston and Lynn about the program and the second was to give the public an opportunity to ask questions. Both meetings were informational. The public hearing on the nomination is scheduled for Thursday, June 23, at 7 p.m. at Saugus High School.

The nominated area includes

Belle Isle Marsh in Winthrop, East Boston and Revere; Short Beach in Winthrop and Revere; Roughan's Point, Crescent Beach, Revere Beach, Oak Island and Point of Pines in Revere; the Pines and Saugus River estuary and salt marsh, Bear Creek, Diamond Creek, Seaplane Basin and associated floodplain and buffer zone areas in Saugus, Lynn and Revere.

Thursday's meeting for the general public was attended by about 40 people. Many left midway through because they had also attended Tuesday's session and the presentation was much the same.

Fara Courtney, Essex County Coordinator for Coastal Zone Management, was present to explain the program and answer questions. Also addressing the group were representatives of various neighborhood, environmental and sportsmen's groups, as well as James MacDougall from Essex County Greenbelt Association.

The common misconception about the program is that it prohibits development, creating a sanctuary where nothing can happen, Courtney said.

"It doesn't stop development," Courtney said. "It's a red flag."

She explained that the designation alerts the state to the fact the area is environmentally sensitive and spurs careful review of projects.

Revere City Councilor Patrick Reardon and City Council President Robert Haas were concerned about what an ACEC designation would do to an improvement dredging project planned for the Belle Isle inlet and

they had reservations about how potential projects such as the Revere Beach connector road and the proposed Garfield Magnet School would be affected.

"We have to deal with the economic impact on the community," Reardon said.

Courtney explained that no improvement dredging is allowed in an ACEC, but also stressed that the boundaries are still flexible at this point and this project, as well as a dredging project planned for the Saugus River, can be brought to the attention of the Secretary of Environmental Affairs James Hoyt.

"This is certainly not an all or nothing process," Courtney said.

As far as the school and the road are concerned, she said that even without ACEC designation these projects will be subject to intense scrutiny.

"ACEC applies more to smaller projects that don't currently undergo review," she said.

Reardon asked if there is information available on how development has proceeded in other ACEC in the state and was told by Courtney that there is.

In one of the more unique presentations of the evening, Esther Fich and Leo Rogers of the Friends of the Belle Isle Marsh presented a slide show. Fich narrated with Rogers providing background music on the flute. The pictures showed some of the wildlife that makes its home in the marsh and it highlighted some of the problems in the area, such as dumping.

MacDougall, of Essex County Greenbelt Association, also gave a

slide show. He explained that there were originally approximately 1,800 acres of marshland and now there are only about 1,400. He noted that the General Electric Co. and the REECO incinerator are both built on former marshland. Greenbelt was absolutely thrilled when the citizens' group nominated the area, he said.

Frank Anderson of the Concerned Coastal Sportsmen's Association, said his group supported the nomination with the exception of the area to be dredged.

"We believe in wise use, not non-use of environmental resources," he said. "There's so much intrinsic beauty in this area."

Frank Zarba, vice president of the Revere Neighborhood Coalition, also urged support of the ACEC.

"We're being attacked by developers from every corner," Zarba said, adding that people in Revere are being exploited.

"Revere has been victimized," he said.

The nomination has been supported by the Revere Neighborhood Coalition, Concerned Coastal Sportsmen's Association, Oak Island Residents' Association, Friends of the Belle Isle Marsh, Essex County Greenbelt Association, Franklin Park Improvement Association, Saugus Action Volunteers for the Environment, Pines Riverside Association, Safer Waters in Massachusetts (Nahant), Roughan's Point Association, Clean Water Action Program (national organization) and the Sprague Street/Central Avenue Neighborhood Association.

Broad Sound's future topic for discussion

REVERE

By JOYCE DELEHANTY
Item Staff

The first public information meeting on the nomination of Broad Sound as an Area of Critical Environmental Concern (ACEC) is scheduled for Thursday at 7 p.m. at the Beachmont School.

The designation is made by the state secretary of Environmental Affairs to protect natural areas of regional or statewide significance. Since the nomination, however, there has been concern among many city officials and developers about what the impact of such a designation will have on future development.

Thursday's meeting is strictly for information purposes. The public hearing on the designation will be held in June. Bradley Barr, critical areas coordinator for Coastal Zone Management, an agency of the secretary of Environmental Affairs, anticipated a good turnout Thursday night. However, he expected the actual public hearing to bring out an even larger crowd, including a number of attorneys representing developers.

find ACEC designation does not provide the appropriate vehicle.

According to Barr, there are currently nine coastal ACECs in the state. The largest is the Parker River Wildlife Refuge located primarily in Newbury. The area, 23,700 acres, includes more than 10,000 acres of salt marsh.

Elaine Hurley, president of the Pines Riverside Association, and Rose LaQuaglia, president of the Oak Island Civic Association, are among the local residents on the nominating committee. Both strongly believe the ACEC designation is necessary to protect the area.

Although the neighborhood associations have been and continue to fight condominium developments for years, much of their time is now spent on overall environmental issues. Both Hurley and LaQuaglia say they learn more about the salt marsh and the estuary every day and see the ACEC designation as a way to educate the public as well as protect the environment.

A meeting has also been scheduled for Tuesday night to explain the ACEC designation process to officials from the cities and towns included in the nominated area.

The area nominated generally includes Belle Isle Marsh in Winthrop, East Boston and Revere; Short Beach in Winthrop and Revere; Roughan's Point, Crescent Beach, Revere Beach, Oak Island and Point of Pines in Revere; the Pines and Saugus River estuary and salt marsh, Bear Creek, Diamond Creek, Seaplane Basin and associated flood plain and buffer zone areas in Saugus, Lynn and Revere. The seaward boundary is the mean low water line.

City officials have expressed concern about what the designation, if approved, will mean to future development.

Both the nominating committee, which consists of residents of Revere, Winthrop, East Boston and Lynn, and Barr have stressed that the designation does not put an end to development. It does, however, subject projects to closer scrutiny.

Developments that previously avoided review under the Massachusetts Environmental Policy Act (MEPA) because they fell under the threshold will, if the ACEC designation goes through, be subject to the review if state permits are involved.

The designation is not there to stop development, it's there to guide development, Barr said, adding that people who nominate an area with the hope of stopping development

Would ACEC slow Revere Reporter 1-28-88 beaches' growth?

by Carl Anderson
Reporter News Staff

(Part 1 of 2)

ACEC. It's an acronym which many people are unfamiliar with. It's also something which could have a long-term economic and environmental impact on the City of Revere.

ACEC stands for Area of Critical Environmental Concern. Any ten citizens from any community can nominate a designated area as an ACEC through the Coastal Zone Management Program. If accepted, state environmental regulatory agencies pay special attention to the area so designated so that potential threats to the area are stifled.

More specifically, ACEC's aim is to protect marine productivity, habitat values, water quality and storm buffers. The area nominated can be either a coastal or inland stretch.

Two members of the Revere Neighborhood Coalition nominated Belle Isle Marsh, Roughan's Point, Revere Beach, Oak Island, the Point of Pines and the Lynn/Saugus Marsh as an Area of Critical Environmental Concern, saying that these areas should be protected from environmental abuse.

However, many city officials are skeptical of the ACEC designation and what impact it will have on this city's continuing attempts at attracting developers into the area. One of those individuals is City Councillor Patsy Tata.

Tata says that the ACEC designation is "troubling" to him. He worries that such a designation on Revere Beach will cause developers' interest in the beach. Noting that state agencies like the M.D.C. have already played a devastating role on development, Tata rhetorically asks, "now they're telling us that a designation by a state authority will not do anything?"

Tata says that many developers interested in Revere Beach have already been in the environmental review process for over a year. Under guidelines set by the Massachusetts Environmental Policy Act, proposals which exceed 150 units must file an Environmental Impact Report and subsequently be approved by all affected state agencies.

One development which felt the full brunt of state control was the proposed Atlantic condominium on the south end of the boulevard. Because the M.D.C. refused sign off of a curb cut permit, the project was delayed. The delay in turn caused a financial hardship for the developer, the Blakely Group, and today the land is scheduled to be auctioned.

Tata says that he agrees that environmentally sensitive areas should be protected, but disputes the inclusion of Revere Beach as such an area.

The Revere Neighborhood Coalition disagrees with the assumption that the ACEC will make it more difficult for developers to build on Revere Beach. In a communication to the City Council dated March 22, members Elaine Harley and Daniel MacAuliffe stated that the ACEC designation does not prohibit development in designated areas. They further state, "ACEC designation ensures that activities within the ACEC are designed and carried out to minimize adverse effects upon the environment."

The Coalition has the support of several of the city's neighborhood groups and wishes to have gained the ear of the Secretary of Environmental Affairs James Hoyte. Hoyte agreed to send the nomination to a public hearing which is expected in a few short weeks.

Many mysteries exist regarding ACEC. Will it bring an end to development along the beach or will it effectively protect the environmentally sensitive areas of the city? Only time will tell.

(Next week: The environmental paradox.)

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Task Force questions dredging impact of Point of Pines area

By Ken Fournier

SAUGUS — Members of the East Saugus Waterfront Task Force will attempt to clear up some questions with both state and federal officials regarding the dredging of Saugus River near Point of Pines within the next month.

The Task Force, meeting last week at Town Hall, discussed in detail various questions which might be raised by representatives of the Area of Critical Environmental Concerns (ACEC) about the potential problems of dredging in the Point of Pines area, which has received special classification from the board.

This "sensitive" matter will be handled in the upcoming public hearings, according to Robert

Lavoie, of the Task Force.

Tentatively, Lavoie and Town Planner John Mahoney will meet with ACEC officials at an informational workshop on May 24, at the Beachmont School, in Revere. Lavoie noted the public hearing on the problems will be held at Saugus High School a month later (June 23, at 7 p.m.).

The task force discussed the future usage of certain parcels of land along the Saugus River, noting their importance in the overall scheme of the Lobsterman's Landing project.

The task force also took a look at the Landing project and assessed the improvements which have occurred to date.



US Army Corps
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New England Division

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Upon Receipt

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June 21, 1988



ENVIRONMENT



FLOOD CONTROL



MILITARY CONSTRUCTION



NAVIGATION



RECREATION



RIVER SYSTEMS



SHORE PROTECTION

ENGINEERS SCHEDULE WORKSHOP

WALTHAM, Mass. — A workshop for Point of Pines residents has been scheduled by the U.S. Army Corps of Engineers for June 30, 1988, to discuss how the proposed Regional Saugus River Floodgate Plan would affect them. The plan would reduce flood damages in Lynn, Malden, Revere and Saugus from coastal storms similar to the Blizzard of 78. The session will be held at St. John Vianney Church on Harrington Avenue in the Point of Pines section of Revere and will begin at 7:00 P.M.

"The workshop will afford Point of Pines residents an opportunity to review the results of our study to date and to hear more about the tentatively selected plan," according to Colonel Thomas A. Rhen, head of the Engineers in New England.

The Engineers, working in cooperation with federal, state and local officials and citizens groups, have developed a plan to provide protection for 5,000 residences and businesses in the four communities. It calls for combining more than 3 miles of walls and dikes along the shore with a floodgate structure across the mouth of the Saugus River.

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m o r e

"Revere Mayor George Colella has recently asked us to investigate the feasibility of including the Point of Pines area in our Regional Saugus River Floodgate Plan," Colonel Rhen added.

Under a separate study of Point of Pines completed by the Engineers in 1984, construction of a local protection project had been recommended to provide flood control to this vulnerable area. However, because the state requires public access to the beach area for any project in which state funds are used and the city's inability to finance the local share by itself, design work for the Point of Pines Local Protection Project was discontinued. That project would involve non-federal funds of \$1.8 million.

"By modifying the original Point of Pines project and tying it into the proposed Regional Saugus River Floodgate Plan, more complete protection for the entire region can be provided," Colonel Rhen noted. "Without full protection along Point of Pines, flooding there could enter the Saugus River estuary and jeopardize the integrity of the entire Saugus River Floodgate project," he added.

The overall project, including Point of Pines, has an estimated cost of \$57 million. Of this amount, the federal government would fund 65%, with non-federal interests being responsible for the remainder. The Metropolitan District Commission has agreed to act as the non-federal sponsor for the project.

"We hope to work with the residents of Point of Pines to develop an acceptable plan to meet their needs and the needs of the region," Colonel Rhen said.



Thinking Aloud

Dick Powers

Has the death knell for ACEC in Revere been sounded?

From what I have seen, the answer is yes. When informational hearings on the environmental designations were being held this past month, local activists were urged to sway local politicians in favor of the designation. Without that support, they were told, the ACEC designation was unlikely.

In light of what the Army Corps of Engineers had to tell Environmental Affairs Secretary James Hoyte this week, the ACEC designation, at best, appears to be a long shot, which is still a better shot than it deserves.

Col. Thomas A. Rhen wrote to Hoyte that six projects sponsored by local interests and state agencies could either be clearly prohibited or

City Council's Turn Now

placed at high risk of being precluded by the upgraded performance standards associated with an ACEC designation.

It is no little matter because the Army Corps of Engineers is looking to spend approximately \$100 million in this city over the next decade.

One project is the Pines River Navigation which would involve dredging for recreational navigation. Included would be the construction of a 6,500-foot long federal navigation channel from the confluence of the Saugus and Pines River upstream to the head of the navigation with a five-acre anchorage along the western limit of the downstream channel reach. With ACEC designation, the \$1.2 million project would be prohibited.

Another is the Saugus River Navigation. It would involve the construction of an 18,400-foot long navigation channel from deep water in the western channel of Lynn Harbor upstream to the vicinity of the Marshall Boat Yard, plus two anchorage areas totalling 4.3 acres upstream from Western Ave. Sponsored by the town of Saugus, it would be prohibited under ACEC.

A third project, aimed at coastal flood protection for the Point of Pines, is estimated to cost \$5 million, but could be hindered by the project, according to Col. Rhen. Sponsored by the city of Revere, the project would include 1,600 linear feet of stone revetment with beach sand replacement along the southerly shore of the Pines, 1,700 linear feet of sand dune replenishment and beach grass planting extending northward from the revetment, and 1,750 linear feet of concrete wall along the Saugus River to the General Edwards Bridge.

For Roughan's Point, there is a coastal floor protection project with an estimated cost of \$10 million which could also be impeded by an ACEC designation, according to Col. Rhen. Plans for the project, which is sponsored by the city and state, include 4,000 feet of stone revetment to be placed along the shore, interior drainage improvements and a sluice gate to be constructed on Sales Creek by Revere Beach Parkway.

Then there is the Revere Beach erosion control project being sought by the MDC. At an estimated cost of \$8.7 million, it would place about 800,000 cubic yards of sandfill along approximately 1,300 feet of Revere Beach. The sand would come from the infamous I-95 connector road in Saugus. Col. Rhen also warns that this project could be impeded by an ACEC designation.

Finally, Col. Rhen notes that the \$55 million Saugus River and Tributaries Project being petitioned by Revere, Malden, Lynn, Saugus and the MDC could also be jeopardized.

While the City Council has so far skirted the issue, Mayor George V. Colella has not. With Col. Rhen's ammunition, he urged Hoyte not to take any action which would jeopardize these plans.

Said Colella, "These projects are crucial elements within this region's comprehensive coastal flood protection strategy. The implications of ACEC could very well jeopardize the integrity of this comprehensive coastal flood protection plan — the components of which represent a long and hard working effort between the city of Revere, commonwealth and U.S. Army Corps of Engineers New England Division.

"This office cannot stress enough how important these projects are to the reduction of coastal flood damages and to the reduction of the deterioration of existing coastal structures. I urge your support to withhold from issuing an ACEC designation that would effect the integrity of the Saugus and Pines River navigation plan and the Point of Pines, Roughan's Point, Revere Beach Erosion Control, and Saugus River and Tributaries protection plans."

The Army Corps of Engineers has spoken. The mayor has spoken. Now the City Council should get in on the act too.

Geary maintains stand on shoreline sanding

By CATHY BACZEWSKI
After years of waiting Revere might finally see restoration of the beach and pavilions. But MDC Commissioner William J. Geary will not say exactly when such work will begin.

Geary stood on Revere Beach Monday amid noon-time bathers and pointed toward the future of the sand, the sea wall and the historic pavilions depicted in artist renderings that he carried. As he did so, he also pointed to the reality of the shrinking beach, the rusting supporting rafters and the cracked sea wall that stood in front of him.

"It is high tide," Geary noted as the many sun bathers gathered on a few feet of rocky sand, "and see how much of the sand is gone?"

Geary explained that in order to refurbish the pavilions, which are currently eroding and enclosed by chain-link fence, the MDC must first restore the beach. "The damage is done each time there is a storm," he explained pointing toward the skeleton of the supporting rafters devoid of a roof. "We need to re-sand." Geary then turned and looked over the water. "We want the waves breaking out there."

"The re-sanding of Revere Beach is a necessary part and a key part here," he concluded. Geary explained that each time the tide rolled in toward Revere Beach the sea wall is undermined. In order to restore the pavilions, which are basically

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Beach restoration hopeful

BEACH — From Page 1

ornamental, the MDC must first resand then reconstruct the sea wall infrastructure.

According to Geary, the MDC will reapply to the Revere Conservation Commission within the next two weeks for a permit to resand the beach. Back in December the Conservation Commission had said "no" to a proposed plan by the Army Corp of Engineers and the MDC to their resanding project plans.

The commission was for the resanding, but was against the plan that would include the removal of more than 768,000 cubic yards of sand from the I-95 project in Saugus.

The MDC did not alter their plans from what was originally brought before the public in 1985. Revere Conservation Chairman Joseph LaValle told the City Council in February. "They could rectify some of the problems with some homework but many aspects are more serious," he concluded.

According to Sen. Francis Doris the money for the resanding of the beach has been appropriated since 1985 when he quickly put together \$4 million worth of state money in order to secure matching funds from the federal government. This money was rolled into the 1986 budget and has been kept for the project ever since.

In addition, Doris had originally secured \$6 million in order to restore the pavilions, but delays and inaction by the MDC has allowed further deterioration and the price tag has risen to \$7 million. All together, under the umbrella of the "Revere Beach Restoration Project" Doris has put together \$16 million for the future of Revere Beach.

"I am very pleased," said Doris of the project kick off Monday. "But it is just a shame that additional storm damage has added to the cost of the project." Doris added that he hoped that Commissioner Geary and the Revere Conservation Commission would come together so that



REVERE BEACH REHAB — MDC Commissioner William Geary (left) and Senator Francis D. Doris discuss how and when rehabilitation work on Revere Beach will be able to commence.

the resanding and reconstruction can start.

In February LaValle was looking for a revamped traffic and trucking schedule from the MDC and a new proposal for the reconstruction of the sea wall, he told the council he would not let the poor quality of the sand be the only aspect to halt the project.

The Army Corp of Engineers, which is responsible for the project design, engineering and contracting, sent William McCarthy, technical adviser, and Peter Williams, project manager, to the February council meeting to explain the project. They claim the search for sand for Revere Beach was both technical and economical. "We are restrained by Congress," said McCarthy who explained that the benefits must outweigh the cost of any project done by the Corp. Sand that can be dredg-

ed from the channel would be too expensive, adding as much as \$10 million to the project, and, therefore, cost would outweigh benefit, explained McCarthy.

He told the council that a heavier grain of sand was needed to keep the material on the beach. "The heavier grade is better to lie on, easier on the feet and will bleach out with time," McCarthy added. But LaValle was not so sure that heavier sand would last longer than lighter sand.

Representatives from the state DPW told the council that the sand was brought in from New Hampshire for work on the Northeast Expressway. When the project was not done, the sand had to be used for future federally-aided projects. And, according to Bob Joseph, chief engineer, there are uses for the sand if it is not used on Revere Beach.

REVERE JOURNAL 6-15-88

Preserving environment

Christa Kelleher

Age 17

It does not take a PhD in urban planning or countless traffic studies or fancy engineering or consultant reports to realize that Revere, being situated between the North Shore and Boston, must be an area of careful planning and much-needed foresight. Unfortunately, this is not the case. Our city planners are more concerned with short-term goals, instead of long-term consequences.

One example of this in a recent Revere Journal article: our city clerk voiced his concerns about twenty two private projects and other public proposals and wondered how the ACEC will affect them. Are our city officials more concerned about twenty two private projects or the quality of life for the existing population? Twenty two private projects can be put on the back burner while the quality of life for now and the future should be top priority. But it's not.

Just take a look at the way Revere Beach is unfolding - look at the way Revere Beach is unfolding - look in the Sunday *Globe's* rentals - look at all the condos for rent. Was this anticipated when the building boom started? Is this what progress really is? Any sensible person seeing the continuing development, realizing the miserable traffic situation and the deteriorating quality of life in Revere would not want to make this their home.

I find it highly immoral on the part of our city government to move ahead and encourage developers to come to Revere. Where is your sense of responsibility to the citizens? The current planners and department heads should be ashamed of themselves for continuing to issue building permits in light of the antiquated sewerage system and the overall effects of traffic on the air quality and surrounding marshlands.

According to Revere's Director of Planning and Community Development, the area north of Eliot Circle is adequately regulated by the City of Revere and the Revere Conservation Commission under the Wetlands Act and should not be nominated as part of the ACEC. If this is so, why are there so many problems at the Ocean North Condominium at 190 North Shore Road? That will no doubt be the White Elephant of Revere....it has done nothing but downgrade the existing area and decrease the property

values. Just who is responsible for allowing a building of that size, with no safe entrance and exit, to be built on such a postage stamp piece of property?

And what about the Banana Boat land? If it were up to the planning board we would have to look at one more Carabetta high-rise, making it building number seven. Fortunately the MDC stepped in and refused to allow Carabetta to build there. And you're telling us Revere Beach should not be designated?

Again we have short-sighted goals. For the above reasons it is clear that this abusive growth must be stopped. The current city planners are incapable of putting the quality of the environment before their plans for this city.

My parent's generation concerned itself with the nuclear arms race and the threat of a nuclear war. My generation faces the effects of pollution on our environment. My generations concerns will be:

- Will we have clean water to drink from the tap?
- Will we have safe air to breathe?
- Will we be able to swim in the Atlantic Ocean without getting a bladder or ear infection?
- If our house is on fire or we need emergency medical treatment, will we be able to expect help in a reasonable amount of time?
- Will we even want to stay here in Revere and raise our families and better our community?

We all have differences of opinion but when it comes down to protecting our environment we must all work together or we will be the losers in the future. When it comes to the environment, we must stop at nothing to preserve it - unfortunately we have no other choice. I am not against growth and development but abusive growth, as evidenced in Revere right now, cannot and should not be tolerated.

I urge you to support the designation of Broad Sound to be an Area of Critical Environmental Concern. There is no doubt that the environment will be a major issue in the years to come. We must start now to preserve what we have and to secure a safe and healthy environment for future generations. All that is needed is a little common sense.

More ACEC questions

The Reporter Thursday June 16, 1988

Revere Reporter

More confusion over the proposed Area of Critical Environmental Concern designation arose this week after the Army Corp. of Engineers sent a letter to State Secretary of Environmental Affairs James Hoyte outlining their reservations regarding the proposal.

The Army Corp. has been working with the City of Revere for years to correct the dangerous situation which exists along this city's coastal areas. Such projects as the Revere Beach Erosion Control project, the Pines River Navigation Plan and the Point of Pines, Roughans Point Plans, as well as other drainage improvement projects, have been a top priority for both the city and the army.

In the letter to Hoyte, Colonel Thomas A. Rhen, Division Engineer for the Corps., notes that the stricter environmental standards called for by the ACEC designation could jeopardize these critical projects.

By upgrading the criteria of the projects being undertaken in the proposed designation from those which have minimal adverse effects to those which have no adverse effects, the army believes many of their programs would not get off the ground.

Like the army, Mayor George V. Celella is also

concerned that these projects may be scrapped. He has urged Hoyte to hold back on any designation which will kill these vital plans.

The Army Corps. of Engineers is not the only group which has reservations over the ACEC designation. City officials as well wonder if the heightened environmental review process will stunt the economic growth the city has been realizing over the past several years.

As we have stated before, the environment of the Broad Sound area must be protected. However, both public and private projects which are also critical to the well-being of this community must not be sacrificed in the name of ACEC.

City, state and environmental officials must take a closer look at the areas being proposed as an ACEC. They may determine that some of the areas originally proposed for such a designation should be rethought.

We have no doubt that an agreed upon solution which will satisfy all parties involved can be reached. Such a solution must be found if the economic and environmental future of Revere Beach is to be preserved.

Saugus sounds off

Control over development in Broad Sound supported

SAUGUS — The supporters far outnumbered the opponents at a public hearing which the state Department of Environmental Affairs held at Saugus High Thursday on the issue placing new environmental controls over future development in Broad Sound.

But there were a number of persons who want the boundaries of the area involved to be redrawn to protect development of Revere Beach, dredging of the Saugus River and rapid transit improvements along the MBTA right of way.

The plan involves a citizen's petition to designate Broad Sound as an Area of Critical Environmental Concern (ACEC).

In the next 60 days, the state will render its verdict of whether portions of Broad Sound will be designated as an ACEC, said Richard Delaney, assistant secretary for the DEA, who conducted the hearing.

Of 35 people who voiced their opinion on the proposal at Thursday night's hearing, only one was a developer. In fact, the audience of 100 was packed with those favoring the petition.

"They (developers) may not be afraid of it," said Broad Sound ACEC Nomination Committee member Daniel J. McAuliffe, commenting on the scant showing of builders at the hearing.

But after the three-hour meeting, McAuliffe said he felt somewhat secure. "I feel better now than when I came in. I didn't know what to expect," he said.

Four months ago, McAuliffe began the ACEC petition calling for an intense environmental review of construction in sensitive areas, such as wetlands.

Boundaries listed in the ACEC petition include: Belle Isle Marsh in Winthrop, East Boston, and Revere;

Short Beach in Winthrop and Revere; Roughan's Point, Crescent Beach, Revere Beach, Oak Island, and Point of Pines in Revere; the Pines and Saugus River Estuary and Salt Marsh, Bear Creek, Diamond Creek, Seaplane Basin and associated floodplain and buffer zone areas in Saugus, Lynn, and Revere.

"The ACEC serves as a red flag," said Saugus Board of Selectmen Chairman Janette Fasano, who was joined by colleagues and private citizens in favor of the proposal.

Fasano and other town officials are concerned about the future of Lynn/Saugus marsh area. Saugus just battled the state to prevent the land from being returned to the original owners who were eyeing the parcel for development.

Saugus selectmen have asked the Metropolitan District Commission to make the 37 acres part of the reservations system.

As for the ACEC, it will not change current building regulations or zones, said McAuliffe.

"The ACEC will serve as a magnifying glass so developers would be more environmentally cautious," said Revere City Councilor Patrick Reardon.

"We heard a lot about birds and fishes tonight," said developer Anthony J. Bonacorso, who owns land on the Saugus/Lynn marsh. "And I care for the birds and fishes, but we landowners have an awful lot of money in that land. What is going to happen to us? Landowners have to live also."

Among those speaking in favor of the petition were: Rep. Steven Angelo; Sen. Francis Doris; Edward Becker of the Essex County Greenbelt Association; Polly Bradley of Safer Waters in Massachu-

setts; Frank Anderson of the Concerned Coastal Sportsmen's Association; Saugus selectmen Robert Long and Peter Manoogian; Robert Buxbaum of the Massachusetts Audubon Society; and former Belle Isle resident Denise Cabral, who drove from East Bridgewater.

"Where are all your Conservation Commission members?" asked Cabral, who warned the audience — "This is your last chance."

As the case with developers, only a few Conservation Commission members from the towns, with the exception of Saugus, attended the hearing.

Revere constituents also expressed their frustration with their city officials, namely councilors, for not attending.

In addition to speaking for or against the proposal, people were able to recommend boundary changes, which will be considered by the DEA.

McAuliffe requested that the eastern boundary at the Revere/Winthrop corporate line at Short Beach be changed to allow the Metropolitan District Commission to finish its resanding of Revere Beach for erosion control.

Revere Land Use Consultant John Connery, representing Mayor George Colella, urged that Revere Beach be excluded from the petition.

The MDC was in favor of designating Broad Sound as ACEC providing it may resume with the resanding of Revere Beach.

The Massachusetts Bay Transportation Authority, citing the extension of the Blue Line transit to Lynn, did not support the petition in a letter read by Delaney last night.

Also attending the hearing was Bradley Barr, ACEC coordinator, Coastal Zone Management.

U.S. Army Corps of Engineers Schedule Workshop

WALTHAM — A workshop for Point of Pines residents has been scheduled by the U.S. Army Corps of Engineers for June 30, to discuss how the proposed Regional Saugus

River Floodgate Plan would affect them. The plan would reduce flood damages in Lynn, Malden, Revere, and Saugus from coastal storms

similar to the Blizzard of '78. The session will be held at St. John Vianney Church on Harrington Ave. in the Point of Pines section of Revere, and will begin at 7 p.m.

"The workshop will afford Point of Pines residents an opportunity to review the results of our study to date and to hear more about the tentatively selected plan," according

to Colonel Thomas A. Rhen, head of the engineers in New England.

The engineers, working in cooperation with federal, state, and local officials and citizens groups, have developed a plan to provide protection for 5,000 residences and businesses in the four communities. It calls for combining more than

three miles of walls and dikes along the shore with a floodgate structure across the mouth of the Saugus River.

"Revere Mayor George Colella has recently asked us to investigate the feasibility of including the Point of Pines area in our Regional Saugus River Floodgate Plan," Colonel Rhen added.

Under a separate study of Point of Pines completed by the engineers in 1984, construction of a local protection project had been recommended to provide flood control to this vulnerable area. However, because the state requires public access to the beach area for any project in which state funds are used and the city's inability to finance the local share by itself, design work for the Point of Pines Local Protection Project was discontinued. That project would involve non-federal funds of \$1.8 million.

"By modifying the original Point of Pines project and tying it into the proposed Regional Saugus River Floodgate Plan, more complete protection for the entire region can be provided," Colonel Rhen noted. "Without full protection along Point of Pines, flooding there could enter the Saugus River estuary and jeopardize the integrity of the entire Saugus River Floodgate Project," he added.

The overall project, including Point of Pines, has an estimated cost of \$57 million. Of this amount, the federal government would fund 65 percent, with non-federal interests being responsible for the remainder. The Metropolitan District Commission has agreed to act as the non-federal sponsor for the project.

"We hope to work with the residents of Point of Pines to develop an acceptable plan to meet their needs and the needs of the region," Colonel Rhen said.

Engineers, officials seek flood control compromise

DAILY EVENING ITEM, Lynn, Mass., Tuesday, July 5, 1988

REVERE

The U.S. Army Corps of Engineers is hoping local officials and the state can reach a compromise on funding for a Point of Pines flood control project or the result could be a delay in the regional floodgate planned for the mouth of the Saugus-Pines River.

Army Corps Project Manager Robert Hunt held a workshop for Pines residents last Thursday to update them on the funding concerns and detail a possible solution.

The corps had planned local flood control project for the Pines, but it was scrapped because the state wouldn't provide funding unless the resident only beaches were opened to the public. The city is unable to finance the \$1.8 non-federal share.

Since the Pines project is crucial to the success of the regional project, the corps is hoping for a way to get state funding and allow residents to keep their beaches.

The corps is proposing the Pines project be tied in with the regional project. The state would be asked to

fund the local share to compensate Pines residents for the short-term and long-term impact of the regional floodgate. The beaches would remain resident only.

Whether the state will go along with this remains to be seen. Hunt is calling for a meeting within the next month or so between the corps, the Metropolitan District Commission, the state legislators from Lynn, Revere, Saugus and Malden (the four communities involved in the regional plan), Cong. Nicholas Mavroules, Cong. Edward Markey, citizen representatives from the four communities and Revere officials. This will give Revere an opportunity to pitch the idea.

If the state doesn't go along with the proposal, Hunt said there would probably be a delay in construction of the regional floodgate.

"The project would most likely experience significant delays," he said.

If the local and regional projects are tied in, the corps will restore the Point of Pines sand dunes, construct boardwalks at the end of each street to protect the dunes, fill in the

breached areas and install sand fences to keep the dunes station.

The plan also calls for construction of an armor stone revetment under the dunes. This would provide protection for homeowners even if a severe storm washed away a portion of the dunes.

In addition to the visual impact of the regional floodgate, which will span the Saugus-Pines River from the South Harbor property in Lynn to the end of Witherbee Avenue in Revere, Pines residents will lose a small piece of beach 20 by 50 feet at high tide) on the river side. However, the corps plans to restore the oceanside beach adding four to five times the amount being lost.

The workshop last week attracted approximately 85 people. Although residents voiced some serious concerns about the impact of the floodgate, Hunt was pleased at the way things went.

"It went better than I expected," Hunt said. "They had some very legitimate and valid concerns. It sounds like for the most part the want flood protection but they want to make sure their beach is protected."

Marsh area gets new status

Designation assures extensive environmental review of future projects

REVERE

By JOYCE DELEHANTY

Item Staff

Citizen activists are hailing Secretary of Environmental Affairs James Hoyte's designation of the marsh as an Area of Critical Environmental Concern (ACEC) as a major victory.

Hoyle was scheduled to announce the designation this afternoon during a ceremony at Belle Isle Marsh in East Boston and Revere. Those instrumental in seeing the proposal to fruition couldn't be more thrilled.

"This is a victory for the people of the city and we haven't had a victory in a long time," Pines-Riverside Association President Elaine Hurley said. "All we ever get when we go up to City Hall is a slap."

The designation doesn't stop development, but it does send up a red flag whenever a project is proposed for within an ACEC. Those requiring any state permits will now be required to undergo extensive environmental review.

Although the boundaries ac-

cepted are somewhat different than those proposed, those in the citizen's group who nominated the area are still pleased.

All of the Revere Beach area, as well as Point of Pines and Roughan's Point, has been excluded. The boundary to the south is Belle Isle March and to the north, the Saugus-Pines estuary. Provisions have been made to accommodate dredging projects, as well as the U.S. Army Corps of Engineers plan to re-sand Revere Beach using material from the abandoned 1-95 road bed that cuts across the marsh.

Daniel McAuliffe, treasurer of the Roughan's Point Association, cited cooperation between various governmental agencies as one key in getting the ACEC designation approved.

"I think the reason it went through is that the (U.S.) Army Corps of Engineers, Coastal Zone Management and the MDC (Metropolitan District Commission) were able to sit down and mitigate their concerns," McAuliffe said.

The Army Corps of Engineers has several projects planned for the area, including the re-sanding of the beach and construction of a

floodgate across the mouth of the Saugus-Pines River.

"Everybody really had to cooperate a lot to make this thing fly," he said.

Although thrilled at the secretary's decision, the citizen activists have few good words for the role the city fathers played in the designation. Rose LaQuaglia, president of the Oak Island Residents' Association, is one person disappointed in their lack of support.

"I'm sorry to say that our politicians in Revere, except for (City Councilor) Patrick Reardon, were not very supportive of us," she said. "This was basically a citizen action."

Franklin Park Association Secretary Adele Toro agreed.

"We've had to take a lot of whacks on the chin from developers," she said. "We had no support on the council except for Pat Reardon."

Toro said she believes the primary reason the state went along with the designation is that it has

had a bellyfull of the city overlooking violations such as what's happening with Victor Iocco's condominium project at 190 North Shore Road. That development is under a cease and desist from the attorney general's office after it was discovered the project had been built on an old Massachusetts Bay Transportation Authority right-of-way. There were also problems at the local level with the Conservation Commission's order of conditions being ignored.

"I'll be interested to see how many politicians are going to take credit for something they had nothing to do with," Toro said. "Now we'll see the two faces."

The designation raises questions about a number of projects and activities planned or already occurring in the area, such as the MBTA park and ride station on Route 107 in Saugus, the ash dumping by RESCO on the marsh, the high rise developments proposed at Fowler's Marina in the Riverside section of the city and the long-discussed connector road.

EPA hits Revere firms for filling marsh

BOSTON — The federal Environmental Protection Agency has filed a civil suit against two Revere companies for alleged violations of the Federal Clean Water Act.

The suits filed in federal District Court name Caruso Construction Co. Inc. and Ralph Caruso Jr. Construction Co. Inc., both located at 320 Charger St., Revere. Michael R. Deland, regional administrator of the EPA's New England office, said the companies were involved in the unpermitted filling of saltmarsh and adjacent freshwater wetlands in the coastal estuary bordering Saugus and Revere. The Saugus and Pines rivers and Diamond Creek flow through the estuary.

The affected area, to the rear of the Northgate shopping center, encompasses some 250,000 square feet, or 5.7 acres, according to EPA Deputy Director Paul Keough of Lynnfield.

"We had observed illegal action there for six years, visited the site several times, and the Army Corps of Engineers had sent cease and desist orders to companies," Keough noted.

"What they've been doing has resulted in destruction of nearly six acres of a diminishing part of our environment that is important in the ecological chain. They've ignored orders to stop and requests to get permits."

"It is unlikely they would have received permits for the kind of activities they undertook. They want to build a golf driving range and do other work but began without permits," Keough said.

"This is the first civil complaint of this type to be filed in New England. It has been filed because we have seen a constant erosion of marshes that are being lost to highways, shopping centers and other development, and we feel it is time to be more aggressive in enforcement," Keough added.

The EPA official said the agency will seek relief in the form of penalties and will seek to have them undertake mitigation or restoration work and to have the firms do community education work on environmental issues.

"We hope to settle the matter, but we have enough evidence to document what has taken

place if litigation goes forward," Keough said.

Sections 301 and 404 of the Clean Water Act mandate that a permit from the Army Corps of Engineers must be obtained before filling such as that done by the Revere firms can be done, EPA officials said.

"Although the agency shares Section 404 enforcement authority with the Corps, and has previously exercised such authority in criminal and administrative settings, our action represents the start of systematic, aggressive civil enforcement activity by the EPA in New England for violations of Section 404 of the Clean Water Act," said Deland.

"Protection of our wetland resources is of paramount concern to us, and especially the protection of our critical coastal wetland resources," he added.

Keough said agency officials have had settlement discussions with Ralph Caruso Jr., Stephen Caruso, former state representative Vincent Piro and Paul Simonini. The latter is described as an employee of the firms, while Piro is a former state legislator described as a representative of the firm.

I-95 sandpiles to become passive recreation lands

By Nancy Jarrell

Staff Reporter

SAUGUS — When Richard Cucchiara looks at the I-95 sandpiles, he sees a passive park where people and wildlife share a restored marsh.

"We could have the development of a habitat for wildlife," he said, "with nesting platforms and planting of (grain) species that help wildlife."

Soon, Cucchiara and other environmentalists' vision of the sandpiles could be a reality, as the sandpiles are slated to be converted to the passive recreation area under the direction of either the Metropolitan District Commission or the town.

It will be the culmination of an effort that began six months ago, said Ellen Burns, a local environmentalist and member of SAVE.

The sandpiles were literally hauled in and dumped in a line parallel to Rt. 107 approximately 25 years ago. The sand was intended to provide the roadbed for an extension of Interstate Highway 95.

But in a swirl of controversy and protest at the time, the highway project was abandoned, and the sandpiles remained to become a part of the topography.

They have remained idle since the controversy, said Burns, until about six months ago when State Senator Steve Angelo (D-Saugus) learned that legislature was considering a bill to sell the land to its former owners.

"We bombarded the governor with letters," she said. "And we demonstrated. Overnight it was organized and we got more than

100 people there."

As a result, Governor Dukakis vetoed the amendment that would have allowed the former owner's repurchase. And within a week of the governor's veto, Town Meeting voted to zone the land from light industry to single-family residential (making it essentially undevelopable, since the land is largely marsh).

Sen. Majority Leader Walter Boverini, (D-Lynn), who introduced the bill, defended the rights of the former owners, George Pike and William O'Donnell, of Lynn, to repurchase the land.

"I rightfully believe they should have first option to the land," Boverini was quoted as saying.

However, Dekakis noted when he vetoed the legislation, that the state has the option of first refusal for land it owns before that land can be sold to private parties.

The MDC also has an interest in preserving the dunes as a barrier against flooding in the marsh. Though their height may be reduced from 30 feet to six.

As for maintaining the area, Town Planner John Mahoney said he favored an arrangement that would leave ownership with the town but maintenance with the MDC.

"We hope they will extend their hand to work with us and we will do the same," he was quoted as saying.

Angelo said he believed the MDC management would be the best choice in light of the good job they've done maintaining Breakhart Reservation.

'T' must remove landfill at bridge

Installed to give contractor access

"We clearly made a mistake," MBTA spokesman Vincent Carbons said Friday.

Carbons said the material will be removed once state and federal environmental officials determine if the material can simply be dumped in a non-wetland area or whether it contains oil residue and other potentially toxic substances that require deposit in a special landfill.

Federal Aquatic Biologist Edward Reiner said the state may be able to give J.F. White and the MBTA permission to remove the material this week. Once it is removed Reiner will check the edge of the marsh to ensure that the removal permits marsh plant life to grow back. The MBTA must also secure the area around the tracks to ensure that vehicles cannot drive along the edge of the marsh parallel to the tracks.

Fill was first spotted in the marsh in late June. J.F. White, according to Reiner had created a small vehicle turn-around area to provide access to the tracks for repair equipment. After a warning about marsh regulations the fill was removed by the contractor. The five-foot-wide,

REVERE

By THOR JOURGENSEN
Item Staff

State and federal environmental officials last week ordered the Massachusetts Bay Transportation Authority (MBTA) to remove several hundred cubic feet of earth and loose stone from the Pines River estuary.

The order coincides with a fine levied last week by state authorities on a developer filling in land off North Shore Road for a marina. Charles Russo was fined \$77,875 for filling in marshland near Calumet Kenels. Russo is appealing the fine to the state Department of Environmental Quality Engineering (DEQE).

The MBTA directed a contractor last month to deposit fill to form a temporary service road along 500 feet of railroad tracks between Oak Island and a railroad trestle J.F. White Company was repairing for the agency. The track parallels a protected marshland in which dumping fill is not allowed without an environmental review and permit.

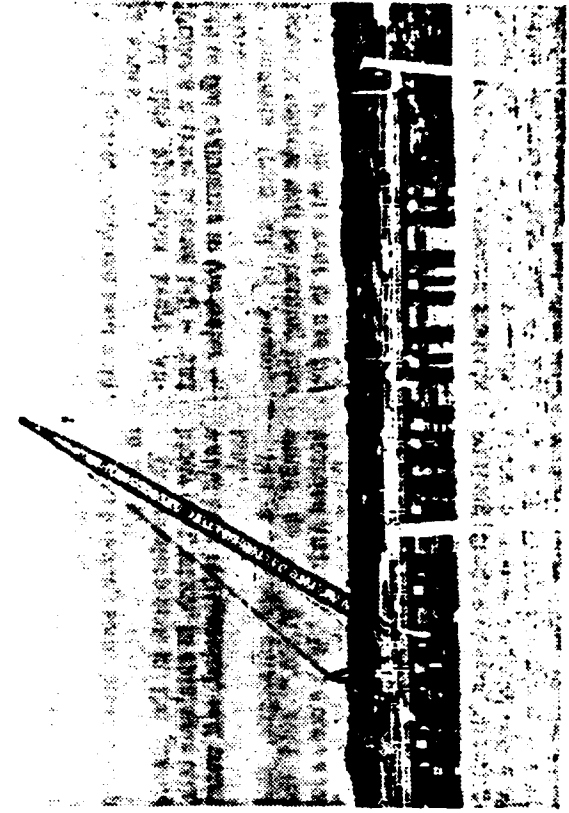
12 — DAILY EVENING ITEM, Lynn, Mass., Monday, October 3, 1988

550-foot-long access road was spotted in mid-September. Reiner said the fill was taken from the track bed to form an access road. "They just dumped it over the side," he said.

The Army Corps of Engineers has identified 33 sites in the Pines and Saugus River estuaries where fill and other material has been deposited without the permission of environmental authorities. A local contracting company was cited by federal officials for filling in an area behind the Northgate mall in late August.

The state fined Russo, who owns a local car dealership, for violating four marsh protection and water pollution statutes. DEQE ordered Russo in June to stop filling in marsh land and to take measures to prevent fill from eroding into the marsh.

Last month Revere Police arrested two men filling in wetlands behind Calumet one night after the City Council ordered filling to stop in the area. Council members had been receiving complaints about the fill from Oak Island residents since April when the Conservation Commission reviewed Russo's marina plan.



A temporary access road leading to this railroad bridge over the Pines River, currently under repair, has been ordered removed by state and federal environmental officials.
Item photo: Bob Crosby

Classic nor'easter takes a toll along coast

By DAVID LISCIO
Item Staff

Salvage crews today were dismantling yachts blown ashore by a nameless nor'easter that knocked out electric power, lifted the tide over seawalls and flooded roads.

Gale-force winds began whipping the sea Friday night and by Saturday morning boat owners were scrambling to save their vessels from a fate on the rocks. For many, it was already too late.

In Marblehead, the 54-foot sailboat *Serendipity II* owned by Dr. Gerald Arnold of Swampscott, was smashed against the jagged coast near Fort Sewall, a situation made worse when its aluminum mast bobbed and listed into a power line transformer. Arnold's other sailboat, *Serendipity III*, also was destroyed when it washed up on flags outside the harbor.

Arnold was out of town when the storm hit.

The state Department of Environmental Quality Engineering sent inspectors to the scene when the transformer began to leak oil shortly before noon Saturday. The Coast Guard also responded, as did Marblehead police who kept at bay a crowd of 200.

Three other yachts, 46-foot or bigger, were destroyed in Marblehead Harbor, and dozens of smaller boats were sunk or seriously damaged. A 24-foot motorboat sank at the swim platform.

"We're all right. Everything's back to normal," Marblehead Harbor Master John McChesney said today. "Most of the waterfront was in good shape. We didn't get the damage that we could have."

The protected harbor is most vulnerable to a northeast wind. In Lynn, the 30-foot sailboat *Jubilee* met the seawall at King's Beach early Saturday, despite efforts by its owner and passersby to

lend it off. Within a few hours, it was joined by three power boats, a catamaran and several prams. A towtruck with steel cables hoisted *Jubilee* over the wall where owners salvaged parts and possessions. The sight caused a traffic backup along Lynn Shore Drive as rubberneckers slowed down for a look.

Swampscott police reported boats washed ashore at Fisherman's Beach and Lincoln House Point.

Salem police reported about 40 boats sunk, as did authorities in Beverly and Gloucester. "They were everywhere. You had dinghies and full-size cabin cruisers," said Salem Det. Paul Tucker.

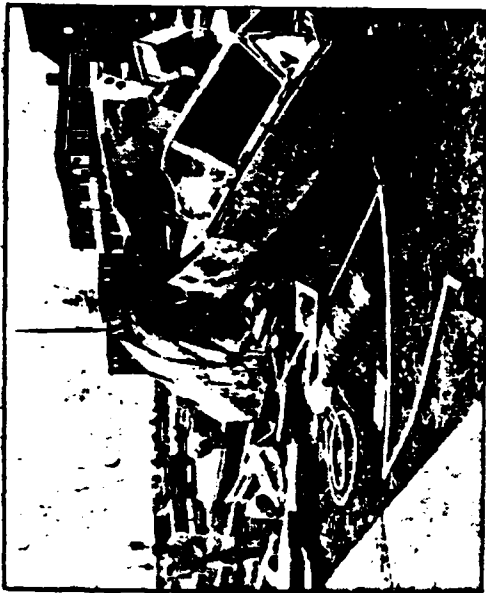
Several prams and day-sailing boats met the rocks in Nahant near Town Wharf and off Castle Road. Before the winds died, more than \$1 million in damage was done to boats moored and docked along the North Shore. Police from all the

affected communities were alerted to looters aimed at scavenging equipment from the wrecks, and some boat owners posted securities until salvage crews arrived. Tucker said a Salem man was charged with larceny and possession of burglar tools when he allegedly attempted to steal parts from a wrecked boat.

Trees, utility poles and wires were reported down and a Massachusetts Electric Co. spokesman said at least 1,000 homes lost power during the storm.

Strong winds blew construction materials off roof of Everett Elementary School in Marblehead, and state environmental officials were called to determine if any of it was hazardous.

In Revere, trees were reported down along Reservoir Avenue, and stretches of Pines Road were flooded. A snapped power line blocked traffic along Oakwood Avenue and officials were stood watch



Wreck of yacht attracts passersby on Lynn Shore Drive after it was lifted over the seawall by a craze.
Item photo Walter Henry



"Serendipity" is grounded at Fort Beach in Marblehead. At the next high tide she broke up.
Item photo Linda Seifert

Storm

■ FROM PAGE ONE

on high water at Short Beach along Winthrop Avenue.

Fallen tree limbs kept Marblehead police and public works crews busy on Rockaway Avenue, Wyman Road, and West Village and Cliff Streets. A wire was down on Ware Lane Swampscott residents living near Paradise Road were left temporarily with power before dawn Saturday when a branch knocked down telephone and power lines. Live wires also snaked across Marshall Street, preventing the passage of fire apparatus.

Police from several communities said the storm made alarm

systems go haywire.

The storm also dumped five inches of snow on Somerset, Vt., and left mushy snow on the White Mountains in New Hampshire, while a wind-driven rain drenched inland areas in six states.

Described by weather officials as a classic nor'easter, the storm developed Friday night in Chesapeake Bay, moved north and intensified off the New Jersey coast, then headed across New York City. It hit Boston around midnight and increased in strength throughout Saturday.

Winds were clocked at 54 mph

Feds check

By CATHY RACZEWSKI

Last week a federal review staff visited Revere, Saugus and Lynn in an effort to learn more about the proposed \$57 million Regional Saugus River Floodgate Plan proposed by the U.S. Army Corps of Engineers.

The plan, outlined to residents of the Point of Pines in June, encompasses a massive itinerary which includes protection of the Saugus estuary, the construction of dikes and walls, the restoration of Revere Beach and the sea wall, and the construction of a 100-foot-wide, 33 foot high, 1,500 foot long floodgate.

Major reasons for the visit were the review of the plan to see if it would meet federal guidelines set

by Congress and to see whether the corps could accept the responsibility to operate and maintain the floodgate structure.

The reason why such a plan would attract federal interest is the magnitude of flooding in the immediate area. Average annual flood losses in the 1976 comprehensive study of the Southeastern New England area are estimated at over \$10 million and a recurrence of the Blizzard of '78 would result in over \$100 million in damages. Over 3,100 structures, including 2,400 homes and four major transportation arteries, would be inundated with up to seven feet of salt water, says the corps, and a northeaster could cause damages exceeding \$500 million to 6,000 buildings.

In Revere the structural features

Feds check out \$57m floodgate plan

of the long-term plan include a park dike and ponding area and wall at Revere Beach and at the Point of Pines, a wall, revetment, and dune restoration.

But the biggest undertaking is the tidal floodgate. It would be constructed across the mouth of the Saugus River to prevent tidal surges from entering the Saugus and Pines Rivers. It would normally remain open and be closed only in the event a coastal storm threatens to cause damages, about three times a year. All gates would close for a few hours each time, although longer for river severe storms. According to the corps, the floodgate would be an integral part of a concrete structure tied to the shoreline with concrete

CORPS — Page 3

plan

walls and stone-faced dike. The structure would also prevent overtopping from tide level storms.

Bill McCarthy, deputy division engineer for project management, calls the strategy the best for overall protection. "There are cheaper ways of doing it," he contends, "but this plan tries to address all the environmental issues."

Environmentally, the corps must consider the largest salt water estuary north of Boston which has been designated an Area of Critical Environmental Concern. The corps must weigh carefully the effect of the project on the 1,500 acre estuary which includes over

1,000 acres of salt water vegetated wetlands. They must think about its productivity as a marine resource and habitat for birds and wildlife.

The corps must also consider the area's recreational and commercial use. It now harbors half of the 800 vessel fleet in the study area.

Already in its third year, the 10-year project was met with objections when the Pines residents were once again informed of the corps plan. At the June meeting they complained about the immense floodgate. But most complaints came from confusion as to how much a structure would affect the Pines.

REVERE JOURNAL

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MDC to draw plan converting I-95 right-of-way into park

SAUGUS

By THOR JOURGENSEN
Item Staff

SAUGUS — The Metropolitan District Commission (MDC) will start drawing a "concept plan" next month for converting the old Interstate 95 right-of-way into a park even though the land has yet to be placed in the agency's hands.

As of last week the 37-acre parcel of marsh reeds and sand dunes was still under the control of the Division of Capital Planning and Operations, the state agency responsible for surplus land, even though the property was supposed to be transferred to the MDC about two months ago.

The land has to be in MDC's control before the agency, which operates parks and open space areas across Eastern Massachusetts, can begin planning Saugus' newest park.

MDC Planner Joseph Orfant is not surprised by the delay. He noted that MDC only officially requested the transfer of the land a month ago. But capital planning officials indicated they were ready to transfer it in mid-September.

"I would like it to be over with," Orfant said.

State officials said the delays have not been brought about by the prospect that the former owner of the land, Cedar Glen golf course owner George Pike, might file suit to regain his property. But Saugus Board of Selectmen member Peter Manoogian is not so sure.

Manoogian believes the state is taking a careful look at how the land

was obtained 20 years ago from Pike and William O'Donnell of Lynn.

"They are making sure the procedure is not flawed because if he sues it will be over flaws in the procedure," he said.

Pike last week said his decision on whether or not to sue is "imminent" but he said essentially the same thing a month ago.

Pike and O'Donnell sought to retrieve their property through an amendment in state transportation legislation last year. Gov. Michael Dukakis rejected the amendment and Saugus Town Meeting members promptly voted to rezone the land from light industrial to residential to prevent development on it.

Despite these obstacles Pike's attorney, John McGlynn, believes the former property owners have a legal leg to stand on if they decide to sue. McGlynn said the state Legislature in 1981 approved a procedure for returning state property to former owners. He said the state then acted inconsistently on the statute by returning land to some owners and not to others like Pike and O'Donnell.

While Pike contemplates a legal fight, Saugus residents will get a chance to make suggestions for the park's design. Orfant said a citizens advisory committee will be formed to provide design ideas during the planning process this winter and next spring.

Orfant said the dunes are already being used as an unofficial park of sorts by bird watchers as well as bird hunters, motorcyclists and model airplane enthusiasts.

The park design process may be complicated by plans to use the sand

dumped on the land in the 1960s to form the highway embankment to restore Revere beach. Orfant said MDC wants the sand removed in a way that provides an attractive park landscape. But Saugus residents want enough sand left to block high waters in the marsh and to provide a sound barrier from the RESCO incinerator.

The sand may never be removed if the Revere Conservation Commission next month vetoes plans to use the sand on the beach. Many residents think the sand is too coarse. The commission's Saugus counterparts also are concerned that the marsh may be damaged by the heavy equipment needed to remove the sand.

DAILY EVENING ITEM.

Lynn, Mass., Tuesday, November 1, 1966

Track work said to threaten marshland

REVERE

By THOR JOURGENSEN

Item Staff

A contractor has removed an access road that threatened marshland off North Shore Road but a local resident said the wetland is

still being threatened by ongoing railroad work.

Oak Island resident Rose Laquaglia said railroad ties were placed along the commuter railroad embankment running through the marsh two weeks ago prior to being used for repair work on the track.

They were still there when a heavy storm swept water over the embankment on Oct. 21.

Laquaglia fears the water may have washed creosote, a tar-like wood preservative, into the marsh. Laquaglia said she has complained about the ties to Massachusetts Bay Transportation Authority (MBTA) officials but the material was not moved until after the storm. A federal environmental official said the MBTA was aware of the ties but did not know if the agency ordered them moved before the storm.

The MBTA, in response to or-

ders from state and federal environmental officials, did order J.F. White Contracting Company to remove 1,500 cubic yards of earth fill deposited along the railroad embankment in September. The fill was placed to form an access road for heavy equipment repairing the tracks and the bridge but environmental officials claimed the road posed a threat to the marshland.

The 500-foot stretch of roadway was removed by J.F. White late last month to the MBTA's and Laquaglia's satisfaction. J.F. White will continue repairing tracks through the marsh and replacing a

bridge trestle with concrete supports.

Earth fill is the most serious threat being posed to the Saugus and Plain Rivers estuary, according to environmental officials. All terrain vehicle owners have used the area for joyriding and a local businessman, Charles Russo, and a contractor who works for him are under investigation for allegedly dumping scrap lumber and plastic into the marsh.

Russo was fined \$75,000 in September for violating four water pollution statutes. He can appeal the fine to state environmental officials.

MDC preparing for work on East Saugus park

By Adrienne Wells

Times Correspondent

SAUGUS — The former I-95 Metropolitan District Commission (MDC).

The 37-acre land mass located along Route 107, in East Saugus and North Revere, is presently

under the control of the DCPO, the state agency responsible for surplus land.

According to MDC Planner Joseph Orfanti, the DCPO is presently polling other state agencies along with MDC to see if the land mass could be used in other ways.

After petitioning both the Massachusetts Department of Public Works (present owners of the land) and the DCPO, Orfanti hopes the MDC will gain possession of the entire highway embankment, which would be developed as a permanent flood protection barrier and a regional park. The MDC operates parks and open space areas across Eastern Massachusetts.

"We're assuming that everyone agrees with our petition," said Orfanti. "We hope to start a citizen based planning process this winter, in order to help define concepts and various uses of the park and next year begin a detailed project design

on production and landscaping. Orfanti also said that the MDC will meet November 10 with the Town of Saugus concerning such a design of the proposed park. But the MDC, who officially petitioned for the land about a month ago, has to gain official control before a specific park design can begin.

According to Orfanti, about 800,000 cubic yards of sand could be removed for the restoration of Revere beach, but the embankment can be reduced to only 11 feet in order to maintain its flood protection purposes.

There is presently no protection of this embankment, and, according to Orfanti, the DPW could remove too much sand, or deface the surrounding environment. In gaining possession of the embankment, the MDC will maintain it as a flood barrier.

As of last week, members of the Revere Conservation Commission are still considering the plan for the restoration of Revere Beach that

was brought before them on October 18 by the MDC and the Army Corp of Engineers, which specifically outlines using some of the sand for Revere beach.

Many Revere City Councilors have expressed objections to the use of the I-95 sand because it is supposedly too coarse.

Saugus residents also want to be sure that enough sand left to block high waters in the marsh and to provide a sound barrier from the RESCO incinerator.

"We have three purposes concerning this area," said Orfanti. "One is to maintain public safety. The second is to protect the environment and the third is to establish a regional park that will benefit the surrounding towns of Revere and Saugus."

Wetlands Warden

The man investigating wetlands violations in Saugus for the Army Corps of Engineers says Eva Chabra's missing pond is a "symptom" of a larger malady.

By Mark Vogler

It seems like Dan Martel should have better things to do than poking his soil auger into the mud of the East Saugus marshland to find out what happened to a small, dirty pond that few people care about.

As a project manager for the U.S.

Army Corps of Engineers, Martel already has more work than he can handle investigating environmental concerns all over New England, from southern Connecticut to the northern tip of Maine.

At least to some folks, it certainly seems like a waste of time and tax-

Continued on Page 10



Dan Martel of the Army Corps of Engineers takes a soil sample from the controversial E. Saugus wetlands.

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NORTH SHORE SUNDAY

November 20, 1988

Wetlands Continued Page 1

payers' money for him to be flying around in a helicopter, photographing property that historically has been considered a tiny part of one big wasteland.

So why is he spending so much time nosing into an issue that some Saugus officials consider a trivial local matter?

For one thing, he says, this small pond has become the symbol of a very serious problem in Saugus and other North Shore communities — the disappearance of a sizeable amount of wetlands. The Corps of Engineers, he insists, doesn't have the time, or the inclination, to mess around in Saugus politics. If it wasn't an important environmental issue, he wouldn't be there.

Politics may be a matter of interest for Essex County District Attorney Kevin Burke, Congressman Nicholas Mavroules and the state Ethics Commission — all of whom are involved in one way or another in sorting out the "Case of the Missing Pond" (Sunday, Oct. 9).

But Eva Chabra's beef with town officials concerning the disappearance of her "Mill Pond" raises legitimate environmental concerns — concerns that are serious enough to warrant a federal investigation, according to Martel.

"It is a big deal. Her (Chabra's) little pond is a symptom of the big problem — encroaching development in a valuable wetlands area. It starts out little pond by little pond, cumulatively causing a major impact," says Martel.

"As each little pond disappears, another little brick is taken out of the wall that supports the whole ecological system. Less and less habitat is available, and that puts more of a stress on what's left."

Chabra claims a town-funded brook cleaning project behind her Ballard Street fish market got carried away more than a year ago, resulting in the filling-in of her pond and the alteration of a nearby tidal creek. This work apparently made it easier for former selectman Robert Lavoie to expand his parking lot into an area that is considered wetlands, she claims.

Her allegations have raised some eyebrows. And the issue of Department of Public Works



Poking around — Dan Martel (left), a project manager for the U.S. Army Corps of Engineers, is currently investigating the loss of wetlands

in the East Saugus marshland. His conversational partner is former Saugus Selectman Richard Lavoie. (Photo by David Spink)

(DPW) supervisor Joseph Attubato authorizing the use of town resources for work on Lavoie's property while Lavoie was a selectman is the subject of separate investigations by the DA's Office (at selectmen's request) and the state Ethics Commission (at Chabra's urging).

Because of Lavoie's contention that he has been the victim of a cheap shot delivered by his political enemies, Mavroules' office recently announced that it was looking into the matter.

Martel says he's not concerned by Mavroules' call for "a congressional inquiry," a typical reaction by congressmen in response to a request from constituents, particularly if they are long-time supporters like Lavoie. But Martel says he's troubled by the suggestion that the Corps' in-

vestigation is politically motivated.

"The enforcement of the Clean Water Act is much bigger and much more important than Saugus politics. We are not concerned about 'Who's going to look clean and who's going to look soiled' — that's their (town officials) deal," he says.

"Environmental law should not be a stage for local politics to be acted out on. After all is said and done, and all the information comes out in the newspapers, hopefully people will see the big picture: they're not going to get away with violating the wetlands."

A personal interest

To some Saugus residents, Martel may seem like an intruding outsider who shouldn't be

meddling in local affairs. But the 39-year-old bird watching Lynn native feels close to home when talking about the East Saugus marshland, primarily because he knows the area as well as most natives.

"For years, I walked my dog near the I-95 sandpile. As a kid from West Lynn, I used to run around near the marsh and fish in that area," says Martel, an avowed nature lover who once worked at the National Marine Fisheries in San Diego, Calif. as a porpoise observer.

"For eight years, I've been up and down the salt marshes, doing voluntary work with migratory shore birds. I (took a census) in the area inside of Lynn Harbor for several years, keeping tabs on the numbers and species of birds. I know how valuable a resource that area is."

Now, he's a key player in the Corps' investigation of wetlands destruction over the last decade in the Saugus and Pines River estuary and part of the coastal shorelines of Lynn, Revere and Saugus.

Chabra's "Mill Pond" and two separate but related pieces of land involving potential wetlands violations have been added to a list of 33 sites suspected for alleged illegal dredging and filling activities, according to Martel.

The sites are identified in a July 1988 consultant's report compiled by IEP, Inc. of Sandwich, which explores the potential socioeconomic effects of the proposed Corps flood reduction plan for the Saugus/Pines River estuary.

Richard Roach, Martel's boss and chief of enforcement with the regulatory branch of the Corps'

New England Division, says the Corps plans to become more aggressive in enforcing environmental laws along the Saugus and Pines Rivers because of the federal flood project planned for that area.

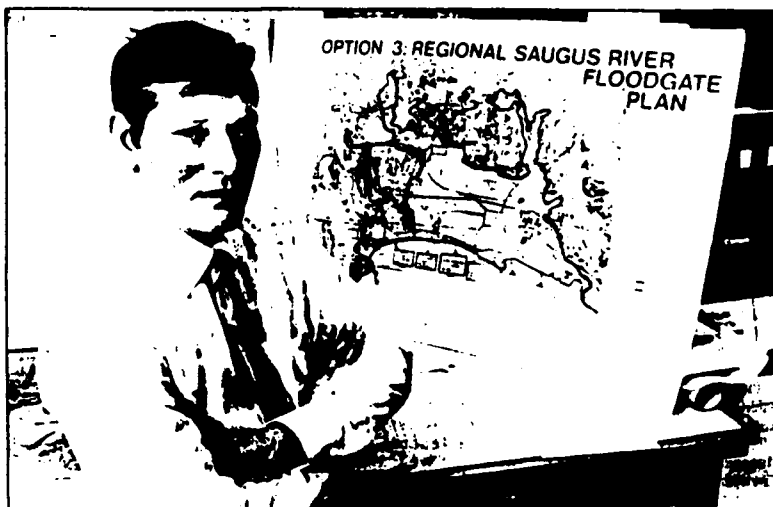
"The consultant's report, done as part of our planning, detected a couple of dozen potential violations which have occurred over the past 10 years. It confirms other evidence that there's filling going on in that area, and that it's a problem we need to address," says Roach.

"Those who have placed fill in wetlands which serve important functions, such as flood storage, can expect, if apprehended, to receive orders for removal of the fill or restoration of the wetlands," he says.

"If they fail to comply with these orders, or it appears they were involved in willful violations, they can expect to have the matter referred to the United States Attorney for appropriate legal action. They can certainly expect to be the focus of our attention."

The IEP study, based in part on a comparison of aerial photographs taken in 1978 and 1987, concludes that about 60 acres of wetlands have disappeared in the Saugus/Pines River estuary. Chabra's pond has been added to that list.

Ironically, the proposed \$40-



Cost effective — Robert G. Hunt, project manager in the planning office of the Corps' New England Division, says the Corps is committed to protecting

storage capacity in the East Saugus marshland. If it's lost, he says, the alternative would be a multi-million dollar pumping station.

(Photo by David Spink)

million flood damage project targeted for the 1990-96 period — which is being sought by the communities of Lynn, Malden, Revere and Saugus — has turned out to be an environmental boomerang.

"The reason why the state and

federal governments are looking more at the estuary is because the local governments asked the Corps to investigate strategies to protect those communities from serious flooding," says Ed Reiner, an aquatic biologist for the U.S. Environmental Protection

Agency.

Indeed, the four North Shore communities have been thinking about some kind of floodgate project since the Blizzard of 1978 took its toll on the area. That blizzard caused more than \$120 million in

damages to Revere, Lynn, Malden and Saugus.

The Regional Saugus River Floodgate Plan, one of three under consideration and the one favored by the Corps and the four sponsoring communities, involves the construction of a floodgate structure that would span the 1,300-foot width of the Saugus River. The navigation gate and 10 flushing gates would remain open 99.9 percent of the time, except in the event of a coastal storm which threatens to cause damages, according to the Regional Saugus River Floodgate Plan proposal. That proposal states that preservation of the marshland estuary is needed for flood storage by the project.

"Enforcement of our wetlands laws gives us a very cost effective way of providing the flood control and flood protection, while at the same time protecting the environment," says Robert G. Hunt, project manager in the planning office of the Corps' New England Division.

"We're committed to protecting storage capacity, because if we lose that area, we would have to consider building a very expensive pumping station that would cost \$50 million to \$100 million. Enforcement will be beefed up, and there should be a reduction of filling in the estuary," he says.

The 60 acres of wetlands lost
Continued on next page

Wetlands from Page 11

from the Saugus/Pines River estuary over the 10-year period of the IEP study amounts to an annual loss of 6 acres. Although that may seem like a drop in the bucket in the overall context of the ecological system, it would be "environmentally significant" if the trend prevailed over a long period of time, Corps officials suggest.

"If it happened over 50 years, that means about 300 acres would be lost — that's about 20 percent of the estuary. That means you'd lose about 20 percent of your storage capacity," says Hunt.

The public trust

Aside from flood damage concerns, ecologists are keenly aware that further erosion of the Saugus/Pines River estuary could have other severe consequences.

"The importance of the Saugus and Pines River estuary cannot be overemphasized, since it contains a wide variety of public trust resources. Nearly 70 percent of all commercial fish and shellfish resources are dependent upon estuaries for spawning and nursery grounds," says Vernon

Lang, of the U.S. Interior Department's Fish and Wildlife Service.

"This estuary with its salt marshes, mudflats and shallow subtidal channels is one of the most biologically significant estuaries in Massachusetts north of Boston. Marine worms, snails, and other shellfish in the marsh form the basis of the macro-marine food chain," he says.

"Winter flounder, alewife, smelt, blueback herring and eels are a few of the more common recreationally valuable finfish that occur in the Saugus and Pines River Estuary. Spawning and nursery habitat is available in the estuary for many of these species. Additionally, Atlantic silversides, mummichogs and sticklebacks occur in the pans of water in the marsh."

The estuary is so significant to Massachusetts that Secretary of Environmental Affairs James S. Hoyte earlier this year designated the entire 1,700 acres of tidal wetlands and adjoining areas of the estuary as an Area of Critical Environmental Concern (ACEC).

That ACEC designation comes at a time when the state Department of Environmental Quality Engineering (DEQE) is finally cracking down on wetlands violations in the estuary.

Over the past year, DEQE has initiated four enforcement cases against wetlands violations in the estuary and is seeking more than \$130,000 in total administrative penalties. At least six other cases in the area are said to be under state investigation.

EPA agent Reiner, who has been investigating wetlands violations along the North Shore estuary since 1980, says that level of state enforcement action is long overdue.

"We at the federal level are picking up the slack for a problem that ought to be addressed at the local and state levels. It's wrong for the citizen to think the feds should save everything, because we are at the top of the pyramid of regulation with the least amount of resources," says Reiner.

"The federal government wouldn't have to consider building a floodgate if the state and locals had done a better job in regulating land use and building years ago. Inadequate controls by local and state governments have been a big part of the problem," he says.

There's a built-in incentive for developers and contractors to illegally dispose of rubble, concrete, asphalt, metal, wood, ash and other waste materials in the marshland, according to Reiner.

who notes that it costs \$150 per ton to dispose of the wastes legally. But state and local governments haven't done as much as they could to prevent violations, he says.

"Over a period of time, we lose respect for some of the towns because some of the same problems continue. I waste time being polite and explaining state laws when I'm responsible for the enforcement of federal laws," he says.

"It's going to take public education to solve the problem. People are going to have to realize that if they get caught, it's going to cost them on the order of three times as much to remove the illegal fill and restore the wetlands as it would have cost to dispose of it legally."

At least at this point, there is the appearance of beefed up enforcement of wetlands violations. The Corps is calling for a meeting early next month between DEQE, EPA, Corps and local conservation commissions to discuss how to respond to the enforcement cases coming out of the IEP investigation.

Corps of Engineers agent Martel is optimistic about the future. He says the anticipated enforcement action against The Town of Saugus and former selectman

Robert Lavoie is symbolic of the kind of action he sees coming down the road.

Neither small town politics nor congressional pressure will keep the Corps from doing its job, he vows.

"There's a whole new day here. There's nothing we can do about the wetlands loss that's occurred over the last 10 years. We have to focus our attention on ongoing problems as they occur. But public interest has evolved to the point where there is concern about preserving the wetlands," says Martel.

"As long as that interest continues, the issue won't be taken lightly. If people think they're going to be able to put in an acre of fill and build their dream house with a salt marsh view, they're mistaken," he says.

As for Eva Chabra, the self-proclaimed "Mistress of the Mill Pond," the federal government's interest in the Saugus and Pines River Estuary is the one thing that keeps her going in her battles at Town Hall.

"I happen to have the courage of my convictions and what I am doing has absolutely nothing to do with small town petty politics," wrote Chabra in a recent letter to selectmen.

"The environment is being compromised in East Saugus, while Town Fathers look the other way. Fortunately, I have the state and federal environmental agencies looking out for my interests at a time I have been abandoned by my own town government."

Rising sea level could claim 6-21 acres of Saugus coastline

SAUGUS — The Town of Saugus will lose much of its current shoreline — between six and 21 acres — in as little as 35 years, and faces a sea level rise which could reach a devastating 11 feet in the next 110 years.

According to the Massachusetts Coastal Zone Management (CZM) studies, rising sea levels will claim something between 261,000 square feet (six acres) and 915,000 square feet (21 acres) of Saugus' coastline by the year 2025.

That compares to between five and 19 acres (217,800 to 827,600 square feet) expected to be lost in Chelsea during the same time period, and between three and 10 acres (131,000 to 440,000 square feet) expected to be lost in Winthrop.

Those are among the findings reported in the January issue of

"Coast and Country" Magazine, which circulates 80,000 issues along the North Shore.

The implications for local planning and development agencies are enormous, according to Coast and Country Publisher Robert A. Hastings. "Everything from the height of bridges to the placement of housing developments and roadways will be impacted. For communities with a great deal of flat marshland, such as Ipswich, Newbury, and Salisbury, the worst predictions could be calamitous," Hastings said.

The minimum lost land figures are beyond dispute, the article claims, as they are simply an extension of what has been happening for centuries. The sea has risen three feet since the colonists arrived and will rise another four to five inches by 2025.

The worst-case figures of land

loss in the next 40 years are based on scientists' best estimates of the consequences of world-wide atmospheric warming caused by the "Greenhouse Effect." That calls for a sea level rise of 1.57 feet.

A sea-level rise of from five to seven feet is likely by the year 2100, according to experts. But, according to the article, scientists won't rule out extremes of as little as two feet to a catastrophic 11 feet.

Material cited was from sources including the NASA-Goddard Institute, the federal Environmental Protection Agency (EPA), the Woods Hole Oceanographic Institution, and the state CZM.

The implications of a steady sea-level increase go beyond the static level of the water. As beaches disappear and marshlands are lost, the effects of a major storm surge — such as that of the Blizzard of 1978 — increase dramatically. A one-foot rise in sea-level would erode most beaches by 100 feet, allowing a higher base for unusually high tides driven by storm surges. In such conditions, wave energy increases quickly. A four-foot-high wave carries four times the destructive energy of a two-foot-high wave.

The question is how government should react to this known, but publicly unrecognized threat. Dr. James Titus of the EPA said, "The cost of preparing for sea-level rise is so small compared with the costs of not preparing that even a small chance of a one-meter (three feet, three inches) rise by 2100 justifies taking measures today."

The threat is so serious that the U.S. Army Corps of Engineers is already planning a \$56 million floodgate just seaward of the General Edwards Bridge at the Lynn-Revere townline to protect some 4,000 buildings in a major flood plain involving Saugus, Lynn and Revere.

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March 1989

State Moves to Plug Wetlands Protection Loopholes

Concerned about loopholes in the state's wetlands protection law, Environmental Affairs Secretary John P. DeVillars has announced a plan to give local conservation commissions additional authority -- including police support -- to protect fragile wetland areas.

"We are launching an all-out campaign to find and prosecute anyone who dares to ignore laws which protect these irreplaceable natural resources, with conservation commissions being our first line of defense" said DeVillars to some 900 attendees at the March 4 Annual Meeting of the Massachusetts Association of Conservation Commissions. "By closing loopholes in the 1972 Wetlands Protection Act and beefing up our enforcement drive, we can be confident that we will meet that responsibility."

Traditionally, local conservation commissions operated with the understanding that they could investigate alleged wetland violations on private property. But a state Supreme Judicial court ruling on a Braintree wetlands case last summer held that state wetland protection laws -- as now written -- do not guarantee that right.

In the case of "Commonwealth vs. John G. Grant and Sons Co., the chairman of the town's conservation commission entered onto the company's property to take photographs and samples of construction debris, scrap metal, pulverized autos, bricks, pipes and storage tanks dumped into a floodplain bordering on the Monaquot River. A jury convicted the corporation and

fined it \$80,000, but the state Supreme Court ruled that state law did not permit a "ConCom" to enter private property without a police escort to enforce the law.



New legislation and increased enforcement will be focused on protecting fragile wetland areas.

A subsequent Superior Court ruling held that the Department of Environmental Quality Engineering also cannot go onto private property to investigate potential dumping cases.

To provide greater enforcement, DeVillars announced Governor Dukakis will file legislation restoring the rights of both ConComs and DEQE officials to investigate potential violations.

In addition, police officers from the Department of Fisheries, Wildlife and Environmental Law Enforcement will be assigned to DEQE's regional offices to work side-by-side with conservation commissioners and DEQE investigators in the field.

"ConComs will continue to be our eyes and ears out there," said DeVillars. "The difference is that now they will have our team of state environmental police to back them up. This is just one part of a full-force crack-down on polluters."

Next month DeVillars and Governor Dukakis will unveil what they call "the toughest enforcement program anywhere in the nation to identify and punish environmental polluters." Said DeVillars, "Our message is short and sweet: If you pollute, you are going to pay. We're not picking up the tab for you any more. It's that simple."

The governor's bill would: 1) Make explicit the authority of conservation commissions and DEQE officials to enforce the provisions of the Wetlands Protection Act, including the authority to conduct inspections on private property; 2) Allow administrative enforcement orders to require restoration of illegally altered wetlands; 3) Make it illegal to leave unauthorized fill in place, while addressing the SJC's concern that unauthorized remedial action also would be illegal. The presence of unauthorized fill would be a continuing violation under the amended act; and 4) Provide that the statute of limitations on wetland violations would run from each continuing violation until the violator provides notice of the violation to the local conservation commission and DEQE.

In 1963, Massachusetts approved the first coastal

wetlands law of any state in the country and later acted to protect inland wetlands as well. The law has been strengthened several times and now allows development of only one-ninth of an acre in the vicinity of a wetland without a variance. The law is so tough that some developers have opted to alter wetlands illegally rather than try to meet the requirements up front.

Over the past several years CZM has aided in the state's efforts to enforce the law by providing funding for two environmental enforcement agents -- one in DEQE's northeast region and one in the southeast. "We look forward to the increased emphasis on enforcement and continuing our involvement in protection of our threatened coastal wetlands," said Steve Bliven, CZM Acting Director.

**INTEREST GROUPS
AND
OTHER LETTERS**



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

March 23, 1987

Mr. Frank Anderson
President
Concerned Coastal Sportsmen, Assoc., Inc.
14A Seafoam Ave.
Winthrop, Massachusetts 02152

Dear Mr. Anderson:

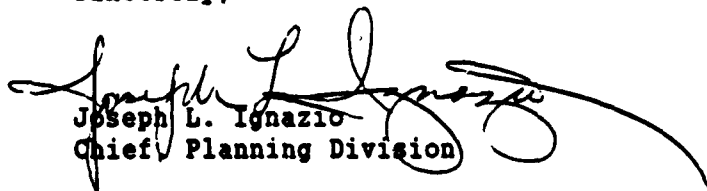
The enclosed brochure describes the Flood Damage Reduction Study for the Saugus River and Tributaries in Lynn, Malden, Revere and Saugus. The study was requested by the four communities to reduce damages from tidal flooding.

Mrs. Ellen Haas, one of your members, suggested I advise you of the investigation and tentatively recommended project, which may be of interest to your organization. Mrs. Haas is actively involved in the study and is willing to represent your interests, if requested.

If any major concerns arise over the next few years while the project is being planned, please let me know. A presentation could be arranged to address any questions.

If you have any questions in the interim, please feel free to call me at 617-647-8508. Mr. Robert G. Hunt is the Project Manager and can be reached at 617-647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosure

Copy Furnished:

Mrs. Ellen Haas
10 Pier View Ave.
Revere, MA 02151
617-284-0103



SWIM: Nahant Citizens Committee
Seeking Water Improvement Measures

33 Summer Street
Nahant, MA 01908
March 27, 1987

Mr. Robert J. Hunt
New England Division
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254

Dear Mr. Hunt:

Please send me a copy of the complete Environmental Notification Form for the Flood Damage Reduction Study, Saugus River and Tributaries, which was listed in the most recent Environmental Monitor. We note that the project may include a revetment and wall extending west of the Nahant rotary and would like for you to consider the potential effects upon the environment of Nahant. SWIM is also concerned about the potential effects upon the fish and shellfish nurseries in the Saugus-Revere marshes, which help to support the fishing industry in Nahant and other North Shore communities.

I would also like to receive notices of any public meetings, hearings, etc., related to the Saugus Flood Damage Reduction Study.

Thank you very much.

Sincerely yours,

Polly Bradley

Polly Bradley, Secretary

*Letter, ENF & Notice of
Apr 7, 1987 meeting
sent: Mar. 31, 1987*

HA



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

March 24, 1987

Planning Division
Impact Analysis Branch

Dear Sir or Madam:

The New England Division, Corps of Engineers has submitted the enclosed Environmental Notification Form (ENF) for the Saugus River and Tributaries, Flood Damage Reduction Study on behalf of the communities of Lynn, Malden, Revere, and Saugus, Massachusetts.

Comments on the ENF, concerning potential environmental impacts that are likely to be significant, will be due by April 15, 1987. Comments should be sent directly to the Secretary of Environmental Affairs, 100 Cambridge Street, Boston, Massachusetts 02202, Attention: MEPA Unit, and reference the study by name and its EOE # 6497. A scoping meeting will be held at Revere High School, School St., Revere, MA on Tuesday, April 7 from 3:00 to 5:00 P. M.

The Corps appreciates your interest in this study. If you have any questions, please feel free to call me at (617) 647-8508. Mr. Joseph L. Horowitz, the Environmental Manager (647-8518) and Mr. Robert G. Hunt, the Project Manager (647-8216) can both be contacted for additional information. The MEPA contact person for this project is Mr. David Shepardson. He can be reached at 727-5830.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosure

DISTRIBUTION: OVER 200 COPIES TO FEDERAL, STATE, AND LOCAL INTERESTS.

MASSACHUSETTS
ASSOCIATION of
CONSERVATION
COMMISSIONS, Inc.

March 30, 1987

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APR 1 1987



OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

MEPA Unit, EOE, 100 Cambridge, Boston 02202

#6487: Merrimack River Navigation Project: Jollene Dubner

I am frankly revolted that we are proposing to spend \$8 million, alter almost 5 acres of wetlands and change the regime of a major river in order to accomodate tourist boats of the National Park Service! The EIR should consider No Action very carefully and also analyze the impact of the federal Executive Order banning federal alteration of wetlands and floodplains if avoidable. PLEASE SEND MACC THE DRAFT EIR FOR THIS PROJECT

#6497: Saugus River Flood Control: Dave Shepardson

This massive project will severely degrade wetlands and coastal resources, whether Option 3 or Option 1 is chosen. It is not state policy to destroy these resources in order to encourage further development of areas that should never have been developed. The EIR must include analysis of federal EOs that limit federal projects affecting wetlands and floodplains. SEND US A DRAFT EIR

#6477: Carrington Road, Montgomery: Jacki Wilkins

Some months ago, I was involved with a road in that town, and the proposal was very poorly designed and badly affected wetlands. Please assure yourself that this is a different road. The real reason for work on the road I heard about was to benefit an adjacent landowner.

#6481: Charlton condos: Dave Shepardson

This ENF is a perfect example of the need to use the new first page. Why are we still seeing the old forms? Are there wetlands at issue here?

#6492: Providence Pipeline, Douglas/Uxbridge: Jacki Wilkins

This project will disturb 2 acres of wetlands. An EIR will have to be prepared unless the proponent can enter into some agreement with your office regarding restoration. Pipeline work is not necessarily damaging in the long run: it all depends on the method of work, machinery used, roads into the wetland, etc. If these cannot be assured, an EIR is mandatory

#6494: Hoe Shop Rd. Bridge, Bernardston: Dave Shepardson

The need for bridge repair should not overshadow environmental protection. The danger here is that the work will cause sedimentation and unnecessary alteration of banks. A professional review of the plans should be done to assure that the work will be done with maximum sensitivity, as quickly as possible, during the correct season of the year., with a minimum of hardening of the banks.

Sincerely,

Arthur M. ...

LINCOLN FILENE CENTER
TUFTS UNIVERSITY
MEDFORD, MASSACHUSETTS 02155
(617) 381-3457



Massachusetts Audubon Society

Resources for the North Shore

159 Main Street
Gloucester, Massachusetts 01930
(617) 283-0598

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APR 14 1987

OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

10 April, 1987

Secretary
Executive Office of Environmental Affairs
20th Floor
100 Cambridge Street
Boston, MA 02202

re: Flood Damage Reduction Study, Saugus River and Tributaries: MEPA #6497

Dear Secretary Hoyte:

The Massachusetts Audubon Society is most concerned that the proposed flood damage reduction program for the Saugus River and its tributaries has the potential for severely impacting the Saugus and Pines River Estuary. Any flood control program which results from this study must make every effort to ensure that the integrity and productivity of the estuary not be compromised. While we recognize the occurrence and seriousness of tidal flooding in the target communities, it is critical, too, that the inappropriateness of the existing and proposed development within the floodplain be recognized.

Massachusetts Audubon recommends the following concerns be addressed in the Environmental Impact Review as well as in the Federal Environmental Impact Statement.

1. Alteration of tidal flow. Constriction at the mouth of the Saugus River resulting from construction of the "hurricane barrier" raises a great number of questions.

- a. Changes in circulation patterns at the mouth.
- b. Changes in sediment transport.
- c. Changes in nutrient fluxes
- d. Siltation in the area of the barrier.

2. Changes in the salinity of the salt marsh. Alteration of tidal flushing could adversely affect the salinity of the estuary. Limiting the flow of freshwater from the river creates the potential for changes in the marsh vegetation. Further, changes in the salinity gradients will affect oxygen levels in the marsh and possibly result in oxidation of the salt marsh peats. Additionally, changes in mosquito populations and species could occur.

3. Mainland flooding contribution. The role of surface runoff and/or river overflows must be closely examined. According to Army Corps spokesmen only regional studies were examined. In considering the role of the wetlands in storm and flood protection it is most important that this factor be understood.

4. Physical, chemical and biological impacts on intertidal, subtidal and benthic communities. Impact upon shellfish habitat, waterfowl habitat, etc. should be addressed. The role of the estuary and its wetlands in providing habitat for juvenile and larval stage marine life, including both fish and shellfish, cannot be over-emphasized. The EIR/EIS should specifically address any impact which this project may have and discuss mechanisms to eliminate or mediate any impacts.

5. Impact upon fish migration. Eels and alewife reportedly utilize the estuary. Any changes noted in the above concerns could impact their habitat.

6. Cumulative impact of dredging project. The concurrently planned Corps project for navigation improvement in the Saugus River should be examined in relation to this project. Creation of a navigational channel as well as possible anchorages could affect the velocity of the river and sediment transport, re-suspend bottom materials, destroy benthic and intertidal communities, etc. Creation of a channel may in fact exacerbate inland flooding by funneling tidal surge further up the river. It is critical that the EIR/EIS address the combined impacts of the two projects.

7. Alternatives. An alternative approach to flood control, such as was used in the Charles River area should be fully explored in the EIR/EIS. Aquisition and protection of wetlands and tidelands, and replication of wetlands in currently filled tidelands, etc. for natural floodwater storage and damage protection must be carefully addressed.

8. Development Impacts. As is so often the case when roadways are "improved," the reduction of storm threat in the Saugus River estuary can very easily result in vastly increased development pressure and activity. A number of very large development projects are now scheduled or planned for areas which would clearly benefit from the flood control project. Strong, coordinated planning actions should be developed in concert with this program to prevent a very serious threat to the wetlands of the area. Again, the navigation/dredging project will also have a marked effect in increasing the pressures on the lands adjacent to the river; every effort to coordinate and jointly analyze these two projects should be undertaken. The EIR/EIS should discuss specific mechanisms, such as aquisition, conservations easements, etc, which will be utilized to prevent new development. In addition, the issue of creating "new" developable lands, which now are unbuildable due to flood hazard must be addressed. Mechanisms to prevent this aspect of development must also be developed. It is critical that the combined or separte dredging or flood control projects not open the door to new development in the area.

9. Aesthetics. Construction on a scale as is planned for this project will have a major impact upon the aesthetics of both the natural and the built environment of the area. The questions of visual impact as well as physical access to the shoreline and beaches should be addressed.

All parties involved in, or concerned with this project have highlighted the importance of the Saugus and Pines River Estuary. It is on the EPA priority wetlands list. The Conservation Commissions of many abutting municipalities are actively interested in increasing the protection afforded the marshes. The Massachusetts Audubon Society urges that the protection and enhancement of the estuary be considered in all phases of this project.

In conversations with Mr. Robert Hunt, Project Manager, U.S. Army Corps of Engineers, I have expressed interest in serving on the Technical Advisory Group being established for this project. Mr. Hunt and I agreed that representation from the non-profit sector would be most beneficial to the goals of all involved. I am very interested in ensuring that this project, however it is resolved, result in the maximum flood control obtainable within the bounds of environmental protection. I hope you will consider me for this committee.

Sincerely,



Richard K. Quateman
Director

cc. Mr. Robert Hunt

MASSACHUSETTS
ASSOCIATION of
CONSERVATION
COMMISSIONS, Inc.

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APR 15 1987

OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS



April 12, 1987

Secretary
Executive Office of Environmental Affairs
20th Floor
100 Cambridge Street
Boston, MA 02202

EOEA File #6497

Attention: MEPA Unit, Dave Shepardson

Dear Mr. Shepardson:

On behalf of the Massachusetts Association of Conservation Commissions I would like to present the following comments on matters which should be included in the Scope for the EIR on the Flood Reduction Study of the Saugus River.

At the outset I should like to state that an alternative which would destroy more than thirty acres of vegetated wetlands and an equal or larger area of tidal flats is unacceptable and should be dropped from consideration so that time and money are not spent on further study.

However, since at this point in time, Option 1 remains in the study the impacts of the diking proposal must be considered in the EIR, as well as the other Options.

For options 1 and 3 adequate baseline studies will be necessary for all resources: Extent and types of wetland vegetation; fisheries, including anadromous species, spawning and nursery areas, extent and location. Shellfish beds, extent and location. Other estuarine species, extent and location. Benthic resources. Wildlife, resident and migratory species and numbers; breeding populations if present. Where appropriate, sampling should be done at the entrance to the Saugus River outside the proposed location of the tidal barrier.

Data are needed on water quality, including dissolved oxygen, turbidity, salinity, coliform levels for the Saugus and Pines Rivers and outside the location of the tidal gates. Included should be locations and nature of point source discharges.

Data are needed on tidal flows, freshwater inputs, and current characteristics in the river and outer estuary. The present pattern of sediment deposition must be known.

For Option 1 the following possible impacts must be investigated:

How much will dikes cut off the natural flow of water into the marsh?

Will dikes change the salinity patterns in the estuary?

Will changes in freshwater input and/or salinity change the nature of the wetlands? Will upland succession be hastened?

LINCOLN FILENE CENTER
TUFTS UNIVERSITY
MEDFORD, MASSACHUSETTS 02155
(617) 381-3457

J-6

Does the figure of thirty one acres of wetlands "adversely affected" (euphemism for destroyed!) include damage or destruction which may occur during construction of dikes? Does it include possible losses due to diminution of water inputs?

Will construction of dikes impede the flow of freshwater into marsh during storms thereby increasing flooding landward of the marsh?

Will changes in any of the water quality parameters affect fish, shellfish, wildlife or benthic organisms?

In considering Option 3 the following questions need answers:

How will permanent closure of a portion of the Saugus River affect currents and sediment deposition? Will it generate additional or more frequent dredging demands?

Will there be changes in tide levels or currents which will adversely affect any of the living resources of the estuary?

Will there be changes in water quality parameters which will have adverse affects on any of the living resources of the estuary?

Will flushing be adequate or will pollution levels rise?

Will there be a tendency for a rise in normal water levels in the estuary, thus changing the flooding of the marsh?

In times of heavy rainfall will flood waters be held in the estuary, possibly increasing upstream flood levels?

How will the optimum size of permanent opening in the flood gates be arrived at? Is the proposal shown by the Corps at the scoping session adequate?

How will the dredging proposal for the Saugus River affect the impacts of this proposal? Cumulative impacts must be considered.

The Saugus estuary marshes are already subject to creeping encroachment and intense development pressures. Will not Options 1 and 3 serve to increase these pressures by alleviating flood dangers?

The methodology and data used for arriving at stated cost and benefits should be set forth in the impact reports.

How is this project consistent with State and Federal Orders and policies mandating protection of wetlands, specifically CZM Policies One and Four; the Massachusetts Wetlands Protection Act; Federal Executive Order 11990 and Section 404 of the Clean Water Act, as well as any other State and Federal Policies or Orders which have not been mentioned here?

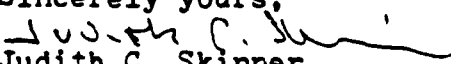
The United States Environmental Protection Agency has already indicated its concern for this estuarine area by placing the Saugus River wetlands on its priority list of wetlands. The Commonwealth of Massachusetts should also take protective action by placing this area under the Wetlands Restriction Program and designating it an Area of Critical Environmental Concern.

As an alternative to no action, recognizing the concern of citizens for protection from flooding, a more serious consideration should be given to Option 2, floodproofing of structures, as well as a program to eliminate substandard structures and discourage, really discourage, further building in the flood hazard area.

Thank your for allowing us to comment.

Sincerely yours,

cc: COE


Judith C. Skinner

Member, MACC Board of Directors

J-6a

(SWIM MEMBER)

21 Lenox Road
Nahant, MA 01908
April 14, 1987

Mr. David Shepardson
MEPA Unit
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

RECEIVE

APR 15 1987

OFFICE OF THE SECRETARY
ENVIRONMENTAL AFFAIRS

Re: MEPA #6497
Flood Damage Reduction Study
Saugus River and Tributaries,
Lynn, Malden, Revere, and Saugus

Dear Mr. Shepardson:

Thank you for this opportunity to comment upon this study, which I think holds the potential for great damage to the environment of the North Shore.

Section D of the Environmental Notification Form (Scooping) seems incomplete. Impacts, especially Long Term Impacts, upon vegetation (salt marsh plants), other biological systems (fish, shellfish, lobsters), flood hazard areas (the flood plain and filled tidelands), geologically unstable areas (the barrier beach), and community/housing and the built environment (new condominiums and encouragement of additional building) should be considered. In addition, impacts upon solid waste should be studied: not the creation of solid waste so much as the possible effects upon the solid waste treatment facility (RESCO) and the old Saugus Dump.

I am very much concerned about the effect of this project upon the Saugus and Revere marshes. As you know, marshes are nurseries for fish and shellfish, and the economic value of salt marshes is higher than the richest of farmland. Damage to the Saugus-Revere marshes will also cause damage to the ecology of Lynn Harbor and Broad Sound, which are valuable lobstering and fishing grounds. The clam flats of Revere, Lynn, and Nahant will once again provide excellent shellfishing after the Lynn-Nahant-Saugus sewage treatment plant is built, provided the clams are protected from pollution by other projects.

Although there may be no endangered species in the area, nevertheless the lobsters, fish, and clams are of tremendous economic and ecological value. The value will be even greater when the public wakes up to the delicious taste of such underutilized species as squid, herring, whiting, red hake, and mackerel. According to the U. S. Army Corps of Engineers "Lynn Harbor Massachusetts Reconnaissance Report (July 1979) Table 11, p. 46, all of these, plus other underutilized species, exist in the Lynn Harbor-Broad Sound area. The same report on p. 11 lists 37 species known to exist in the area as of 1937. I suspect that

whales and porpoises may no longer be there, but I optimistically hope that after the Boston and Lynn secondary treatment plants are finished, we may again have these species, as well as edible shellfish.

According to the Environmental Notification Form, under Option 3 this project will adversely impact only "14 acres of coastal mudflats or river bottom." I am concerned about the potential effects upon the 1400 acres of salt water estuaries behind the gates and the many acres of fishing, lobstering, and shellfishing grounds which are richer because of the nutrients and the nursery area of the salt water estuaries.

The potential effects of this project upon the depositional patterns of the area are of tremendous concern and should be studied carefully. Additional dredging of the Saugus River might be necessary because of silting behind the flood gates. The effect upon the marsh ecology could also be dangerous. The depositional patterns at Point of Pines must be worked out in advance to make sure that this fragile point of land with its many homes is not harmed.

Page 56 of the report on "Navigation Improvement," referred to above, discusses potential effects of building a breakwater upon the Saugus River channel, the tidal migration of harbor material, and the harbor bottom beneath the breakwater. The point is made that "It will affect the migration of river sediments out into Lynn Harbor." Although the breakwater is a very different project from a flood gate, still I would like to point out that any extensive structure will cause changes in deposition.

The design of the flood gate seems to indicate that the gate may hold back the waters and slow them down even when the flood gates are not closed: environmental engineers who are not the project proponents should review the project and calculate whether the flood gate design would cause problems. No plans or pictures of the flood gate were given out at the public meeting Tuesday, April 7 at the Revere High School, or by mail to the public: two slides pertaining to the structure were not enough to tell anyone much of anything.

The flushing gates are of concern because of the potential danger to fish. The "1300 foot long concrete or earth dike structure across the rivermouth" mentioned in the Environmental Notification Form could also pose a problem to the ecology of the marsh. The relationship of the flood gate and the bridge is very unclear, and I am concerned about the combined effect of the two structures: the effect of one upon the structural integrity of the other and the effect of both upon the ecology of the area.

Only one similar lock has been built, apparently, according to comments made at the public meeting by a representative of the Corps of Engineers, and there were never any environmental impact

statements or baseline studies to see what impact it had. There seems, in other words, to be no real knowledge of what may happen.

I am concerned about the effect upon the Town of Nahant of building a revetment on the shores of Lynn Harbor and Nahant Bay. This seems a possible cause of erosion or change of depositional patterns within the adjacent causeway area and Nahant Beach. "Section 27(3) [of the Massachusetts Coastal Wetlands Regulations] states that no project can have an adverse effect on coastal beaches by increasing erosion, decreasing the volume or changing the form of a coastal beach. Seawalls, revetments, and bulkheads cannot be designed to prevent these adverse effects," according to page 85 of "A Guide to the Coastal Wetlands Regulations of the Massachusetts Wetlands Protection Act (G.L. 131, s.40)" produced by the Department of Environmental Quality Engineering Division of Wetlands and the Coastal Zone Management Office.

This entire project is proposed in order to protect a barrier beach, filled tidelands, and other places where structures never should have been built in the first place. Barrier beaches are extremely fragile environments which continually change with storms and tides: in fact, the federal Coastal Barrier Resources Act has prohibited further building upon barrier beaches not already developed. This is partly to protect human life and partly to prevent the great expense of having the federal government bail out people on the barrier beaches...literally, when the storms come, and figuratively, when the financial costs of the storms are counted up.

Proposals now being considered by the federal Department of the Interior would protect 57,000 additional acres of beach and marshland in Massachusetts. Unfortunately the new areas proposed for protection do not include the Revere Barrier Beach or the Saugus-Revere marshes; however, the federal government does not need to fund another program for making building in barrier beach and salt marshes more attractive. Building on the barrier beach, on the tidelands, and in the flood plain should be stopped, not encouraged.

The implicit purpose of this project appears to be to permit further building in an area where building was a mistake in the first place. In fact, according to the Lynn Item, Robert Hunt, project manager, "predicted that development would be hastened in the flood plain area because building restrictions could be loosened a bit." I agree.

The ENF mentions construction of "0.6 miles of earth dike at the MDC Park behind the Revere Beach shorefront." This was not discussed at the public meeting, and I am concerned about the protection of the park, the aesthetic effect upon the park, and the effect upon the road between the park and the bathhouse.

Concerning the proposal to enlarge the seawall at Roughan's Point, Revere, make it higher, and add sand bags: four condominium buildings of 16 stories each are planned on a platform over the water at the end of Broad Sound Avenue. What is the relationship of that condominium project and this Flood Damage Reduction Project? Environmentally speaking, the relationship seems dubious. Under the Coastal Wetlands Regulations, seawalls, bulkheads, and revetments on barrier beaches are "not likely to be acceptable" and on coastal banks are "likely to be conditioned, but only for the protection of structures existing prior to August 10, 1978, or where the coastal bank comes under Sec. 30(7), according to page 85 of the DEQE and CZM "A Guide to the Coastal Wetlands Regulations."

The state wetlands regulations (310 CMR 10.00) Sec. 30(7) says, "Bulkheads, revetments, seawalls, groins or other coastal engineering structures may be permitted on such a coastal bank except when such bank is significant to storm damage prevention or flood control because it supplies sediment to coastal beaches, coastal dunes, and barrier beaches." Roughan's Point, adjacent to the Revere Beach, catches sand and "supplies sediment" for this barrier beach. Does the structure proposed by the project under consideration violate Sec. 30(7)?

A sluiceway is proposed for Sales Creek in Revere. I used to ice skate on Sales creek when I was a little girl, and it is now being filled so condominiums can be built. The sluiceway is being built (like much of the other work proposed in this project) not to protect the local people, but to protect condos not only not built before 1978, but not built at the present time.

Whenever I call asking for information on this project I am asked, "Where do you live?" The implication seems to be that if I live in Nahant, I should not care about Revere; on the other hand, if I comment on a project in Nahant, the implication seems to be that I must be speaking only in self-interest. It is a Catch-22 situation. I would like to say that my husband, Carl Brooks, and I grew up in Revere and for 10 years after our marriage lived in the Beachmont section of Revere. My husband and I have lived in Nahant for over 25 years.

Our concern about Revere, about Lynn, about Nahant, about the entire coastal zone, grows from a deep love of the ocean and of the North Shore. We are not in the real estate business; we are not into politics; we have nothing to gain financially one way or the other: we simply care about the environment of this area. As I said above, we have ice skated on Sales Creek. We have seen the destruction floods have done to Beachmont, and we have helped people escape by boat from flood-prone coastal areas entirely unsuitable for human habitation. We have seen the Saugus-Revere marshes filled in with garbage. We have seen clams contaminated in areas where we used to go shellfishing. We still love to go fishing in Lynn Harbor and Broad Sound, and we see

flounder with fin rot and liver lesions in places where we used to be willing to eat the fish.

Carl and I have watched with our own eyes the destruction and damage of decades of environmentally unsound practices, but we have not given up. The Lynn-Saugus-Nahant sewage treatment plant will be built by 1990; there are plans to clean up Boston's sewage. Other sources of contamination in the North Shore can be cleaned up, such as the other sewage outfall locations, combined sewage overflows, runoff from the old dumps, and the contamination in the Foul Area off the shores of Marblehead and Nahant. The Commonwealth can protect the environment. We intend once again to eat clams and flounder from the lower North Shore...we hope before our 50th anniversary celebration. Help us to make it possible!

In summary, I truly believe that at best this project would be a waste of money and at worst it could do severe environmental damage. I implore you to require a broad scope in the environmental impact report, covering all possible effects in detail, and to apply the most stringent possible environmental requirements to it. Please do not hesitate to turn down the project entirely if the project cannot be done without ecological damage.

Sincerely yours,

Norma Brooks

Norma Brooks

Carabetta plans Broad Sound condos

[DAILY EVENING ITEM, Lynn, Mass.] Friday, August 1, 1986

Preliminary concepts show Lighthouse Towers will hold 600 units

REVERE

Carabetta Enterprises still intends to build what has been called the largest marine construction project in New England, four 16-story condominium buildings on a platform over the water at the end of Broad Sound Avenue, but construction will not start for some time.

"It's still in the planning stage," said Joseph Carabetta, head of the development company. "It will be two to three years before we can start on it."

He said there are "many agencies to go through."

The project, dubbed Lighthouse Towers, would comprise 600 con-

dominium units, according to preliminary conceptual plans presented to the Development Cabinet.

The city is examining all the municipal infrastructure needs of the project, including rezoning, sewerage, water, drainage and others.

The developer had conducted a traffic survey and will discuss it with the city in the future.

The site is owned by Carabetta.

The project is as large as the current project on the South Lot, but even more ambitious because it will be built on pilings over the water.

"Yes, it is a pretty ambitious project," said Carabetta. "We're pretty ambitious people."

Another project proposed by Carabetta is an addition to the South Lot project, the Ocean Avenue de-

velopment that is to include six buildings and 630 condominium units when complete.

A seventh building is proposed, 16 stories tall and housing 97 condominium units. The first three or four floors would house 154 parking spaces, 6,700 square feet of commercial space and a 2,500-square-foot restaurant.

The proposed site, at the intersection of Ocean Avenue and Beach Street, has been purchased by the developer. It currently is the site of the Banana Boat.

Carabetta, meanwhile, confirmed that disgruntled union members are behind what he said are false reports of structural problems at Seaview Towers.

"The whole thing has been blown out of proportion," he said. "We're having trouble with union people."

Carabetta said he runs an open shop, meaning workers can choose whether to belong to a union. The union wants him to institute a closed shop, which would require workers to become union members, he said.

The company, based in Meriden, Conn., has had its current policy for 30 years, he said, and it is not about to change now.

Contrary to earlier reports, he said, the structure of the Seaview Towers building is "perfectly sound."

Company engineers are working to resolve a minor noise problem, he said.

P. 1

APPENDIX A COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS

ENVIRONMENTAL NOTIFICATION FORM

I. SUMMARY

A. Project Identification

1. Project Name Revere Beach Erosion

Control Project

2. Project Proponent Metropolitan District Commission

Address 20 Somerset St., Boston, MA 02108

B. Project Description (City/Town) Revere, MA

1. Location within city/town or street address Revere Beach

2. Est. Commencement Date April 1986

Est. Completion Date Nov. 1987

Approx. Cost \$ 8,000,000.00

Current Status of Project Design 7A & Complete

C. Narrative Summary of Project

Describe project and give a description of the general project boundaries and the present use of the project area. (If necessary, use both of this page to complete summary.)

The Project provides for the raising and widening of about 13,000 feet of Revere Beach by the placement of sandfill to a general backshore elevation of 18 feet above mean low water. The project extends from Elliot Circle on the south to its northern limit at Northern Circle (see attached map). The project was designed to provide protection to existing seawalls from wave attack, reduce backshore flooding due to wave overtopping and provide additional recreational beach area for use by the general populace. It is estimated that about 800,000 cubic yards of sandfill will be needed to construct the project. It is anticipated that the sandfill will come from a land based source (the abandoned I-95 Embankment located in the City of Revere.)

* Project jointly funded by Metropolitan District Commission and Corps of Engineers. Construction under management of Corps of Engineers.

Copies of this may be obtained from:

Name Mr. Henry A. Hilegart, P.E. Firm/Agency Metropolitan District Commission

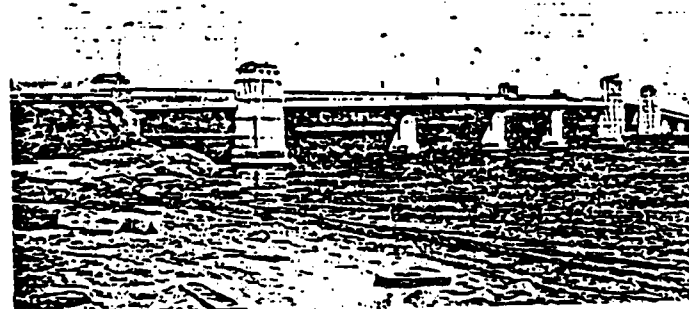
Address 20 Somerset St., Boston, MA 02108 Phone No. (617) 727-7220

1979 THIS IS AN IMPORTANT NOTICE. COMMENT PERIOD IS LIMITED.
For information, call (617) 727-5830

Bridge at Point of Pines, built 1906 as a direct route from the Beach to the North Shore. 1,200 feet long, burned in 1921. Rebuilt in 13 days as a temporary structure, it lasted for 12 years.

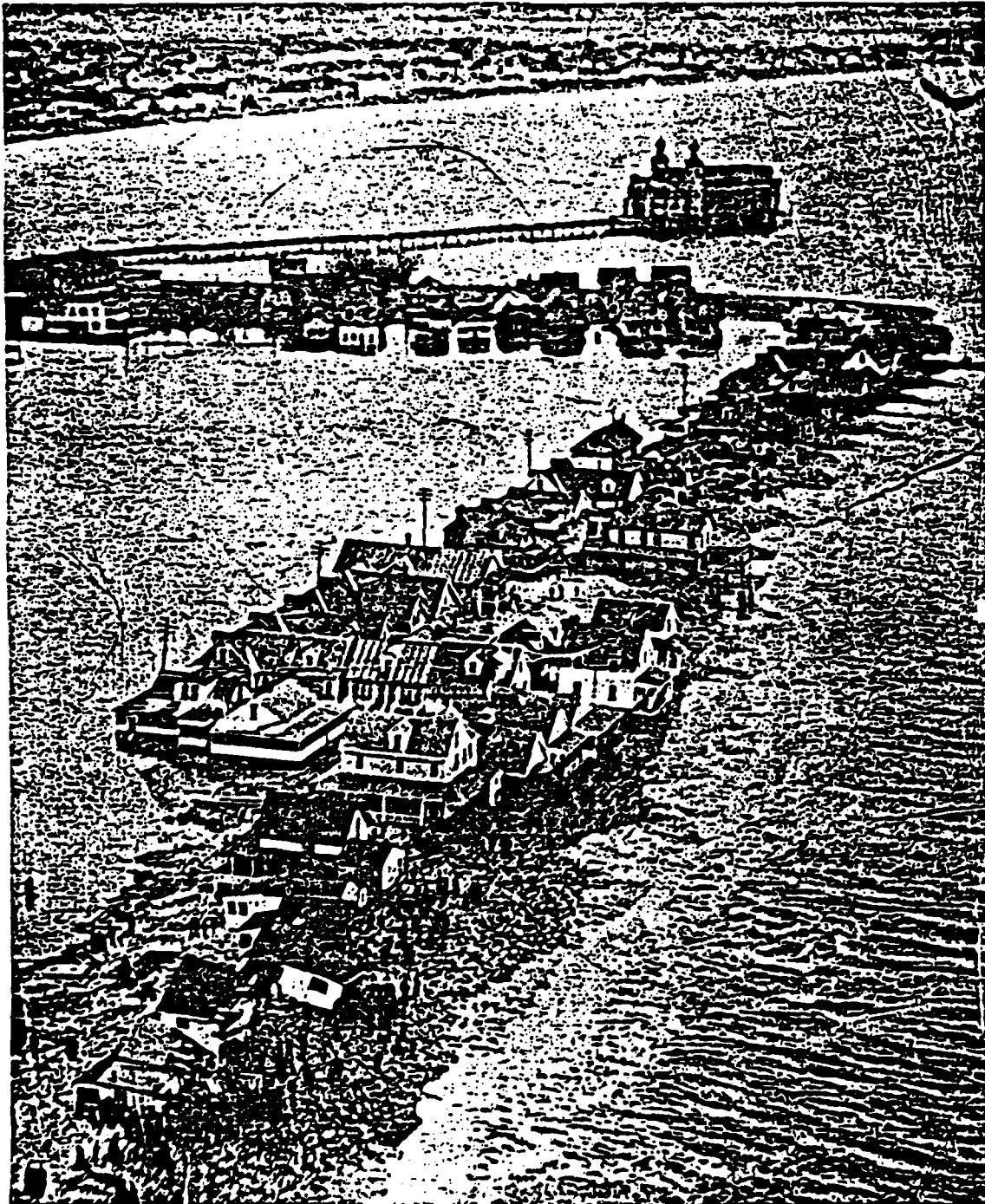


General Edwards Bridge, Point of Pines. Construction started in 1932. Completed 1935. Replaced "temporary" bridge built in 1921.

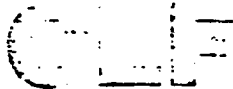


Roughan's Point has a colorful history. In 1881 at the tip of the point the Boston Pier and Steamboat Company built the Great Ocean Pier. Later the point became a popular summer colony. As most of the summer residents came from Charlestown it was

dubbed "Little Charlestown." Because it was practically at sea level, flooding was an almost annual occurrence and people often had to be taken from their homes by boat. A sea wall has since been built and the "Point" is now a year round community.



The Fury of the Sea, aftermath of a storm at Roughan's Point showing destruction of cottages. Photo taken about 1920.



Conservation Law Foundation of New England, Inc.

3 Joy Street
Boston, Massachusetts
02108-1497
(617) 742-2540

April 15, 1987 **RECEIVED**

APR 15 1987

OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

BY HAND

James S. Hoyte, Secretary
Executive Office of Environmental Affairs
20th Floor
100 Cambridge Street
Boston, Massachusetts 02202

Attention: MEPA Unit

RE: Flood Damage Reduction Study, Saugus River and Tributaries,
Lynn, Malden, Revere, and Saugus -- EOE #6497

Dear Secretary Hoyte:

The Conservation Law Foundation of New England, Inc. (CLF) has the following comments on the Environmental Notification Form (ENF) for the above-referenced project.

Project Benefits

1. The ENF at 1-2 states that the two structural options presented would yield average annual net benefits totalling between \$2.5 million and \$3.6 million per year. These benefits are based on projects that would provide protection from tide levels one foot higher than those that occurred in the 1978 storm. It is critical that the calculations that yield these benefit estimates be presented in detail in the draft EIR. These estimates should represent the additional benefits afforded by the proposed action beyond existing conditions. It is equally important that the bases for the damage estimates of \$124 million, \$300 million, and \$800 million for floods equal to, one foot higher than, and two feet higher than the 1978 flood, respectively, be discussed in the draft EIR. How do these estimates relate to the benefit estimates calculated for each option?
2. As part of its detailed presentation of benefits, the draft EIR should examine costs and benefits by geographical area, and not simply lump all parts of the study area together.
3. The draft EIR should also examine the historic pattern of tidal flood damage in the study area, and explain the reasons for choosing a flood one foot higher than the 1978 flood as the design event. According to the figures included with the ENF,

this event can be expected to recur once every 500 years. Is this the "standard" level of protection provided by Corps flood control projects? If not, how does it compare with the level of protection afforded by other projects? The draft EIR should consider other levels of protection, e.g., protection from a recurring 1978 flood, or even lower levels. What is the current level of protection?

4. The ENF at 2 gives unacceptably brief consideration to nonstructural flood damage control plans, and implies that similarly inadequate consideration will be given to such plans in the draft EIR. The draft EIR should correct this error, and present estimates of costs and benefits for nonstructural alternatives. The draft EIR must go beyond an assumption that nonstructural plans will not work to examine the results of a well-implemented plan. The principles that gave rise to nonstructural measures such as the highly successful Charles River Basin nonstructural flood control program should be applied in this area as well. In addition, in comparing alternatives it should put all options on an equal footing; the ENF at 1-2 presents structural options that seek to provide protection from a flood one foot higher than the 1978 flood, and a nonstructural option that seeks to provide protection from floods up to the 1978 flood.

Project Impacts

5. The draft EIR should discuss fully the issues raised by the proposed project with respect to G.L. c. 91 (tidelands licensing), G.L. c. 131 s. 40 (wetlands), and the Massachusetts coastal zone management program. Among the most important impacts that must be addressed are wetlands destruction, wildlife and shellfish resources, aesthetic impacts, access, and the encouragement of further growth in the study area. Experience in other coastal communities with flood control projects should be discussed with respect to encouragement of further growth.

6. The indirect wetland impacts of Option 3 should be examined in detail. The "initial finding" (ENF at 5) that water level and water quality changes resulting from flood gate closure will have "negligible impact" should be closely scrutinized, and not treated as an assumption in the draft EIR.

Alternatives

7. As stated in comment #4 above, the ENF pays scant attention to nonstructural alternatives to Options 1 and 3. Such alternatives must receive much greater consideration in the draft EIR. The draft EIR should spell out the possible elements of a successful nonstructural control plan, and not simply discount the concept as impractical. What would floodproofing in the study area cost? What are the legal mechanisms available or to be developed which will ensure that property owners, who will receive the benefits of flood protection, bear a proper part of the cost? Would

zoning and/or bylaw changes that strongly encourage or require floodproofing when any municipal permit is obtained increase the effectiveness of a nonstructural plan? Are there mixes of structural and nonstructural measures that could be developed using the area-by-area information referred to in comment #2 above and minimize or eliminate resource impacts? Are selected takings feasible? To what extent could G.L. c. 131 s. 105 restrictions be adopted or expanded in each area under consideration?

8. The proponent should recommend steps that the communities in the study area should take to prevent further construction in flood-prone areas and avoid the need for expensive flood control projects in the first place. The experience of other coastal communities should be discussed in this connection. For example, how do costs in communities with highly developed flood-prone areas compare with costs in communities with minimal development in the flood zone?

9. We urge you and the proponent to examine the history of the Sales Creek Flood Control project in Revere (EOEA #1346) for guidance in assessing nonstructural alternatives to costly flood control projects. Close scrutiny of the benefits and impacts of that projects resulted in a savings for the Commonwealth of nearly \$4 million. Scrutiny at least as detailed and rigorous as that which was applied to the Sales Creek project should be given to the proposed Corps project.

Sincerely,



Paul Hauge
Staff Scientist



Sally Newbury
Legal Services Attorney

PH/SN/ph

cc: Robert G. Hunt, Army Corps of Engineers

MASSACHUSETTS
ASSOCIATION of
CONSERVATION
COMMISSIONS, Inc.

RECEIVED

APR 17 1987

OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

April 16, 1987



Mr. Robert Hunt, Program Manager
New England Division, Corps of Engineers
424 Trapelo Rd.
Waltham, MA 02254

Re: ENF Saugus River
Flood Reduction Study
MEOE #6497

Dear Mr. Hunt:

Enclosed please find a copy of my comments on the Saugus River Flood Reduction Study which have been presented on behalf of the Massachusetts Association of Conservation Commissions.

MACC would not be in favor of creating a Special Interest Committee for input and review of this project. One of the goals of public participation is to bring about an interchange of ideas, and better understanding between groups with diverse interests, including governmental agencies. Segregating what you call "special interests" would be counter to these goals.

Since MACC's concerns are with the protection of the wetlands, associated resources and "interests" (as defined in the Massachusetts Wetland Protection Act), we would prefer representation on the Technical Committee, if possible.

Sincerely yours,

Judith C. Skinner

Judith C. Skinner
Member, Board of Directors

cc: Mr. Shepardson, MEPA
Enc.

J-9

LINCOLN FILENE CENTER
TUFTS UNIVERSITY
MEDFORD, MASSACHUSETTS 02155
(617) 381-3457



SWIM: Nahant Citizens Committee
Seeking Water Improvement Measures

33 Summer Street
Nahant, MA 01908
April 15, 1987

Mr. David Shepardson
MEPA Unit
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

RECEIVED

APR 17 1987

Re: MEPA #6497
Flood Damage Reduction Study
Saugus River and Tributaries
Lynn, Malden, Revere, and Saugus

OFFICE OF THE SECRETARY OF
ENVIRONMENTAL AFFAIRS

Dear Mr. Shepardson:

The Saugus-Revere marshes serve as a nursery and source of nutrients for the valuable fish and shellfish industry in Nahant. After the sewage of the North Shore and Boston is adequately treated, SWIM expects that the shellfish will again be edible and the fish will no longer have liver lesions and fin rot, provided additional pollution can be avoided. What will the effects be of the Flood Damage Reduction Project upon the ecology of the salt marshes, Lynn Harbor, and Broad Sound?

We note that the project may include revetments and/or walls along the shore of Lynn Harbor and Nahant Bay adjacent to the Town of Nahant. SWIM is concerned about possible changes which might cause the eroding or depositing of sand on our causeway or Nahant Beach. Will there be any adverse effects?

This proposal would encourage building on a barrier beach, on tidelands, and in the flood plain. What will be the effects of this additional construction upon the ecology of these areas and upon the sewage treatment plants now being planned for Boston and the North Shore?

At SWIM's meeting on April 7, 1987, we agreed unanimously to write a letter to you voicing our concern for the environmental effects of this Flood Damage Reduction Study. Please consider very carefully the more detailed letter sent to you by SWIM member Norma Brooks, an experienced environmentalist who has lived on the North Shore all her life. Her perspective is invaluable. In particular, I would like to second her request that the scope of the study include long term effects on vegetation, other biological systems, flood hazard areas, geologically unstable areas, solid waste, and community/housing and the built environment.

Sincerely yours,

Polly Bradley

Polly Bradley, Secretary



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149
May 14, 1987

REPLY TO
ATTENTION OF

Planning Division
Impact Analysis Branch

Dear Sir or Madam:

You are invited to attend the New England Division, Corps of Engineers' Environmental Impact Statement (EIS) Scoping Meeting on the Saugus River and Tributaries, Flood Damage Reduction Study - Lynn, Malden, Revere and Saugus, Massachusetts. This meeting, pertinent to requirements of the National Environmental Policy Act (NEPA), will be held on Wednesday, May 27 from 3:00 to 5:00 P.M. at Saugus High School, Saugus, MA.

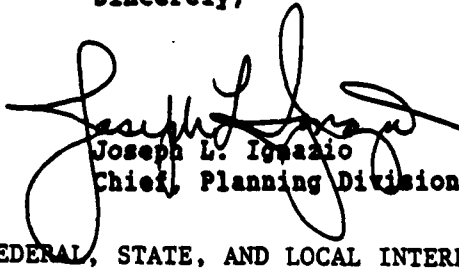
Attached please find a map to Saugus High School and a proposed Draft EIS outline for your use. Discussions at the meeting will follow this outline.

The May 27th meeting is the second of a series of two scoping meetings. The first, held on April 7 in Revere, addressed the requirements of the Massachusetts Environmental Policy Act (MEPA) process for a Draft Environmental Impact Report (EIR) on the Study. After the May 27th meeting, we will be combining inputs from the two scoping processes to develop the Table of Contents for a joint Draft EIR/EIS that addresses both MEPA and NEPA requirements, respectively.

Comments pertinent to the EIS, concerning potential environmental impacts, if not already provided under the MEPA process, will be appreciated whether or not you attend the scoping meeting. They should be sent to me, to arrive no later than June 15, 1987.

The Corps appreciates your interest in this study. If you have any questions, please feel free to call me at (617) 647-8508. Mr. Joseph L. Horowitz, the Environmental Manager (647-8518) and Mr. Robert G. Hunt, the Project Manager (647-8216) can both be contacted for additional information.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

DISTRIBUTION: ABOUT 300 COPIES TO FEDERAL, STATE, AND LOCAL INTERESTS.

21 Lenox Road
Nahant, MA 01908
June 11, 1987

Mr. Joseph L. Ignazio
Chief, Planning Division
New England Division
U. S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Colonel Rhen:

As a lifelong resident of the North Shore who cares a great deal about Revere, Lynn, Nahant, and the Revere-Saugus marshes, I would like to comment on the scoping of the NEPA study of the Flood Damage Reduction Study for Saugus River and Tributaries.

The enclosed letter to MEPA outlines some of my major concerns. Please consider it an integral part of my testimony to NEPA as well.

In addition, I would like to elaborate on the following points:

The filling of Sales Creek for condominiums

The sluiceways proposed for Sales Creek in Revere will cause the water that drains down from Shirley Avenue and from the hills in that area to back up into the ditch running along the side of the Massachusetts Bay Transit Authority (MBTA) tracks. That in turn will flood all lowlying homes from Shirley Avenue to the sluiceway, including Garfield School and the area near Cerretani's Supermarket.

The MDC park

The Metropolitan District Commission (MDC) has a plan to improve the park from Beach Street to Revere Street, elevating the park so it will slope towards the beach -- which is fine as long as we don't have a hurricane or severe storm. Then nothing will hold back the ocean. The waves will simply splash up and over the slope. Instead of preventing overtopping, this sloping seawall may simply provide a ramp for the waves to come pouring over.

I am very much concerned about the elimination of the access road connecting Revere Beach Boulevard to Ocean Avenue. The plan calls for cutting off and filling in that road so it would not be the proverbial hole in the dike. All the condominiums in the area are built up high and need no protection, but people need

the access road for emergency situations such as fire or someone nearly drowning or having a heart attack on the beach. Then it is urgent to have help as soon as possible, and a quick exit from the bumper-to-bumper traffic along Revere Beach Boulevard is absolutely necessary.

(The MDC has now taken a perfectly normal traffic pattern and disrupted it at Cary Circle, making it smaller and putting gates across it at night. There are a great many people, who are not young with loud radios or looking for other young people, who appreciate the beautiful ocean view and enjoy riding along the beach and turning at Cary Circle, which is what it was designed for. The MDC is now encouraging everyone to make illegal turns and go through Point of Pines, disrupting that lovely seaside community.)

The Saugus River

The Corps of Engineers is having public hearings on the effects of the tidegates on the mouth of the Saugus River, yet you are allowing filling of a portion of the river for condominiums in the vicinity of Captain Fowler's marina. What are the effects upon the marsh and Point of Pines? Where are the studies and licenses for that protect? Shouldn't the protection of this wetland come under Chapter 404? Shouldn't there be Environmental Impact studies under the Corps of Engineers, plus additional studies under the state's Chapter 91 requirements?

I-95 Sand

The Corps of Engineer spokesman said that the I-95 sand that has been deposited on Short Beach in Beachmont "bleached out" and is "better" than the beautiful white sand on that beach, because it "isn't as fine and doesn't blow in your eyes." That is absolutely ridiculous!

Consider the effect of coarse sand upon the shellfish. For generations it was traditional for people to go clamming in the wonderful bed of soft-shell clams along that beach. Your incompatible sand is probably ruining for all generations the revival of that wonderful pastime of taking a pail and shovel and a little knowledge, and going down as a family and digging your supper. Everyone would have their own little bucket and when they came home they'd have clam chowder or steamed clams. With the cleanup of the water under the Clean Water Act, we had hoped that old custom would be revived -- but not if you smother the clams.

Sand and seawalls

Building a seawall causes the sand to diminish by increasing the force of the waves. What is going to happen to the sand on the beach? Will it have to continually be replaced at great expense to the taxpayer? Will it simply disappear, as it has in many areas in Florida and New Jersey which have been built up...causing the condos to have no beach for recreation, and in addition causing each storm to be more and more dangerous to residents of the barrier beach?

Other Resources

The maps do not show all the natural resources of the area. The shellfish and fisheries resources of Lynn Harbor and Broad Sound, for example, are not shown, in spite of the ecological relationship of these resources and the Saugus marshes resources. Moreover, Nahant is simply taken off some of the maps. Please restore Nahant to the maps, and consider the effect of the program upon this lovely town, which is on the shores of Lynn Harbor and Broad Sound.

Please study all these matters, and the comments in my letter to NEPA, in the scope of your NEPA study.

Sincerely yours,



Norma Brooks



SWIM: Nahant Citizens Committee
Seeking Water Improvement Measures

33 Summer Street
Nahant, MA 01908
June 11, 1987

Mr. Joseph L. Ignazio
Chief, Planning Division
New England Division
U. S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Dear Mr. Ignazio:

SWIM, the Nahant Citizens Committee Seeking Water Improvement Measures is very much concerned about the protection of the Saugus-Revere marshes, which are the nursery for many marine species important to the commercial and recreational fishing vital to the Town of Nahant. The proposed Flood Damage Reduction project for the Saugus River and tributaries could lead, directly or indirectly, to damage to the marshes, and we urge that you consider these potential damages in the scope of the National Environmental Policy Act study.

As an integral part of the study, protection of the marshes must be considered. There are developers ready to build immediately, once the marshes are no longer subject to flooding, and therefore strong - powerful and effective - protection of the marshes must be built into the project itself.

Enclosed is a copy of SWIM's letter to the Massachusetts Environmental Protection Act Unit; please consider our MEPA letter as a part of our NEPA testimony as well.

Sincerely yours,

Polly Bradley

Polly Bradley, President
SWIM



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

July 14, 1987

Planning Division
Basin Management Branch

Ms. Polly Bradley
President
S.W.I.M.: Nahant Citizens Committee
Seeking Water Improvement Measures
Nahant, Massachusetts 01908

Dear Ms. Bradley:

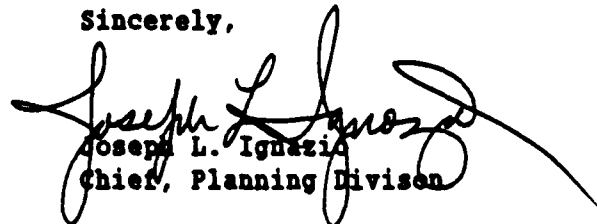
I appreciate your interest to work with us on the Technical Group for the Saugus River and Tributaries Flood Damage Reduction Study, as expressed to Mr. Hunt of my staff on May 26.

Your participation during recent scoping meetings to discuss the study and your letters of April 15 and June 11 describing potential impacts from plans to protect the region from coastal flooding are also appreciated. Your assistance with the Technical Group will help us identify and resolve issues and assist in the guidance of the study.

The "Project Correspondence" binder, enclosed presents the initial concerns and statements of many people already responding on the options being considered. Also provided is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These binders help define the issues facing us and will help during technical discussions.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

July 14, 1987

Planning Division
Basin Management Branch

Mr. Richard K. Quateman
Director
MA. Audubon Society -
Resources for the North Shore
159 Main Street
Gloucester, Massachusetts 01930

Dear Mr. Quateman:

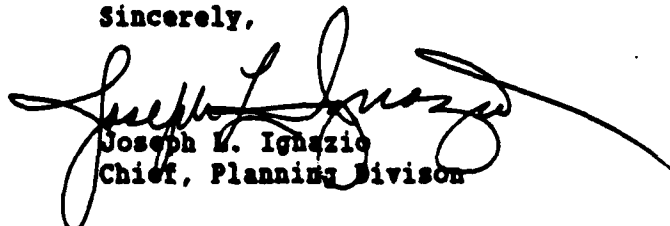
I appreciate your interest to work with us on the Technical Group for the Saugus River and Tributaries Flood Damage Reduction Study, as requested in your April 10, 1987 letter to Secretary Hoyte.

Your participation during meetings to discuss the study and potential impacts from plans to protect the region from coastal flooding is also appreciated. Your assistance with the Technical Group will help us identify and resolve issues and assist in the guidance of the study.

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If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager at (617) 647-8216.

Sincerely,


Joseph M. Ignazio
Chief, Planning Division

Enclosures



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

July 14, 1987

REPLY TO
ATTENTION OF

Planning Division
Basin Management Branch

Ms. Judith C. Skinner
Member, Board of Directors
MA. Assoc. of Conservation Commissions, Inc.
Lincoln Filene Center
Tufts University
Medford, Massachusetts 02155

Dear Ms. Skinner:

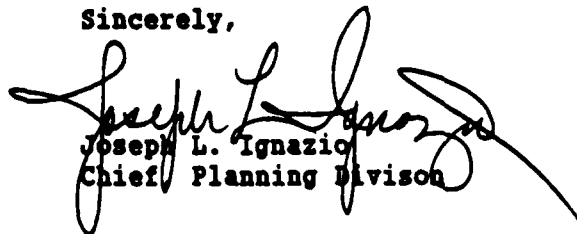
I appreciate your interest to work with us on the Technical Group for the Saugus River and Tributaries Flood Damage Reduction Study, as requested in your April 16, 1987 letter to Mr. Hunt.

Your participation during meetings to discuss the study and potential impacts from plans to protect the region from coastal flooding is also appreciated. Your assistance with the Technical Group will help us identify and resolve issues and assist in the guidance of the study.

The "Project Correspondence" binder, enclosed presents the initial concerns and statements of many people already responding on the options being considered. Also provided is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These binders help define the issues facing us and will help during technical discussions.

If you have any questions, please feel free to call me at (617) 647-8508 or Mr. Robert G. Hunt, the Project Manager at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPORT TO
ATTENTION

October 19, 1987

Public Affairs Office

Dear Sir/Madam:

As part of the continuing effort to acquaint members of the Citizens Steering Committee, the Technical Group, legislators and local news media on information of interest relative to the New England Division's Flood Damage Reduction Study for the Saugus River and Tributaries, the Division will sponsor a field trip to two hurricane protection projects constructed by the Corps.

These structures, located in Providence, R.I., and New Bedford, Mass., incorporate different types of barriers and navigation gates to provide flood damage reduction benefits to the communities they serve. Since similar features are among those being considered for the Saugus River and Tributaries project, you may be interested in viewing them first hand.

The trip is scheduled for Tuesday, November 10, 1987. Transportation will be provided and arrangements for a no host lunch have been made. A bus will pick up passengers both in Revere and in Boston. In Revere, passengers should meet in front of Friendly's Restaurant at the Northgate Shopping Center at 8:00 A.M. In Boston, pickup will be in front of the Saltonstall Building at 100 Cambridge Street at 8:30 A.M. A preliminary itinerary is enclosed for your information.

To assist in planning, please return the enclosed, postage paid card by October 30, 1987, indicating if you will attend, where you wish to board the bus, and your menu choice for lunch at Davey's Locker in New Bedford.

I know that you will find the trip both enjoyable and informative and hope that your busy schedule will permit you to join us on November 10th. If you have any questions, please call Project Manager Bob Hunt (617-647-8216), Environmental Manager Joe Horowitz (617-647-8518) or Sue Douglas of our Public Affairs Office (617-647-8264).

Sincerely,

Thomas A. Rhen
Colonel, Corps of Engineers
Division Engineer

Enclosures

1. Reservation Card
2. Itinerary
3. Hurricane Protection Fact Sheet

J-17



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

OCT 30 1987

Planning Division
Basin Management Branch

SUBJECT: Saugus River and Tributaries, Flood Damage Reduction Study,
Lynn, Malden, Revere and Saugus, MA

Dear Study Participant:

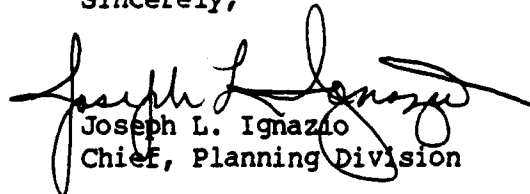
I hope you had an enjoyable summer. In addition to the November 10 field trip to the hurricane barriers, which I hope you can attend, we will be scheduling coordination meetings soon. A number of important topics need to be discussed this year in order to complete a draft Feasibility Report and Environmental Impact Report and Statement for a tentatively recommended project.

Over the summer, extensive information gathering took place, especially in the areas of hydrology and environmental resources. This information should help us resolve many questions regarding the Regional Saugus River Floodgate Plan and its effects on estuary development, water quality, fisheries, currents, navigation and flood damages. We will also be concerning ourselves with sea level rise.

Enclosed is correspondence received or sent by the Corps between April 6, 1987 and October 26, 1987 for the project. Please include the pages in the Correspondence Binder's appropriate section. Each page number is preceded by the tab or section designation (A to J) and should be placed in numerical order at the end of the section. The new Table of Contents, also enclosed, should be substituted for the old, in the front of the binder.

Thank you again for your assistance on this study. If you have any questions, please feel free to call me at (617) 647-8508, Mr. Robert G. Hunt, the project manager at 647-8216 or Mr. Joseph L. Horowitz, the environmental manager, at 647-8518.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

SAUGUS RIVER & TRIBUTARIES FLOOD DAMAGE REDUCTION STUDY
TRIP TO PROVIDENCE, RI, AND NEW BEDFORD, MA, HURRICANE BARRIERS
November 10, 1987

Benoit, Jeff
Boyle, Doug
Bradley, Polly
Brooks, Norma
Burns, Ellen
Cacciola, Paul
Cameraman
Castagnetti, David
Chase, Brad
Cooke, Donald O.
Courtney, Fara
Cyros, Anne M.
Delehanty, Joyce
DiPietro, Paul J.
Douglas, Susan I.
Favale, Michael V.
Finegan, Joseph
Gavin, Kenneth
Gildesgame, Mike
Haas, Ellen
Hax, Katherine
Haydin, Mike
Higgott, Henry A.
Horowitz, Joseph
Hunt, Bob
Hurley, Elaine
Keddie, Robert W.
LaQuaglia, R. A.
Lavoie, Robert
Law, Jim
Lesser, Bill
Mahoney, John F.
Marino, John
McDevitt, Jim
Miller, Gail
Moore, John
O'Connell, Jim
O'Malley, Kevin
Oliver, Larry
Pronovost, Paul
Reiner, Ed
Rowse, Lesley
Roy, Dennis R.
Schaefer, Petra
Scheirer, Bob
Shepardson, David
Shinnick, Jim
Signore, Richard R.
Simpson, John
Skinner, Judith C.
Terzian, Carney
Thurlow, Alfred L.
Williams, Linda
Wood, Donald

Mass. Coastal Zone Management
Saugus Advertiser
SWIM, Nahant Citizens Committee
SWIM, Nahant Citizens Committee
Saugus Action Volunteers for the Environment
Revere Engineering Dept.
Colonial Cable, Revere
Revere Planning
Mass. Marine Fisheries
US Environmental Protection Agency
Mass. Coastal Zone Management
Saugus Conservation Commission
Lynn Item
Metropolitan District Commission
NED, Public Affairs Office
Saugus Civil Defense
NED, Chief, Reservoir Control Center
Point of Pines Yacht Club
Mass. Water Resources Division
Revere Beach Citizens Committee
Saugus Planning
US Coast Guard
Metropolitan District Commission
NED, Project Environmental Manager
NED, Project Manager
Pines River Association
Malden Conservation Commission
Oak Island Residents' Association
Saugus Board of Selectmen
NED, Operations Division
Mass. Water Resources Division
Saugus Planning
Revere Conservation Commission
NED, Photographer
Metropolitan District Commission
Saugus Action Volunteers for the Environment
Mass. Coastal Zone Management
Metropolitan District Commission
NED, Biologist
NED, Chief, Impact Analysis Branch
US Environmental Protection Agency
Mass. Audubon Society
Saugus Engineering/DPW
Colonial Cable, Revere
US Fish & Wildlife Service
MEPA
Lynn Planning
Metropolitan District Commission
Mass. Division of Wetlands
Mass. Assn. of Conservation Commissions
Metropolitan District Commission
Malden Planning
Lynn, Citizen-at-Large
NED, Hydraulics & Water Quality Section



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

October 30, 1987

Ms. Polly Bradley, President
SWIM: Nahant Citizens Committee
33 Summer Street
Nahant, MA 01908

Dear Ms. Bradley:

I appreciate you providing us a copy of your article, attached, on "Protection of Saugus Marshes on North Shore Agenda" which appeared in the MACC Newsletter. There appears to be a misunderstanding of the criteria for formulating the tentatively preferred plan to protect the communities of Lynn, Malden, Revere and Saugus under our Saugus River and Tributaries Flood Damage Reduction Study. The plan which includes floodgates at the mouth of the Saugus River is being formulated to prevent any significant adverse impact on the valuable saltwater estuary behind it.

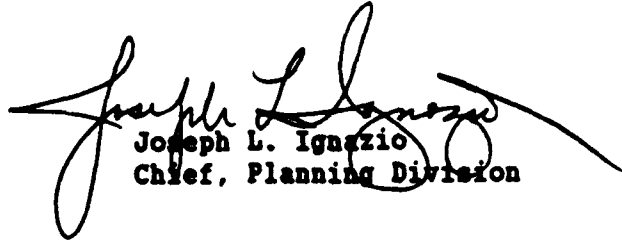
In order to meet the criteria of "no significant impact", for example, we are looking at those factors which would affect the future development in the estuary both with and without this project. The project alone would not "permit developers to build in the marshes" as stated in the article. The wetlands, as you know, are protected by State and Federal laws. Over the next year your participation on the Technical Group and many other concerned people will help us determine the effectiveness of these laws and the impact the project would have on future development. If a project induced impact is significant, then we must determine how to either eliminate, reduce or mitigate the impact to an acceptable level.

Recently, as part of our continuing planning effort, additional information was obtained on the hydrology of the Saugus River watershed; the storage available in the estuary; and the operating criteria for the project. In order to effectively operate the Saugus River Floodgate Project, a major portion of the estuary would need to be preserved for storage of both interior runoff and overtopping of saltwater along the shorefront during very extreme storm conditions. Several heights or levels of protection will be considered over the next year in developing a recommended plan. The future available storage in the estuary will play a major role in the planning. The recommended plan will require assurances that the estuary area which is needed for storage to provide the recommended level of protection and meet operating criteria will in fact be preserved over the life of the project.

-2-

I hope this explanation helps to clarify some of your concerns. I appreciate your continued involvement and assistance in the study. If you have any questions please call me at (617) 647-8508, or Mr. Robert G. Hunt, the Project Manager at 647-8216.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joseph L. Ignazio". The signature is written in dark ink and is positioned above the printed name and title.

Joseph L. Ignazio
Chief, Planning Division

Enclosure

PROTECTION OF SAUGUS MARSHES ON NORTH SHORE AGENDA

Edward Becker and James McDougall of the Essex County Greenbelt Association met in August with Wallace McKenzie of the East Saugus Waterfront Task Force to begin to explore ways to save the Saugus-Revere marshes.

"We walked along the old highway corridor with our binoculars, and we were impressed by the bird life in the marshes. There's all kinds of action going on out there," Becker said. "The long expanse of marsh with the urban skyline in the background is spectacular. Our concern is to start making people aware of the value of the marsh and the possibility of future harm on a permanent basis."

The move to protect the marshes was triggered by a controversial proposal by the Army Corps of Engineers to build a floodgate across the Saugus River and seawalls along the Revere Beach and the Lynn Harbor to Nahant.

During the Blizzard of 1978, some 5000 people had to evacuate their homes because of flooding in the area behind the Revere barrier beach and adjacent to the Saugus-Revere marshes. The floodgate plan, which would permit closing off the marshes during periods of extremely high tides, is intended to prevent this flooding. However, environmentalists fear that prevention of flooding may cause ecological damage. The floodgates may also permit developers to build in the marshes, which so far have been protected from development to some extent by the danger of flooding.

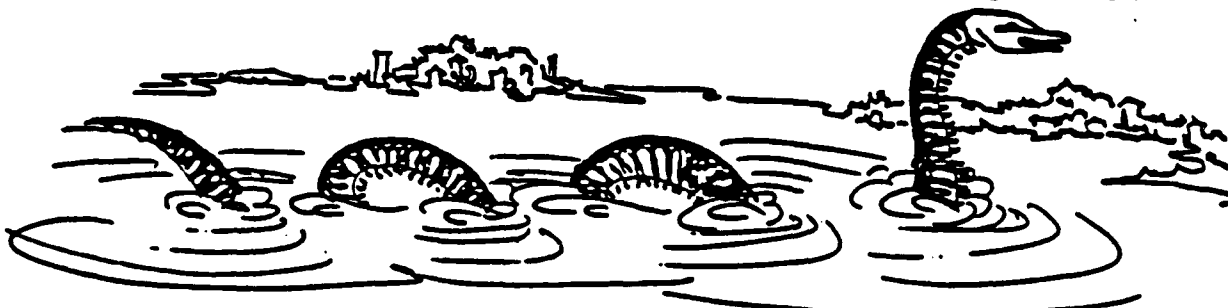
"Any flood control program which results from this study must make every effort to ensure that the integrity and productivity of the estuary not be compromised," said Richard Quateman, director of Resources for the North Shore, a regional office of the Massachusetts Audubon Society, at hearings held in June. "While we recognize the occurrence and seriousness of tidal flooding in the target communities, it is critical, too, that the inappropriateness of the existing and proposed development within the floodplain be recognized."

Ellen Burns, President of SAVE (Saugus Action Volunteers for the Environment) commented, "The major concern we have is the possible effect this plan might have on the adverse development of the valuable marsh area behind the proposed flood control structure in Saugus and Revere, and in the Saugus River basin. Since this is the largest relatively unspoiled marsh left north of Boston, and since it is so important, ecologically, for both fisheries and migratory water fowl, we hope that ultimately a joint federal-state-local consensus will be reached to preserve these valuable wetlands from the threat of development."

Plans for protecting the marshes are in the preliminary stages, and it is hoped that many environmental groups may eventually become involved in working out a practical plan to keep the Saugus-Revere marshes from being destroyed.

For further information, contact Edward Becker, Executive Director, Essex County Greenbelt Association, 82 Eastern Avenue, Essex, MA 01929; phone (617) 768-7241.

Polly Bradley; SWEM



The NAHANT SEA SERPENT may be seen at the North Shore Town Meeting.
See Upcoming Events, p. 12 for more details.

MAOC Newsletter



SWIM - Nahant Citizens Committee for Safer Water in Massachusetts

c/o Northeastern University
Marine Science Center
East Point, Nahant, MA 01908
November 30, 1987

Mr. Joseph L. Ignazio
Chief, Planning Division
Basin Management Branch
New England Division
Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02254

Dear Mr. Ignazio:

Many thanks for your letter of October 30 about my article, "Protection of Saugus Marshes on North Shore Agenda," which appeared in the September, 1987 issue of the Massachusetts Association of Conservation Commissioners newsletter. I was pleased to be able to help inform conservation commissioners about the importance of protecting the Saugus Marshes.

There is not so much a misunderstanding as a difference of opinion about the Saugus River Floodgate Project. Certainly the project is controversial. Programs like the National Flood Insurance Program and projects to prevent natural flooding are widely considered to be Canute-like constructions, damaging to the ecology because they interfere with nature's forces and damaging to people because they encourage a false sense of security about building in dangerous areas. Sea walls (like the one which will stretch from Roughan's Point in Revere along the entire length of Revere Barrier Beach and around the Lynn Harbor to the Nahant Causeway) are notorious for increasing beach erosion, and barrier beaches are notorious for refusing to be tamed.

I would like to reemphasize the potential the project may have for making additional development possible. The major reason that the marsh area is not totally developed at the present time is that they flood periodically. Once flooding is prevented, a tremendous amount of money and energy will go into ways to circumvent the weak and often unenforced laws that protect the wetlands.

However, all this said, I was really delighted to hear about your plans for making protection of "a major portion of the estuary" an important portion of the Saugus River Floodgate Project. Many questions remain (in addition to the basic one of whether the project should indeed be constructed), and it will be up to the Citizens Advisory Committee and Technical Advisory Group to keep asking them. For example:

- * How much of the marshes is "a major portion" and what will happen to the minor portion?
- * How can they be protected from pollution or development?
- * How strong will this protection be?

- * What part do the Saugus marshes play as nurseries for the rich fishing and lobstering area in Lynn Harbor and Broad Sound?
- * Will fresh water stored during storms damage the ecology?
- * Will there be sufficient salt water influx during normal conditions?
- * Does salt water influx during storms play a part in salt/fresh water balance of the estuary?
- * Will there be any interference with natural tidal flow?
- * Will siltation occur behind the floodgate?
- * Will there be mosquito problems if storm flow is restricted?
- * Will the phragmites (a brackish-water species) be extended at the expense of spartina (a native salt-water species)?
- * Will the landforms at Point of Pines and the Frederick Willis Fishing Pier near the General Edwards Bridge be changed by erosion or deposition?

I enjoyed the "field trip" to the Providence and New Bedford hurricane barriers. One thing I noticed was that there are not extensive salt marshes behind either one...they are basically on rivers, not on fertile estuaries like the Saugus marshes. That's a very different situation.

Another thing I noted was that while the Providence hurricane barrier has only been shut down a few times since it was built, the New Bedford hurricane barrier is shut up to a dozen times every year...a big difference, and one which in the case of the Saugus Marshes could mean the difference between protecting and damaging the living things in the estuary.

After returning from the trip to Providence and New Bedford, I talked to John Gurney, Chairman of the New Bedford Conservation Commission, who said that pollution in New Bedford has probably been worsened by the fact that the dike has been there. He said, "The dike has retarded flushing of the system," and "the harbor's ability to cleanse itself has been severely hindered." He also commented that if you give developers half a chance to fill something, they probably will, and he thinks that the dike does allow some building to go on, although much of the area was already developed before the hurricane barrier was built.

I will be watching in the Saugus floodgate plans for information about how the decisions will be made on how often to close the Saugus floodgate and for proof that there will be no interference with the free flow of water into and out of the estuary.

You will only get support of the environmental community for this project if there are guarantees that the estuary will be protected...protected from development and protected from ecological damage. I have been impressed with

the genuine desire to protect the marshes that various people in the Corps, especially Robert Hunt, seem to have. In the early hearings, it was pointed out that the Corps couldn't save the marshes by itself, and one of my major purposes in writing the article for the Massachusetts Association of Conservation Commissions was to alert the environmental community not only to the problems but also to the need for cooperative effort in giving the marshes strong protection if the floodgate is indeed built.

I will continue to help increase public awareness of the Saugus River Floodgate Project. Although our viewpoints may not always coincide, I am sure the more the public knows about the project the better it will be in the long run. I'm looking forward to serving on the Technical Advisory Group.

Sincerely yours,

Polly Bradley

Polly Bradley, President
Nahant SWIM

cc: John Gurney
Robert Hunt
Norma Brooks



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

January 19, 1988

Planning Division
Impact Analysis Branch

SUBJECT: Saugus River and Tributaries, Flood Damage Reduction Study
- Technical Group Meeting

Date and Time: Tuesday, January 26, 1988 from 9:30 - 11:30 AM
Place: The Saltonstall Building, 100 Cambridge Street,
Boston, MA - Room 208 (Second Floor)

TO: Technical Group Members

Dear Study Participant:

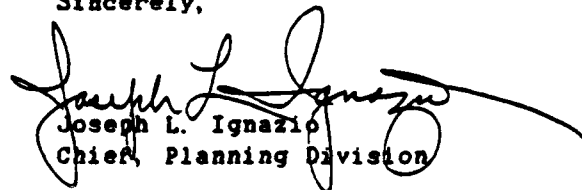
This is to confirm the scheduling of our first Technical Group Meeting for January 26. We hope you can attend. We expect to hold three meetings over the next nine months. The agenda for the January meeting will be as follows:

1. Introduction and brief project update
2. Discussion of Providence and New Bedford field trip
3. Discussion of ongoing studies
 - a. Hydrology in the study area
 - b. Operational characteristics of the floodgates under Option 3-The Regional Plan
 - c. Ecological Studies
 - d. Socioeconomic Studies
4. Other topics of concern to members

The primary purpose of this first meeting will be to discuss the scope of the ongoing studies, and how they will be incorporated into the EIS/EIR, with a view toward making sure that there are no important errors of commission or omission. We hope that our prior coordination with all of you will lead us to discover no major problems at this point.

We hope to see you at the meeting. If you have any questions please feel free to call me at 647-8508, Bob Hunt, the Project Manager (647-8216), or Joseph Horowitz, the Project Environmental Manager (647-8518).

Sincerely,


Joseph L. Ignazio
Chief, Planning Division



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149
January 20, 1988

REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

Ms. Norma Brooks
S. N. I. M.: Nahant Citizens Committee
Seeking Water Improvement Measures
21 Lenox Road
Nahant, MA 01908

Dear Ms. Brooks:

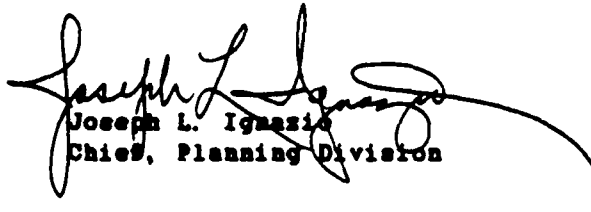
I appreciate your interest to work with us on the Technical Group for the Saugus River and Tributaries Flood Damage Reduction Study. Ms. Polly Bradley requested you as her alternate representative for S. N. I. M.

Your participation during scoping meetings to discuss the study and your letters describing potential impacts from plans to protect the region from coastal flooding are also appreciated. Your assistance with the Technical Group will help us identify and resolve issues and assist in the guidance of the study.

The "Project Correspondence" binder, enclosed presents the initial concerns and statements of many people already responding on the options being considered. Also provided is a "Project Information" binder, which describes problems and options of the investigation. Both are working documents to be used and updated over the course of the study. These binders help define the issues facing us and will help during technical discussions.

If you have any questions please feel free to call me at (617) 647-8508, or Mr. Robert G. Hunt, the Project Manager at (617) 647-8216.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures

Copy Furnished:

Ms. Polly Bradley
President, S. N. I. M.
33 Summer Street
Nahant, MA 01908



MASSACHUSETTS ASSOCIATION of CONSERVATION COMMISSIONS

LINCOLN FILENE CENTER
(617) 381-3457

TUFTS UNIVERSITY

MEDFORD, MASSACHUSETTS 02155

February 3, 1988

Dr. Joseph Horowitz
USACE
424 Trapelo
Waltham 02154

Re: Saugus River Flood Reduction Study

We understand that at a recent presentation, your office put forth three options for dealing with flooding problems on the river and its tributaries.

MACC represents the 350 conservation commissions of the state which are empowered to take action under the state Wetlands Protection Act, a law designed to protect all the interests connected with wetlands, floodplains, banks, land under waters and associated fisheries and wildlife. Under this law, the policy is to prefer solutions which have the least impact on the resource. Specifically, a waiver is required from the commissioner of DEQE for any action altering more than 5000 square feet of wetland. Such a waiver is not available if other alternatives are feasible. Since alternative #2, dealing with raising or moving the dwellings along the river, is available, we do not believe that such a variance can legally be granted.

Your options #1 and 3 would have disastrous effects on the river and estuary, from what we have heard. Such solutions simply encourage more development. This is not the modern approach, and we are opposed to it.

We hope that someone from your division can come and speak with our Board of Directors on this important proposal at our next board meeting on March 1. Please call our executive director, Pam Resor.

Sincerely,

President

February 5, 1988

The first Technical Group Meeting

for the

Saugus River and Tributaries Flood Damage Reduction Study

has been

Rescheduled

to

**Thursday, February 25, 1988
at 1:30 PM (will last about two hours)**

**The McCormack State Office Building
1 Ashburton Place
Boston, MA
Conference Room 1A**

Directions: Go in the main entrance, on Ashburton Place, down the escalator, take a sharp left and watch for signs to the meeting.

Joe Horowitz
New England Division
Corps of Engineers
647-8518



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

April 13, 1987

Planning Division
Basin Management Branch

Dear Study Participant:

I appreciate your help and interest shown to the Project Manager, Mr. Robert Hunt and Environmental Manager, Mr. Joseph Horowitz, on behalf of the study, during the Citizen Steering Committee and/or MEPA Scoping Meetings.

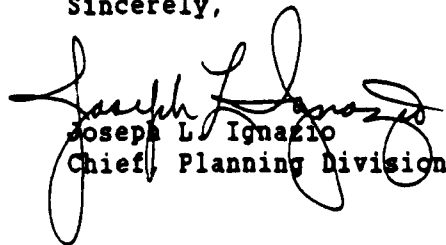
Enclosed is correspondence received or sent by the Corps between October 27, 1986 and April 6, 1987 for the Saugus River and Tributaries, Flood Damage Reduction Study, Lynn, Malden, Revere and Saugus, MA.

Please include the pages in the Correspondence Binder's appropriate section. Each page number is preceded by the tab or section designation (A to J) and should be placed in numerical order at the end of the section. The new Table of Contents, also enclosed, should be substituted for the old, in the front of the binder.

The Correspondence Binder and this update have been provided to Mr. David Shepardson who chaired the April 7, 1987 MEPA scoping meeting, for his information in preparing the scope for the EIR. In a few weeks you will be advised of the date and the location of the Federal NEPA environmental scoping meeting. Following this meeting, committee meetings will be held to discuss the plans for the EIR/EIS studies and preparations for the public workshops.

Thank you again for your assistance. If you have any questions, please feel free to call me at (617) 647-8508, Mr. Hunt at 647-8216 or Mr. Horowitz at 647-8518.

Sincerely,


Joseph L. Ignazio
Chief, Planning Division

Enclosures



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO
ATTENTION OF

August 1988

Public Affairs Office

Enclosed is the 1987 Water Resources Development in Massachusetts booklet that describes U.S. Army Corps of Engineers water resource projects and activities in the state. These encompass flood damage reduction, navigation, and shore and bank protection work.

If you would like additional copies of this booklet, call us at 617-647-8777, or write:

Public Affairs Office
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

Please inform us if the name and/or address of your agency or company is incorrect. Other comments and suggestions are appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to read "Warren E. Nordman", is written over a horizontal line.

Warren E. Nordman
Chief, Public Affairs

Enclosure



REPLY TO
ATTENTION OF
Planning Division
Basin Management Branch

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

October 5, 1988

Dear Study Participants:

Recently, the Draft Saugus River and Tributaries Feasibility Report and Environmental Impact Statement/Report (EIS/EIR) review process was streamlined by advancing the start of the initial Washington level review. The formal public review of the report is now rescheduled to start in January. Once this decision document is available to everyone, any remaining issues can more easily be resolved.

For your information both the wetland and biology baseline data collected for the study area and the socio-economic analysis of potential development in the estuary, by IEP, Inc., are available to you as working documents. This material is being used in the preparation of the Feasibility and EIS/EIR Reports. I have received several requests for this information. If you need a xerox copy, please call me. I am short of help, now that the summer is over, so if you can wait until January, I would appreciate it.

We are currently preparing these reports for release of the Feasibility Report and EIS/EIR, and consequently, the next Steering Committee and Technical Group Meetings will be scheduled during the January/February review period.

For your information, we have established a single point of contact to receive information on potential violations or filling in the wetlands of the Saugus and Pines River Estuary. Mr. Dan Martel of our Regulatory Enforcement Office is working with the Lynn, Revere and Saugus Conservation Commissions to respond to information on filling activities and answer questions. He can be reached here in Waltham at 617-647-8687.

If you have any questions please call me at 617-647-8216, or Joe Horowitz, Environmental Manager at 617-647-8518.

Sincerely,

Robert G. Hunt
Project Manager

C.C.S.A. INC.
FOR THE PROTECTION OF THE ENVIRONMENT,
FISHING, FOWLING, AND THE MARITIME
TRADITIONS

FRANK E. ANDERSON
PRESIDENT

14 A SEAFOAM AVE.
WINTHROP, MA 02152

MR. ROBERT HUNT
U.S. ARMY CORPS OF ENGINEERS
NEW ENGLAND DIVISION
424 TRAPELO ROAD
WALTHAM, MA.

02254-9149

OCTOBER 22, 1988

DEAR MR. HUNT:

THANK YOU FOR ACCEPTING OUR INVITATION TO BE THE GUEST SPEAKER AT
THE NOVEMBER 1, 1988 MEETING OF THE CONCERNED COASTAL SPORTSMEN'S ASSOCIATION.

MEMBERS AND GUEST OF THE CCSA ARE SINCERELY INTERESTED IN THE PLANS FOR
THE REVERE-SAUGUS-LYNN WETLANDS AND THE FLOOD CONTROL PROJECTS.

I AM ENCLOSEING A COPY OF DIRECTIONS TO THE SAUGUS AMERICAN LEGION POST #210
AT 44 TAYLOR ST. SAUGUS, MA., AND OUR MEETING TIME IS 7:30 P.M.

AGAIN, THANK YOU FOR ACCEPTING OUR INVITATION, AND WE ARE LOOKING FORWARD TO
SEEING YOU AT THE MEETING.

SINCERELY,


FRANK E. ANDERSON
PRESIDENT, CCSA INC.

COPY: REVERE NEIGHBORHOODS ASSOCIATION
S.A.V.E.
CCSA FILE



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

Planning Division
Basin Management Branch

26 April 1989

To Study Participants and Members of the Citizens Steering Committees and Technical Group:

After many months of careful preparation, the New England Division of the Corps of Engineers (NED) is about to send you the SAUGUS RIVER AND TRIBUTARIES FLOOD DAMAGE REDUCTION STUDY REPORT and the Combined Federal EIS and State EIR for the study.

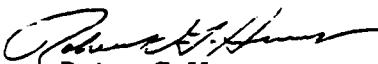
Based on the preferences expressed to us by you and other local, state and Federal decision-makers, the plan addresses the serious coastal flooding threat in Lynn, Malden, Revere, and Saugus in ways that support the very strong Federal, State and local interest in protecting the wetlands and other resources of the Saugus River Estuary. A series of flood damage reduction measures along the coastal portions of Revere and Lynn are proposed. These would be combined with a floodgate structure across the mouth of the Saugus River that would prevent tidal surges from severe coastal storms from entering the estuary and causing interior flooding problems in all four of the communities.

Great care has been taken in the design of the entire plan, and the floodgates in particular, to minimize effects on the valued natural resources of the area. The navigation gate and the other gated openings in the floodgate structure would protect normal flushing patterns in the estuary. The overall design of the floodgate will also maintain river flows necessary to assure navigational safety. A key component of the flood damage reduction plan is use of the natural storage capacity of the estuary's wetlands for temporary impoundment of water behind the closed floodgates during severe coastal storms. Thus, long term protection of these wetlands by Federal, State and local officials is critical to the effectiveness of the plan, and reinforces and strengthens justification for ongoing preservation efforts.

Prior to sending this report for the final Washington level review for authorization, it will be given 45 days for official public review and comment. I will be arranging meetings with you in the near future to review the plan and report. I will explain the results of initial Washington level review over the past several months and actions taken to provide a complete and detailed report.

On behalf of the extensive team of NED planners, engineers, environmental specialists, economists, hydrologists and others who have worked together to prepare this plan, may I extend my deepest thanks for your interest, cooperation and help. For representatives of four separate communities, multiple state and Federal agencies, and many varied interests to have come together to shape a plan that reduces a dangerous coastal flood threat while addressing state and local environmental concerns and goals is no small accomplishment. We look forward to your comments on the plan and the EIS/EIR, and again express our gratitude for your part in this process. If you have any questions, please call me at 617-647-8216.

Sincerely,


Robert G. Hunt
Project Manager