



# **LYNN REVISED WATERFRONT MASTER PLAN**

**SEPTEMBER 2019**

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# EXECUTIVE SUMMARY

The 2019 Revised Waterfront Master Plan (2019 Revised Waterfront MP) builds off of the 2019 Waterfront Open Space Master Plan (2019 Waterfront Open Space MP) to create a flexible planning framework for how future development can grow on the waterfront while implementing open space goals. The plan assesses the obstacles to the implementation of the 2007 Lynn Waterfront Master Plan (2007 Waterfront MP) and identifies required updates so the plan can meet the real estate market, existing land use, regulatory, and ownership conditions of today.

The 2019 Revised Waterfront MP uses updated economic data that points to a lower density of development than was foreseen in 2007 that will be unable to support the large-scale development prototypes and realigned parcel blocks envisioned in the 2007 Waterfront MP. Stakeholder interviews and existing condition studies emphasize that industrial and utility uses in the central area of the waterfront will remain in place long term, while near term residential development has the potential to grow in the north and south of the focus area. Based on these findings the 2019 Revised Waterfront MP proposes a flexible approach to land use regulations that can encourage creative mixed-uses to emerge alongside existing industrial areas and facilitate new development at a scale capable of contributing to a connected public realm and waterfront.

Throughout the planning process, public input emphasized the desire to create an implementable and enforceable plan that would ensure public open spaces and public benefits for all Lynn residents. To achieve this, and to avoid relying completely on future build-out to subsidize public benefits, the plan prioritizes flexible and incremental growth in which new development is encouraged and contributes to the implementation of the 2019 Waterfront Open Space MP.

Based on the connections proposed in the 2019 Waterfront Open Space MP, the 2019 Revised Waterfront MP, identifies key infrastructure improvement opportunities that can enhance access and connectivity. The plan underscores projects that can maximize multiple benefit solutions such as improved traffic safety and flood protection, while also capitalizing on available funding sources.

The 2019 Revised Waterfront MP, in combination with the 2019 Waterfront Open Space MP form the foundation for the 2020 Lynn Municipal Harbor Plan Amendment and Renewal (2020 Lynn MHP) which provides the regulations and standards necessary to enforce and implement key aspects of the new vision for Lynn's waterfront.



# INTRODUCTION



## Project Overview

The City of Lynn, acting through the Economic Development and Industrial Corporation of Lynn (EDIC), commissioned the 2019 Revised Waterfront MP to update the 2007 Waterfront MP based on recent planning efforts and development in the area to create a vibrant waterfront district.

The 2007 Waterfront MP provided a robust and ambitious vision for a dense mixed-used neighborhood on Lynn’s waterfront, connected by an attractive public open space network and a signature waterfront park. The plan informed the creation of the 2010 Lynn Municipal Harbor Plan (2010 Lynn MHP) which established alternatives to Commonwealth standards for waterfront building dimensions and allowed greater height and density in exchange for public open spaces and a signature

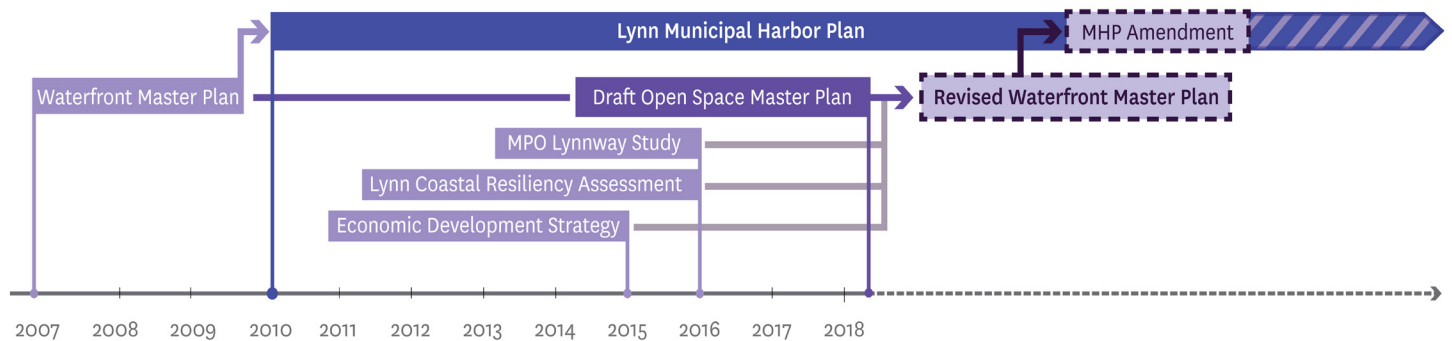
park envisioned by the plan. Due largely in part to changes in the real estate market, the density of development, the open space network, and the signature waterfront park were never realized.

In 2017 Brown, Richardson, and Rowe (BRR), landscape architects and planners, were engaged by the City of Lynn, the State Department of Conservation and Recreation (DCR) and the State Executive Office of Energy and Environmental Affairs (EOEEA) to develop the 2019 Waterfront Open Space MP.

The 2019 Revised Waterfront MP continues the planning effort renewed by the 2019 Waterfront Open Space MP and builds on other significant planning efforts since the 2007 plan. The 2019 Revised Waterfront MP informs an

amendment to the 2010 Lynn MHP, the 2020 Lynn Municipal Harbor Plan Amendment and Renewal (2020 Lynn MHP), which updates the 2010 Lynn MHP to align with the proposals and goals of the 2019 Master Plans.

Together, the 2019 Revised Waterfront MP, the 2019 Waterfront Open Space MP, and the 2020 Lynn MHP provide a strategic framework for the incremental implementation of the vision for Lynn’s future waterfront.



Timeline of recent planning efforts



**Recent Planning Efforts:**

- 2019 Lynn Waterfront Open Space MP
- City of Lynn Walking and Bicycling Network Plan, 2019
- Lynn Coastal Resiliency Assessment, 2016
- Route 1A Lynnway/Carroll Parkway MPO Study
- RKG Housing Study, 2016
- RKG Economic Study Development Study, 2015
- Lynn MHP & Designated Port Area Master Plan, 2010
- Washington Street Gateway District Plan, 2008
- Lynn Master Waterfront Plan, 2007

**The objectives of the 2019 Waterfront MP include:**

1. Create a flexible planning framework that enables the implementation of the 2019 Waterfront Open Space MP
2. Maximize the success and impact of activities already underway
3. Create a mixed-use district that provides public access to the waterfront for everyone and works for housing, retail, commercial, and industrial uses
4. Connect the downtown and surrounding neighborhoods to the waterfront area
5. Ensure a balance between new residential development, job creation, and public benefits
6. Clean up and develop areas that have been seriously underutilized
7. Identify options to buffer conflicting uses so they can comfortably function in proximity

# 2019 Waterfront Open Space Master Plan

The 2019 Waterfront Open Space MP locates public parks, plazas, and a continuous promenade along the waterfront, and provides design and programming guidelines for each of those areas. The locations for open spaces and the continuous promenade are based on both public input and an

analysis of existing land uses, regulatory, and ownership conditions that informed where open spaces could feasibly and most readily be implemented. While the 2010 MHP relied on the eventual assemblage of privately-owned parcels to achieve significant public open space, the 2019 plan does not pro-

pose changes to parcel boundaries and road networks. Rather the plan assumes that developers of individual land parcels will be responsible for following the plan's open space design guidelines.

The creation of a signature waterfront park protected from private develop-



ment and preserved as public open space is also a primary objective of the 2019 Waterfront Open Space MP. The plan identifies the waterfront's landfill area as an ideal location for a signature park that can connect the waterfront and can be permanently protected once the landfill is capped and covered.

Analyzing the waterfront's critical flood risks, the plan emphasizes the need to prepare for increased storm surge and higher tides. The plan indicates where the waterfront is most vulnerable to flooding and proposes coastal resilience strategies to improve the waterfront's deteriorating seawall and to use park

space to protect against flooding associated with climate change.

Two park spaces in the north and south of the waterfront, the DCR fishing pier and Lynn Heritage State Park are undergoing design development as the first key open spaces and promenade segments to be implemented by the plan. The construction of these initial projects is intended to serve as a catalyst for the broader vision of the plan and link with proposed residential projects on neighboring sites.

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7. Identify options to buffer conflicted uses so they can comfortably function in proximity.



2019 Lynn Open Space Master Plan proposal by Brown, Richardson, and Rowe

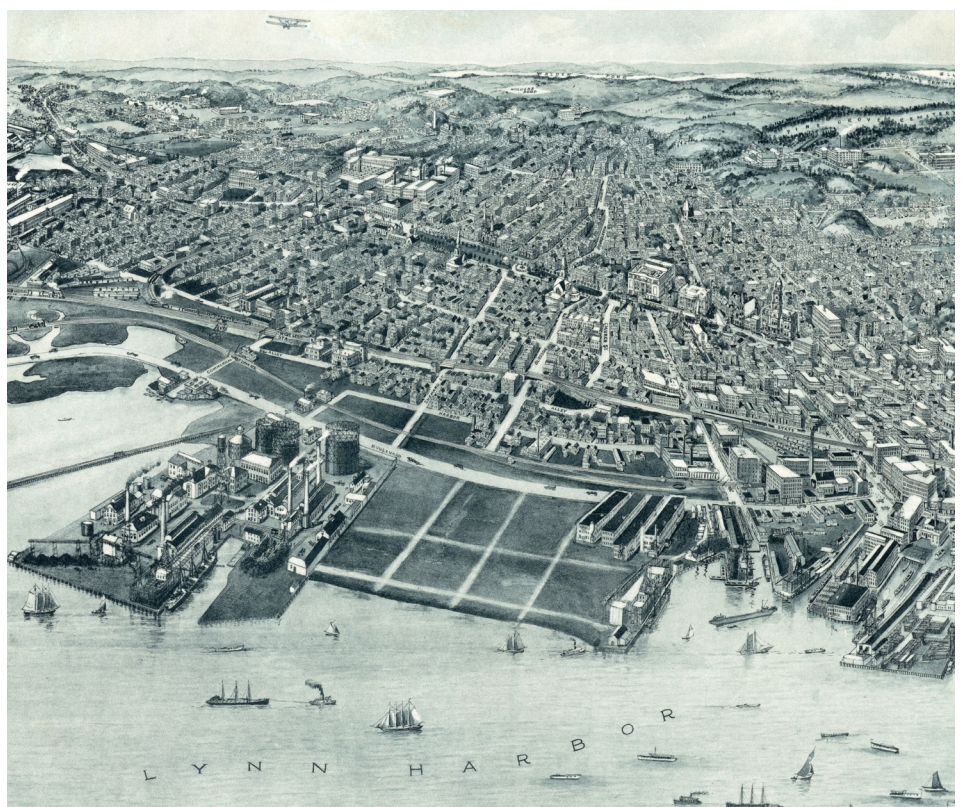
## Background

Settled by Europeans in 1629, Lynn was known less as a maritime city and more as an industrial center for tannery and shoe-making. From the colonial period and into the early nineteenth century much of Lynn's urban growth was driven by the shoe-making trade. During this period, the waterfront consisted largely of mud flats and high and low marsh with a small portion of the waterfront occupied by wharves that served the shipping needs of the shoe industry.

After being incorporated as a city in 1850, Lynn continued to grow along the waterfront. Increased industrial activity in the late nineteenth and early twentieth centuries led to the gradual fill of the harbor and marshlands as a variety of new industrial uses, including gas manufacturing from coal, dairy, textile, and electrical manufacturing businesses located along the waterfront.

As the Lynnway and Carroll Parkway developed into a major arterial through Lynn, the City became increasingly separated from the waterfront. In the second half of the twentieth century, Lynn experienced economic decline, exacerbated by a series of large fires in the late 1970's and early 1980's that destroyed several buildings downtown.

With its proximity to Boston, new public art projects downtown, and the City's status as an Opportunity Zone, the City has experienced a resurgence of residential developments and new proposals for the waterfront.



Top: Lynn downtown and harbor wharfs, 1879 | Bottom: Lynn harbor infill, 1916

## Project Area

The project area consists of approximately 253 acres that form the majority of Lynn's waterfront. It stretches from the General Edwards Bridge in the south to the Nahant rotary and Nahant Beach Reservation in the north. The site includes approximately 2.5 miles of shoreline along Lynn Harbor and is bounded by the region's principle arterial, the Lynnway, in the west and north.

The Revised Waterfront Master Plan focuses on the area between the Lynnway and Lynn Harbor and corresponds to the study area of the 2019 Lynn Open Space Master Plan. It does not include lower Sagamore Hill and areas north of the Lynnway that were a part of the 2007 Lynn Waterfront Master Plan.

## Planning Process

2019 Revised Waterfront MP continued the public feedback process started by the 2019 Waterfront Open Space MP. The planning team conducted meetings with local landowners and stakeholders, representatives from community groups, city and state departments, and the greater public to better understand existing conditions, assets, opportunities and desired uses in the planning area. A steering committee composed of city and state officials and local stakeholders also guided the plan.

The public expressed the desire for improved connections, safe intersections and multimodal access to the waterfront with destinations such as community meeting spaces, hotels, art venues, and cinemas alongside public open spaces that are lacking elsewhere in Lynn. Other priorities mentioned for

the waterfront include job-creating uses, improved infrastructure, and climate resilient buildings and open space. Chief concerns were that new development would not provide any public benefits, that it would create an exclusive and inaccessible neighborhood, and that open space would not be protected from new development. The 2020 Lynn MHP public process also began as a part of the 2019 Revised Waterfront MP. Public meetings provided an introduction into what MHPs and waterfront regulations are and how an MHP Amendment could help implement the 2019 Waterfront Open Space MP and 2019 Revised Waterfront MP. The comments and concerns shared, and ideas generated, were collated and used to inform the Master Plan.

Public participation efforts for the 2019 Revised Waterfront MP include the following:

- September 26 – Public Meeting #1 – Introduction to the Project
- December 10 – Public Meeting #2 – Review of Draft 2019 Revised Waterfront MP Options
- March 19, 2019 – Public Meeting #3 – Review of the Draft 2019 Revised Waterfront MP and introduction to the 2020 Lynn MHP
- June 20, 2019 – Public Meeting #4 -- Review of the Final Draft 2019 Revised Waterfront MP in conjunction with the Draft 2020 Lynn MHP
- September 10, 2019 – Public Meeting #5 – Public hearing and approval by the Lynn City Council



Public meeting, December 2018



# CONTEXT



## Existing Conditions

The character and land uses of the waterfront varies across the project area, from a predominantly commercial edge along the Lynnway to industrial uses and underutilized sites closer to the water. The Lynnway forms a strong visual and physical boundary to the waterfront, with retail, industrial, and commercial uses often setback from the street and businesses that primarily serve vehicles that are coming off the thoroughfare. While the Lynnway

provides convenient access into Lynn, it forms a barrier between the downtown areas and the waterfront. With six lanes and few pedestrian crossings, the Lynnway is difficult to cross for bikes and pedestrians. Streets that do cross the Lynnway are often incomplete, lack curbs or sidewalks, or do not connect to the water's edge.

Between the Lynnway and the water, large portions of the waterfront are underutilized, unmaintained, or deter pub-

lic access. Industrial uses are concentrated in the center of the waterfront. The truck parking lots and loading areas, the Waste Water Treatment Plant facility and ash pile, National Grid substation, and the Boston Gas Company's Liquid National Gas Tank (LNG Tank) create an active industrial area largely inaccessible to the public.

Key public assets on the waterfront are the Lynn ferry pier, DCR owned Lynn Heritage State Park, and DCR owned fishing pier. The fishing pier and Lynn Heritage State Park are planned to undergo renovations as the first key open spaces and promenade segments to be implemented by the 2019 Waterfront Open Space MP. If the Lynn ferry service is renewed it would also bring activity and enhanced access to Lynn's waterfront and the greater city.

With its proximity to Lynn's downtown, the north side of the waterfront is the most connected waterfront area to surrounding neighborhoods. Connections to the waterfront are still limited by the Lynnway, and while the Lynnway connects to the Nahant Causeway, public access along the waterfront does not continue to Nahant beach and stops at Lynn Heritage State Park and a boardwalk in front of the Seaport Landing building.

For additional analysis of the existing conditions of each area of the waterfront please see the 2019 Waterfront Open Space MP.



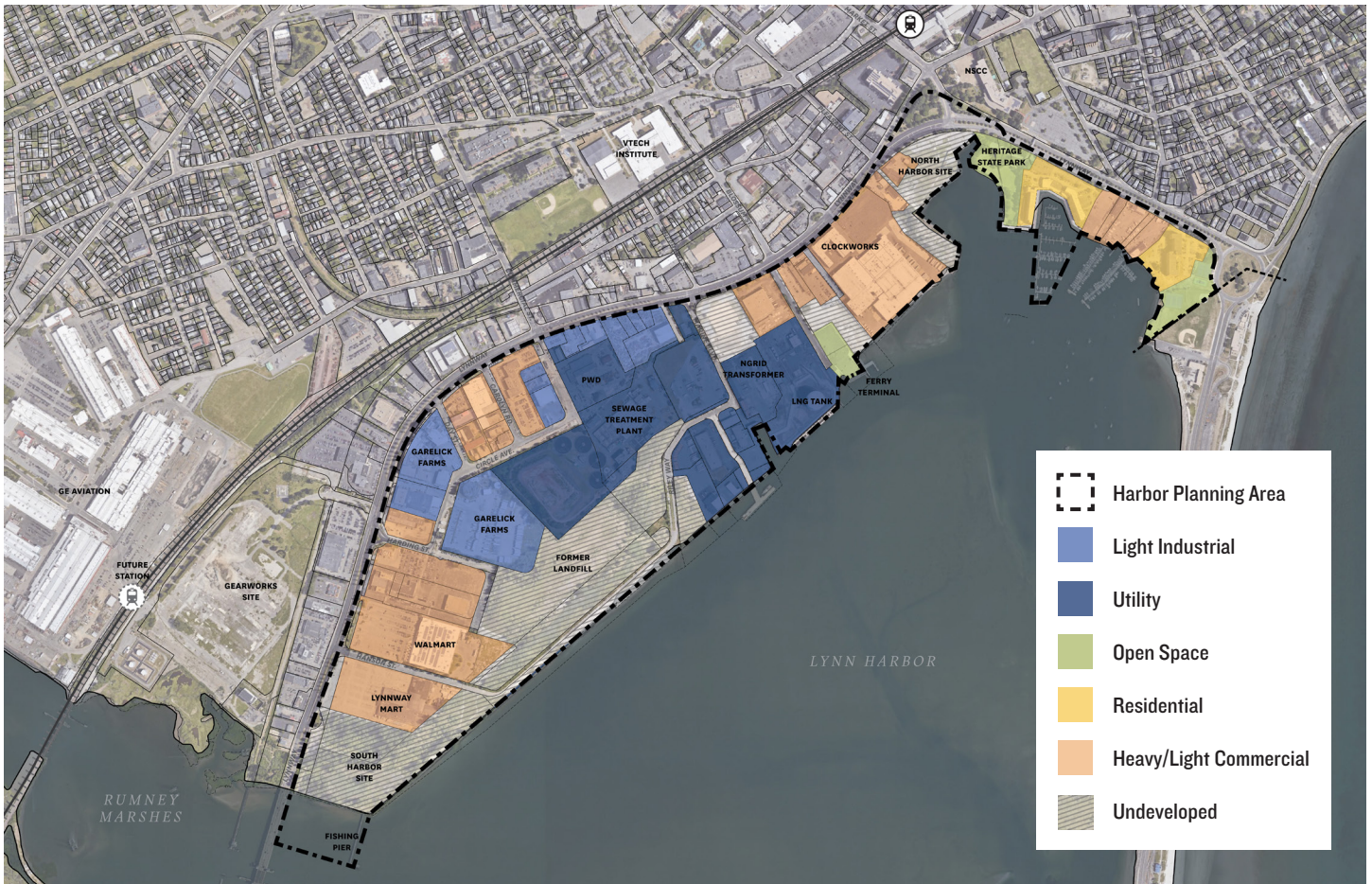
Seaport Landing Marina



Top: Lynnway

Bottom Left: Undeveloped land at South Harbor

Bottom Right: Lynnway Mart parking lot



## Land Use

Land uses vary across the waterfront and are clustered in different areas.

The Lynnway is predominantly lined with big box or bargain retail, drive-throughs, car dealerships, and other car-related businesses. Light industrial and heavy commercial businesses also front the roadway, particularly between Harding St. and Blossom St.

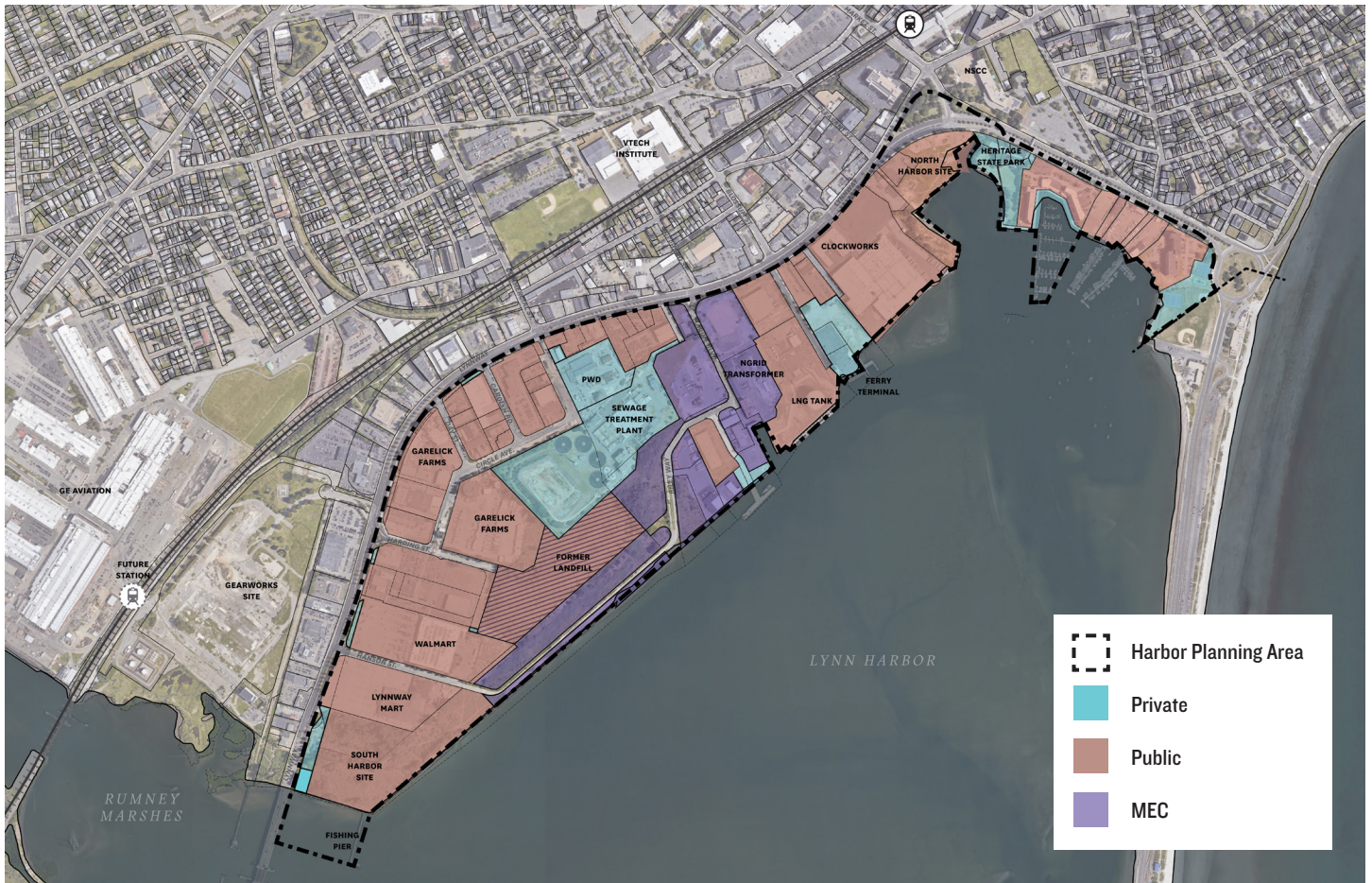
Industrial uses are concentrated in the center of the study area between Harding St. and Blossom St., in and around the Designated Port Area (DPA). These include scrap metal recycling businesses and junk yards as well as distribution

facilities and businesses. The area is also occupied by public utilities and long-term industrial uses: the Waster Water Treatment Plant, National Grid substation, and the LNG storage tank.

The only existing residential uses in the study are two condominium apartment buildings located on the north side of the harbor. The northern edge of the harbor is bookended by DCR owned Lynn Heritage State Park and Nahant sport fields, with the harbor's marina and two private yacht clubs in between.

There is a large amount of underutilized, unmaintained and undeveloped land in the study area. Between Harding

St. and the Saugus River there are several unused and overgrown parking lots and a wetland area on the South Harbor site. In the fall of 2018 Garelick Farms ceased operations at its 17-acre site, the southern portion of which is a capped landfill used for truck parking. Between the Waste Water Treatment Plant and the shoreline is a former municipal landfill. Originally capped in 1986 the landfill cap is currently failing and plans are underway for its repair.



## Ownership

There are many individual private landowners in the study area. The City owns a few parcels which include an existing parking lot along the Lynnway by South Harbor, the site of the Public Works Department, Waste Water Treatment Plant, the Lynn EDIC parking lot and pier, the ferry parking lot and pier, and a vacant parcel neighboring the ferry pier that is reserved for a ferry terminal building and a potential temporary public park. The timber bulkhead sea wall is also largely City owned. DCR owns the fishing pier, Lynn Heritage State Park, and the adjacent wood boardwalk. Talks are underway to adjust the DCR

easement on the South Harbor site to create a new linear park connection to the fishing pier.

A large portion of the study area is owned by the Massachusetts Electric Company (MEC) that operates a substation along Marine Blvd. and leases several properties to private businesses. The landfill is owned by South Harbor Realty and the LNG Tank is owned by the Boston Gas Company.

## Proposed Developments

There are several development projects and proposals that are being considered within the HPA as the Master Plan is being developed.

### I. South Harbor Linear Park and Easement

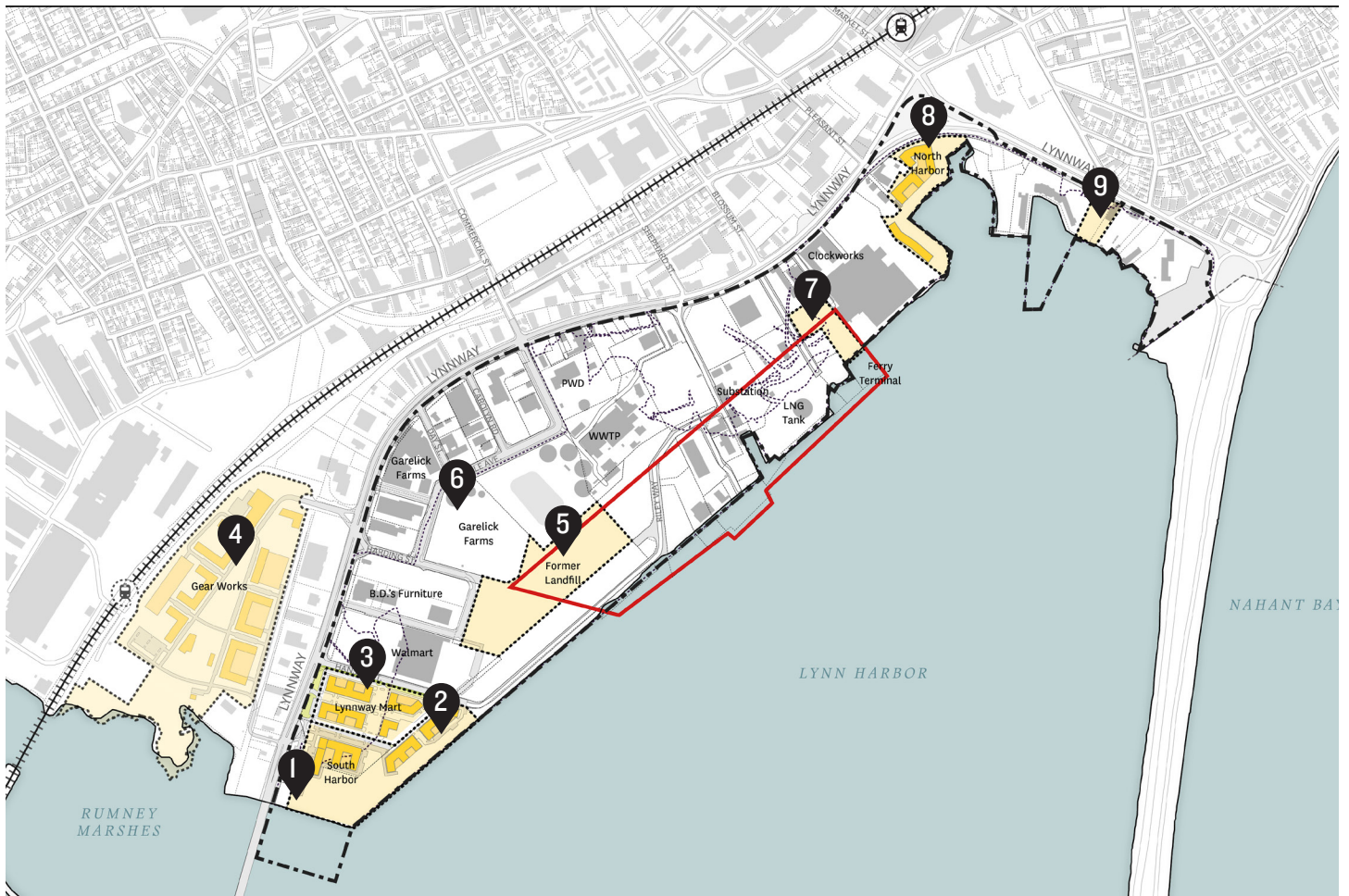
An easement and land swap is being negotiated between DCR, the City of Lynn, and the South Harbor developer for the South Harbor site. The transfer would move DCR's parking easement at South Harbor to the City owned park-

ing lot along the Lynnway. DCR would also gain a 75' wide segment of land along the sea wall that would provide public access along the waterfront from the parking lot and to the fishing pier. Renovations to the fishing pier and a new linear park are proposed once the transfer is completed.

### 2. South Harbor

Joseph O'Donnell has submitted a proposal for the development of the

17-acre South Harbor site, located in the southwest corner of the HPA. The proposal consists of 3 buildings ranging from 7 stories on the waterfront to 13 stories along the Lynnway with a FAR of 0.65. The project includes a total of 768 residential units, 14,500 square feet of retail and restaurant space, and 1,143 parking spaces. As currently proposed, the development complies with all Chapter 91 numerical standards for height and open space requirements.



### 3. Lynnway Mart

Patrick McGrath has proposed a development for the 8.4-acre Lynnway Mart site located along the Lynnway between Walmart and the South Harbor site.

The proposal consists of four 7-story buildings with an approximate FAR of 2.8. A portion of the site is in Chapter 91 jurisdiction, but it is separated from the water's edge by the South Harbor development. The current proposal complies with all Chapter 91 standards.

### 4. Gear Works

The Gear Works project will consist of six residential buildings, ranging from six to twenty stories, with 1,260 residential units, ground-floor retail, and a public waterfront amenity building. As part of the project the Riverworks commuter rail station, currently only open to General Electric employees, will be upgraded and made public. The project will be required to provide public access along the waterfront from the commuter rail station to the Lynnway.

### 5. Landfill Site

The owners of the landfill site, South Harbor Realty Trust and MEC, granted a permanent lease to Charter Environmental to repair the failing cap and cover the existing landfill area with additional material and a new permanent cap. The project proposes a permanent Conservation Restriction upon the completion of the project in order to protect the land as open space. A review of the DPA boundary would

be necessary to allow the portion of the site currently within the Lynn DPA to be used as public open space and become the Harbor Park envisioned in the 2019 Waterfront Open Space MP.

### 6. Garelick Farms

Garelick Farms dairy manufacturing plant closed in fall 2018 leaving 17 acres open for development with approximately 10 acres in Chapter 91 jurisdiction. Proposals for the site include reusing existing structures and parking areas in the short term and converting the site into mixed-use development in the future.

### 7. Minco Site

The Minco Site, also referred to as North Harbor, is an 8.7-acre site located on the north side of the HPA next to Lynn Heritage State Park. The development will consist of 332 residential units and will connect Lynn Heritage State Park to the Clocktower Business Center with a linear waterfront park 20 feet off the shoreline and a waterfront path that ranges from 4 to 10 feet wide. The project is currently underway with the construction of a new seawall.

### 8. Lynn Launch

The non-profit placemaking firm Beyond Walls has proposed "Lynn Launch", a temporary ferry terminal amenities structure and waterfront park on the City-owned 3-acre site located next to the Lynn Ferry Terminal. A portion of the site is within the Lynn Designated Port Area (DPA), which

is generally reserved for water-dependent industrial uses. If located at the proposed site and within Chapter 91 jurisdiction and the DPA, this project would be subject to State Department of Environmental Protection (DEP) review and approval.

### 9. The Porthole Restaurant

Patrick McGrath has proposed a waterfront development on the former site of the Porthole Restaurant on the north side of the HPA. The proposed 55-unit residential development complies with Chapter 91 standards but is limited in height by Waterfront Zone 2 zoning restrictions which require a maximum of 5 stories or 60 feet.

### Harbor Dredging Feasibility Study

The City of Lynn has proposed that the U.S. Army Corps of Engineers undertake a harbor dredging feasibility study to determine the cost and challenges of a dredge project from the mouth of the Saugus River northeasterly to the end of the dredged channel near the EDIC pier and ferry terminal. The proposed \$500,000 study would assess the feasibility of a channel 40 feet wide and 8 feet deep, running approximately 5,000 feet generally parallel to the shoreline. It is envisioned that the dredged channel would improve access to Lynn Harbor for recreational and commercial vessels, including a restored Lynn ferry service and for fishermen from the Saugus River area using Lynn for fueling and provisioning.

## State Regulations

Most of the project area is within Chapter 91 designation. Chapter 91, the Massachusetts Public Waterfront Act, is a state regulation originating in 1866 to protect and promote public use of tidelands and waterways. Chapter 91 preserves and protects pedestrian access to the water and along the water's edge. It guarantees that private uses of tidelands and waterways serve a proper public purpose. At the same time it establishes priority for water-dependent uses on tidelands. Chapter 91 has open space, setback, and height standards for all non-water dependent developments, unless an approved Municipal Harbor Plan (MHP) includes substitute pro-

visions. Any new development within Chapter 91 jurisdiction will have to adhere to Chapter 91 regulations, provide access to the waterfront, and the any additional provisions in the 2020 Lynn MHP.

### Municipal Harbor Plan (MHP)

A Municipal Harbor Plan is a state-approved document establishing community goals, standards and policies to guide public private land use along harbors. A MHP allows for Chapter 91 standards to be altered to implement the community vision for the waterfront and promote long-range waterfront planning goals. It relies on public

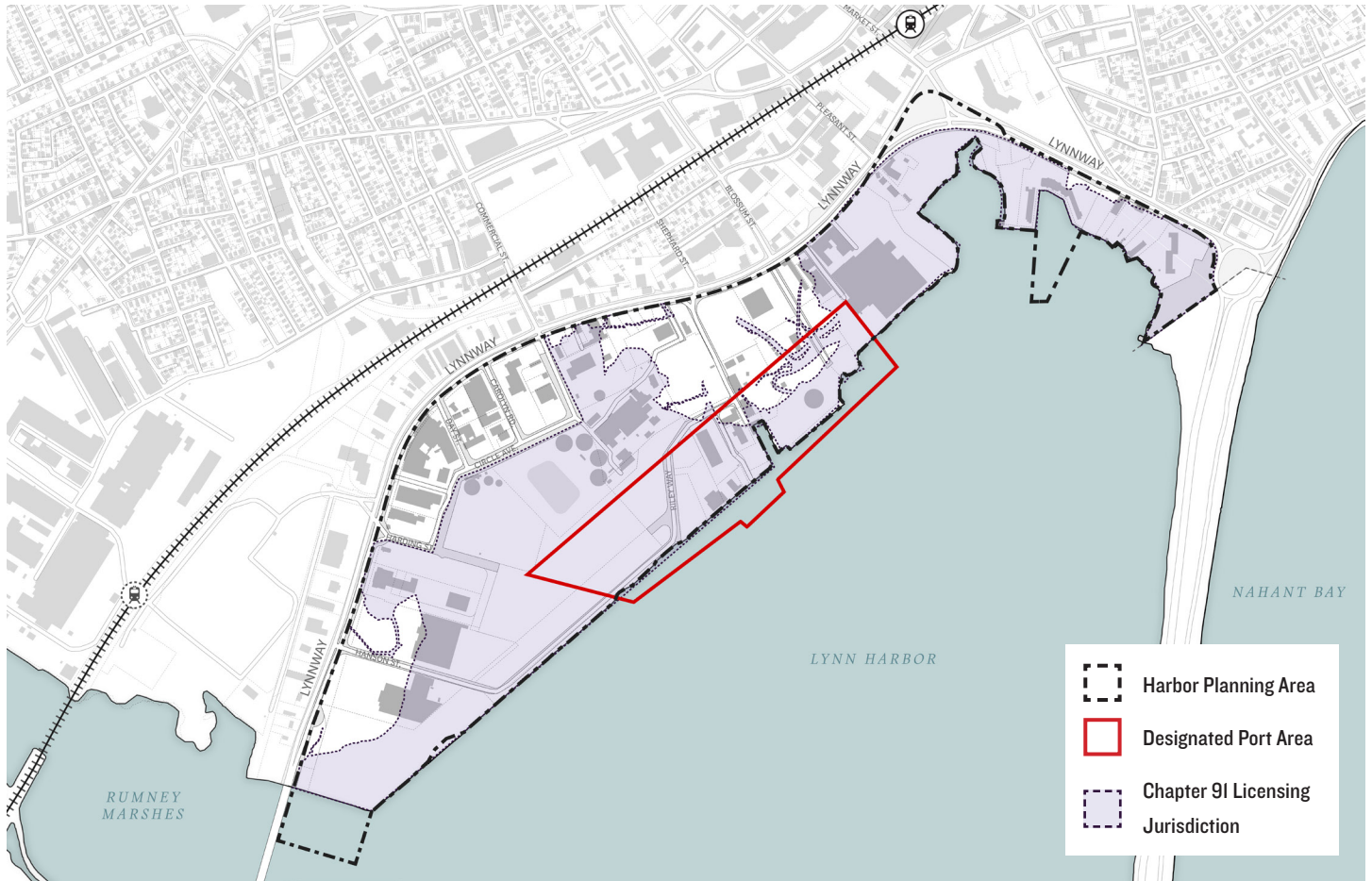
input and once approved it is administered at the state level by the Office of Coastal Zone Management (CZM).

The 2010 Lynn MHP planned for a density of development and an open space network that, largely because of poor market conditions, were never realized. The 2020 Lynn MHP amends the 2010 Lynn MHP to align with the goals of the 2019 Revised Waterfront MP and enforce the 2019 Waterfront Open Space MP.

### Designated Port Area (DPA)

A considerable portion of the central waterfront is a state Designated Port Area





Area. DPAs are land and water areas set aside for working port industrial uses that need to use the water to operate. Land use in the DPA prohibits public open space and is limited to Water Dependent Industrial (WDI) uses such as commercial fishing, shipping, and other water-based activities associated with water dependent commerce. This includes manufacturing, processing, and production activities reliant on waterfront access.

Water dependent industrial uses in the Lynn DPA include the ferry pier, the EDIC pier, and a lobster distribution facility. Outside of these sites there are several parcels that are not DPA

approved land uses. A portion of the landfill area that is planned to be capped and used as future open space is within the DPA. When the capping is completed the area will still be restricted to water-dependent uses. A future DPA boundary review could amend the DPA boundary to exclude the landfill site and permit the creation of the Harbor Park envisioned in the 2019 Waterfront Open Space MP.

## Contamination

With a long history as an active industrial and commercial area, there are several contaminated sites throughout the waterfront. According to the Department of Environmental Protection's (DEP) online contaminated properties database, there are now 40 reported releases of oil and/or hazardous materials within the study area. The Massachusetts Contingency Plan (MCP) lays out a detailed process on when and how contaminated sites must be assessed

and cleaned up. Most of the typical oil and hazardous materials (OHM) issues that are identified on the MCP sites are manageable for new development plans. Some of the MCP closed sites however have been closed with use limitations where lingering contamination may affect how the properties may be redeveloped. Requiring additional cleanup strategies or engineering controls could allow residential uses on these otherwise restricted sites.

There are several design and construction methods that can mitigate environmental risks and the project costs and time needed to address them. Dig-and-hail remediation is often used on MCP sites, but among the most common cost-efficient alternatives is vapor intrusion mitigation achieved through appropriate building design, capping and/or property management protocols. Many areas on the waterfront are reclaimed land, partially comprised of urban fill, ash, and industrial and solid waste. These are common enough in eastern Massachusetts to have precipitated DEP guidance documents and regulatory pathways that may benefit the project. Understanding the nature and extent of in-place impacted material can inform the design, phasing, and construction methods of a development project. For this reason, it is crucial that development projects in the waterfront area vet OHM and remediation issues in advance of design.



Landfill site and eroding Riley Way

## Coastal Resiliency

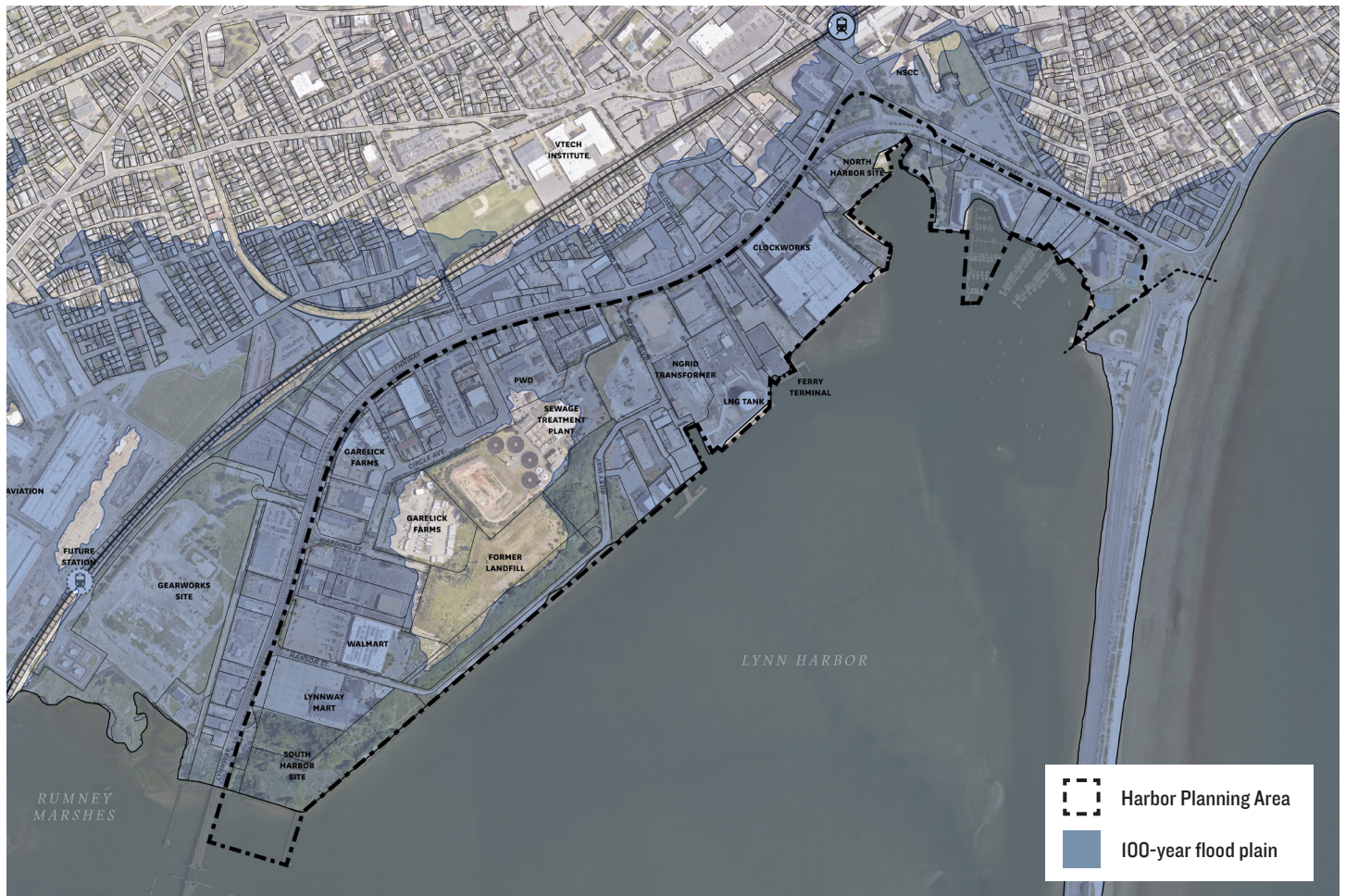
Much of Lynn is situated within the 100-year floodplain, which makes it particularly susceptible to the various effects of climate change including an increase in sea level, the number, duration, and intensity of storms, and related storm surge. Lynn's coastline is protected by the Nahant Causeway and engineered hard infrastructure such as seawalls, bulkheads, retaining walls, earthen berms and rocky intertidal areas. These mechanisms protect the vari-

ous industrial, commercial, and residential areas. However, several portions of the seawall are damaged and in disrepair leaving many areas particularly exposed and susceptible to coastal erosion.

The 2016 Lynn Coastal Resiliency Assessment detailed extensive recommendations and strategies for the City to prepare for predicted sea level rise. The 2019 Waterfront Open Space MP also provides an updated analysis of the condition of existing coastal structures

and site specific tide and storm surge projections for the years 2030, 2050, 2070, and 2100. A central goal of the plan is planning for climate resiliency throughout the project area and the plan identifies methods to enhance resiliency through waterfront public open spaces and Design Guidelines.

Coastal resilience measures should be developed incrementally as integrated systems with both soft and hard elements. To halt coastal erosion the



deteriorating sea wall must be repaired or replaced. The 2019 Waterfront Open Space MP recommends that repairs increase the wall height to a minimum of 12.0' NAVD88 which will potentially protect waterfront sites from a 100-year storm in 2050 and a 10-year storm in the year 2070. Park spaces, plazas, and promenades as specified in the 2019 Waterfront Open Space MP can be used to prepare for new inundation while also creating welcoming and en-

gaging public spaces on the shoreline.

Sea level rise will impact several aspects of the waterfront beyond its shoreline and all coastal as well as inland infrastructure projects in the area should address flooding risks and integrate methods for storm water management. Roads have and will be heavily impacted by increased flooding and storm surges, effecting transportation, emergency service response, and access to buried utilities during flood events.

Increased rainfall and frequent flooding have the potential to overwhelm existing drainage systems particularly in areas where the stormwater collection is combined with the sewer (combined sewer overflow or CSO) and would result in CSO discharge at outfalls. The Lynn Water and Sewer Commission has plans to address this issue by separating the combined water and sewer system to increase drainage capacity. The waterfront is also at increased risk of contamination by the discharge of hazardous materials stored or used by commercial and industrial sites in the area. Commercial and industrial facilities located within inundation zones that use or store hazardous materials should ensure their storage facilities and spill prevention plans account for increasing flooding risk.

New developments should integrate flood protection methods into their designs and open space plans. At each new development site, a feasibility analysis should be conducted at the early stages to establish design parameters. Flood protection strategies such as elevated ground floors, vegetated berms, and deployable floodwalls can be effective tools to increase resiliency and can also add to the character of the waterfront.



National Grid Substation



Site specific evaluations made by the 2016 Lynn Coastal Resiliency Assessment should be accounted for, especially for how improvements to these sites may tie in with development. These include:

- Lynn Ferry Pier
- Nahant Circle
- Lynnway & Blossom St Intersection
- Lynn Street Sewer Lift Station
- The Habit Management Center (i.e. Methadone Clinic) and the DCR Connery Skating Rink (emergency mortuary in case of a catastrophic event)



Top: Deteriorating timber bulkhead and eroding shoreline

Right: Ferry Pier

## Market Analysis

An updated market analysis was conducted to assess market potentials, the scale, type and mix of uses likely to be supported, and the capacity of development, to provide public benefits in the study area. Based on regional development trends, local comparables and using illustrative development models, the study found that while the area has an abundant amount of underutilized land in close proximity to the waterfront, the market can only support a

modest amount of growth, well below the density foreseen in the 2007 Lynn Waterfront Master Plan.

The areas most likely to change are in the north and south ends of the study area, where proposals and projects like the Minco development are already underway. In the near-term, residential development is likely to grow from these two ends towards the center of the study area. Change along the Lynnway, particularly in the area fronting

light industrial uses between Harding Street and Blossom street, will occur more slowly and will likely remain a mix of retail and light industrial uses in the long term. In the mid-term to long term, there may be opportunities for a hotel to develop on a site fronting the Lynnway, adjacent to or incorporated within a larger residential project.

An examination of existing conditions emphasized that light industrial and utility uses such as the Waste Water Treatment Plant at the center of the study area will remain in place long term. Proximity to these uses will limit residential development from approaching the center of the study area, but the adjacencies will also open-up new possibilities for creative light industrial uses that can serve as a buffer to the industrial zone. In the long-term, sites such as the Garlick Farms parcel have potential for larger scale mixed-use development along the Lynnway, while in the near term these sites are likely to host a mix of light commercial and industrial activity such as art spaces, maker spaces, and food venues closer to the waterfront and treatment plant.



Garelick Farms Site

## Public Benefits

A major driver for the Master Plan has been to ensure development benefits all Lynn residents. At the same time the current real estate market severely limits the amount of public benefits new development can support.

An analysis of the feasibility of inclusionary zoning in the study area determined that while it might be possible in other areas of the City, currently an affordability requirement, through inclusionary zoning for instance, would overburden development projects in the study area, seriously imperiling their financial feasibility. Projects in the area already have slim profit margins and must provide for infrastructure and open space improvements like remediating the shoreline and sea wall. Small opportunities for affordability on the waterfront could be made possible through a mix of subsidies and

financing strategies, such as utilizing city-owned sites for smaller sized 100% affordable projects that can take full advantage of low-income housing tax credits. As development and demand grow on the waterfront, private development will be able to support a greater mix of market rate and affordable units in the future.

While opportunities for unsubsidized affordable housing development are limited in the near term, new development projects have some room to provide public realm improvements that will create public open spaces and improved connections to and along the water. Regulations in the 2020 Lynn MHP will ensure that private development incrementally implements pieces of the 2019 Waterfront Open Space MP over time and provides public spaces and waterfront promenades accessi-

ble to all Lynn residents.

Public realm improvements embodied by the 2019 Waterfront Open Space MP are also critical to future growth in the area and will provide transformative evidence of the market potential to both developers and end-users, enhancing development feasibility and catalyzing private investment. The pace of growth and change in the area is expected to correlate directly with the magnitude, visibility, and pace of public realm improvements outlined by the 2019 Waterfront Open Space MP. The more visible the improvements are and the more quickly they can be implemented, the faster the transformation is likely to be; underscoring the importance of prioritizing delivery of the signature park and other moves that help rebrand the district as something new and special.



View over North Harbor towards Nahant





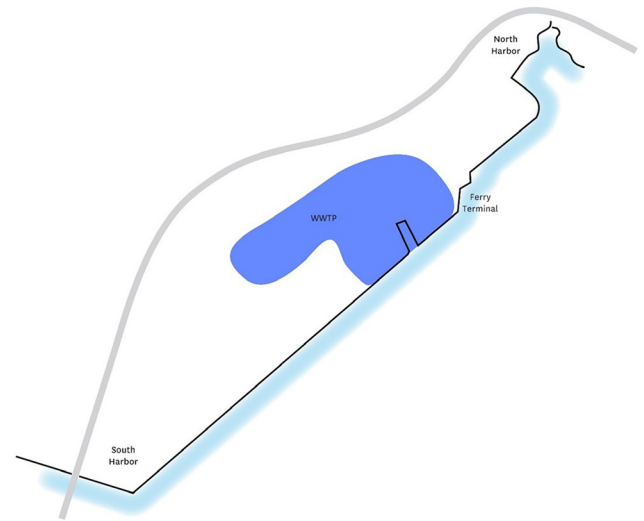
# MASTER PLAN FRAMEWORK

## Planning Framework

The 2019 Revised Waterfront Master Plan develops a guiding framework for how different uses may grow and exist together on the waterfront. This framework proposes a strategy for how new development can benefit the residents of Lynn while balancing otherwise conflicting uses in a way that creates lively mixed-use destinations in the City.






The framework seeks to find the right balance between the transformative vision of the 2007 Waterfront MP plan and the necessary changes required to ensure implementation. Unlike the 2007 plan, the 2019 Revised Waterfront MP does not propose development parcel reconfigurations, Lynnway or other public right of way realignments, or new development prototypes. The planning strategy takes a flexible approach to development that can maximize near term growth opportunities and plan for future development outcomes while ensuring that new development will implement the public open spaces and connections envisioned in the 2019 Waterfront Open Space MP.

The transformation of the waterfront will happen gradually and in pieces. Planning for the existing conditions that will remain long term, a regulatory structure built around the 2019 Waterfront Open Space MP, and a flexible phasing strategy is vital to planning for the waterfront's future. With that understanding, this planning framework is made up of 3 main components: the existing industrial core, the open space master plan, and gradual mixed-use growth.



### Industrial Core

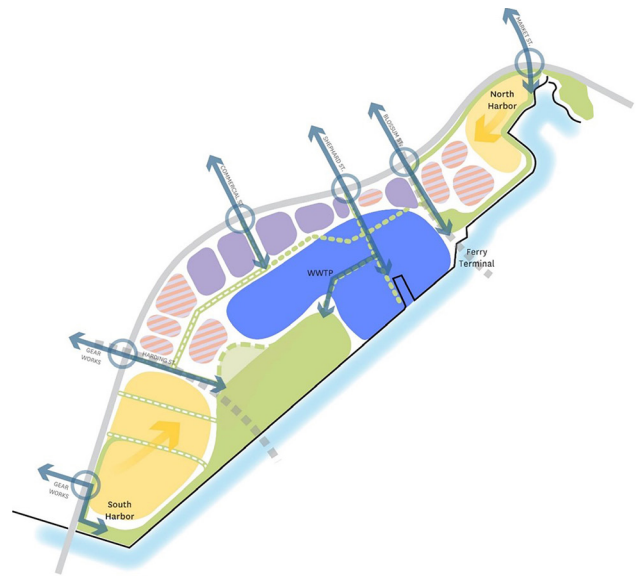
The existing industrial uses at the center of the project area are the least likely to change on the waterfront. Active utilities like the Waste Water Treatment Plant and small and stable light industrial businesses form an industrial center that should be regarded as a long-term presence on the waterfront. The DPA boundary preserves many of these uses in place. While this area will limit public access and deter residential and retail mixed-use development nearby, it should also be nurtured for its job creating potential.

-  Industrial Core
-  Open Space
-  Residential
-  Bridging Uses
-  Connections



### Open Space Plan

Overlaid on the industrial core, the 2019 Waterfront Open Space MP is both a regulatory layer on, and a stimulus for, development. The 2019 Waterfront Open Space MP identifies achievable and attractive destinations, strategic links through industrial areas, and a series of open spaces with different signature characters. Under the 2020 Lynn MHP, development will be required to implement pieces of the open space plan. At the same time the open space plan is a catalyst for change, encouraging new development opportunities to take advantage of the vision of connective open space and each new piece that is implemented.



### Gradual Mixed-Use Growth

Structured by the existing conditions of the industrial core and the plan for future open space a diversity of uses should be encouraged on the waterfront area. These uses can develop gradually and flexibly throughout the district, guided by both the open space plan and proximity to existing uses. This new growth will occur gradually and in pieces, incrementally implementing public benefits, open space, and connectivity as it does. Gradual Mixed-Use Growth can be broken down into the Residential Growth, Bridging Mixed-Uses, and Enhanced Connectivity described in this section.

## Residential Growth

Growth on the waterfront has started with residential development in the north and south ends of the harbor. The planned and ongoing projects at either end will implement the first pieces of the 2019 Waterfront Open Space MP and will create new public open space and access to and along the waterfront that can accumulate with proceeding developments.

In the north, work is underway on the North Harbor Minco site and a resi-

dential development is also proposed on the former Porthole Restaurant site. The two sites are required to create a waterfront promenade and in combination with DCR's renovations to the existing Lynn Heritage State Park and the required waterfront path through the Clockworks site, there will be a continuous public path along the water to the ferry pier and future ferry terminal site.

At the southern end of the harbor the proposed South Harbor and Lynnway

Mart developments have the same potential to execute portions of the 2019 Waterfront Open Space MP that will in turn become catalysts for new growth. The South Harbor Project can build off DCR's plans for a linear park to the fishing pier and expand the waterfront promenade along the harbor and to Hanson St. Residential development proposed at the Lynnway Mart site will provide a street edge along Hanson St. that can connect the promenade back to the Lynnway. Collectively the two projects create a public loop around the proposed development sites, connecting to unique open spaces along the waterfront that both coexist with development and are enhanced by its proximity.

These initial residential developments will begin to create substantial waterfront spaces and destinations at either end of the harbor even before the entirety of the 2019 Waterfront Open Space MP can be realized. The completion of each piece should be leveraged to generate new extensions of the waterfront promenade and open space. The completed promenade at North Harbor, for example, should encourage the extension of public access through the marinas adjacent to the former Porthole Restaurant. This will connect the entirety of North Harbor with a public harbor walk and form a continu-





ous connection from the ferry terminal to Nahant Beach. In South Harbor residential development should coordinate with DCR and work on the Gear Works site to create a continuous waterfront promenade from the South Harbor waterfront, across the Lynnway, and to the proposed River Works commuter rail station.

Top: Proposed DCR linear park and proposed South Harbor developments with required open space

Right: North Harbor site of the future Minco development



## Bridging Uses

As new development progresses, proximity to industrial uses and utilities will limit the type of development that can occur near the industrial center of the district. Residential and retail mixed-uses will have difficulty near the industrial area until existing uses change or infrastructure improvements, such as upgrades to the Waste Water Treatment Plant, are made. Allowing a range of diverse uses in these areas, however, will open opportunities for newer light

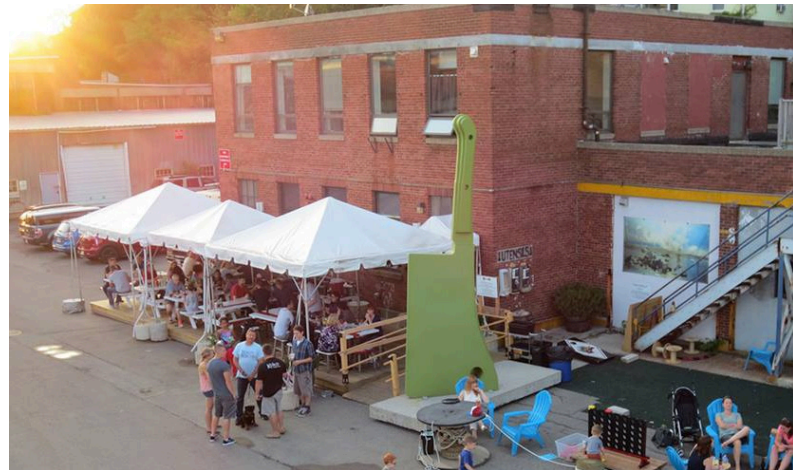
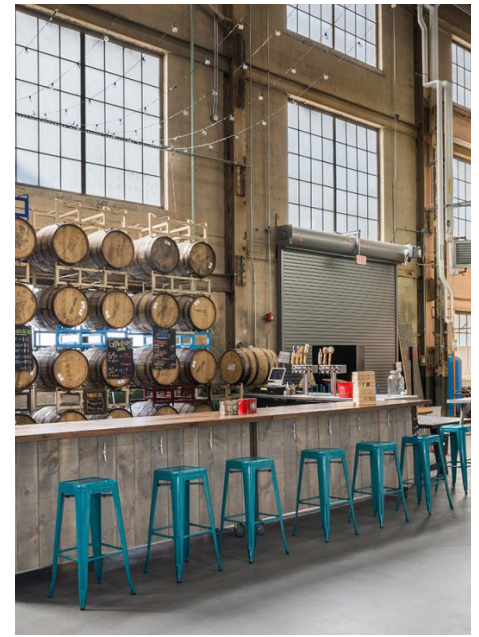
industrial and commercial activity that can generate jobs and simultaneously act as a buffer to existing uses that would otherwise conflict with residential and retail development.

Sites northeast of Hanson St. and southwest of Blossom St. can begin to bridge the non-industrial and industrial areas of the waterfront. These transitional areas might begin to support uses like artist studios and galleries, flexible cultural spaces, community gyms, and

breweries alongside less public, but job generating, uses like boat repair and construction or light manufacturing businesses. As infrastructure and street improvements are made alongside new development, vacant sites can be activated by temporary uses like markets and festivals until more permanent development is possible. The Launch temporary park project proposed by Beyond Walls is an example of a project, that, while sited between a manufacturing building and LNG tank, can act as a temporary public space and vibrant destination until the future permanent ferry terminal building is developed.

The Garelick Farms site is another critical “buffer area” that can support bridging uses until the site is viable for better use. The Garelick Farms plant closed in the fall of 2018 leaving 17 acres of large warehouses, manufacturing facilities and truck parking lots vacant at the center of the waterfront. Given the size of the area, the visibility on the Lynnway, and adjacency to the future signature park, the site has the strong potential to be a vibrant mixed-use development in the future and zoning changes are being proposed to free up potential uses for the site.





**Precedent: East Boston Shipyard and Marina:**

East Boston Shipyard and Marina is a good example for how Lynn’s waterfront can develop. East Boston’s waterfront transitions between residential areas on the water, public open spaces, and active boat maintenance facilities and marinas. By keeping uses flexible and accessible, East Boston’s shipyard evolved to support a diverse range of local businesses, from the arts to maritime industry. Popular cultural spaces like the ICA Watershed summer gallery, and food and beverage spaces like Downeast Cider brewery, emerged

to host public activity alongside active shipyard facilities and warehouses. The mix of uses creates a unique destination point on the waterfront bolstered by a summer ferry service connecting Boston’s Seaport district to the shipyard’s ICA Watershed.

Lynn’s waterfront has similar potential. While pieces of Lynn’s waterfront’s industrial heritage will remain intact, it is an asset upon which new innovative and creative uses can build to make the waterfront not just a destination for all of Lynn’s residents, but also for the Boston and North Shore region.

Top Left: Aerial of East Boston Shipyard and Marina

Top Right: Downeast Cider

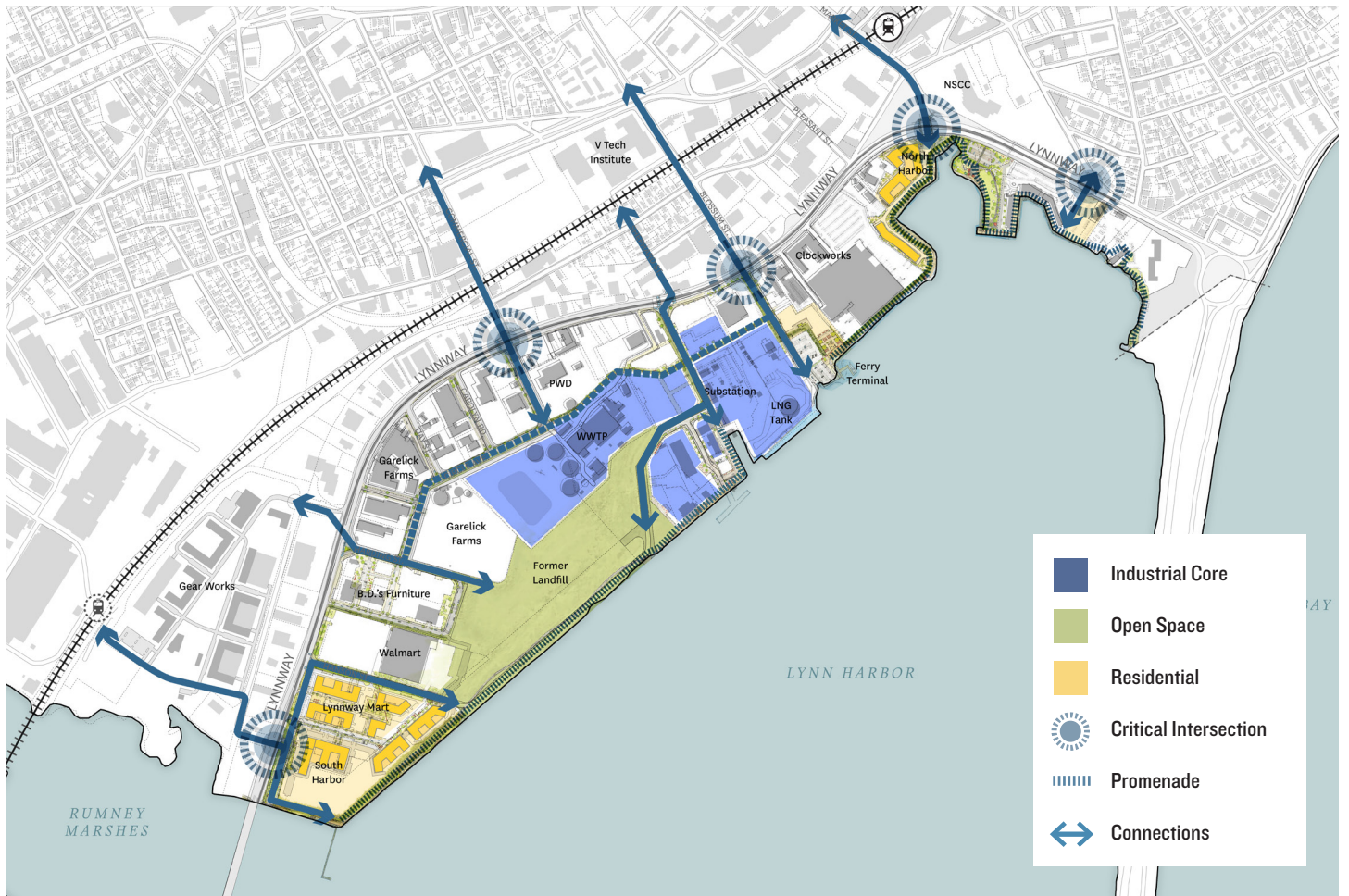
Bottom Left: ICA Watershed

Bottom Right: KO Pies

## Connectivity

As the district experiences new growth, public and private investment in infrastructure can begin to enhance connectivity to and within the waterfront and piece together the open space network of the 2019 Waterfront Open Space MP. Improved intersections and activated street edges are vital to achieving a connected waterfront that is an extension of the City fabric and has safe and engaging public access across its distinct open spaces.

Improved connections across the Lynnway and in the project area should adhere to the network and designs proposed by the 2019 Waterfront Open Space MP. Core to the connective open space envisioned in the plan is a continuous and active promenade that unifies the different areas and destinations of the waterfront. To form a complete connection across the waterfront the promenade will need to navigate the industrial area at its core and around the



restrictions of the DPA which limits public open space and access. The bike and pedestrian path that is proposed through private properties within the industrial core is a crucial link between the north and south portions of the harbor.

While street upgrades and connections like the promenade will be built in increments through public projects and private development, the Design Guidelines in the 2019 Waterfront Open Space MP as enforced by the 2020 Lynn MHP will help ensure that each piece is interconnected and cohesive in design and in the benefits they bring to the waterfront. The Design Guidelines provide “Complete Streets” concepts and dimensional, material, and location specific requirements for the promenade, streets, and cyclist connections that connect to the plazas and open spaces in the 2019 Waterfront Open Space MP.

As development occurs within the project area, activated and well-defined street edges should be prioritized so the waterfront becomes an extension of the City and connections become safe, animated, and accessible. This plan makes zoning recommendations for ground floor uses to allow street fronts to be activated by more than just large-scale retail uses that might not be feasible in the current market. Amenity spaces, townhouse entries, and artist live work uses should be encouraged in addition to retail uses to bring additional



Top: Hanson St. looking towards the Lynnway | Bottom: Pedestrian bridge over the Lynnway

vibrancy to the street level of new development and help make streets safer and more welcoming. While it is outside the scope of this plan to establish dimensional requirements for how development should meet the street's edge, under the 2020 Lynn MHP public and private projects will be encouraged to abide by the multi-modal street layouts included in the 2019 Waterfront Open Space MP Design Guidelines.

To achieve enhanced connectivity across many individual developments and open spaces, street and infrastructure improvement projects should be coordinated closely with private development. Targeted infrastructure investments should be made incrementally to fulfill long term goals. Localized projects, such as individual intersection improvements, can incrementally fulfill the broader vision for an improved Lynnway with safer street crossings for bikes and pedestrians.

### Lynnway and South Harbor

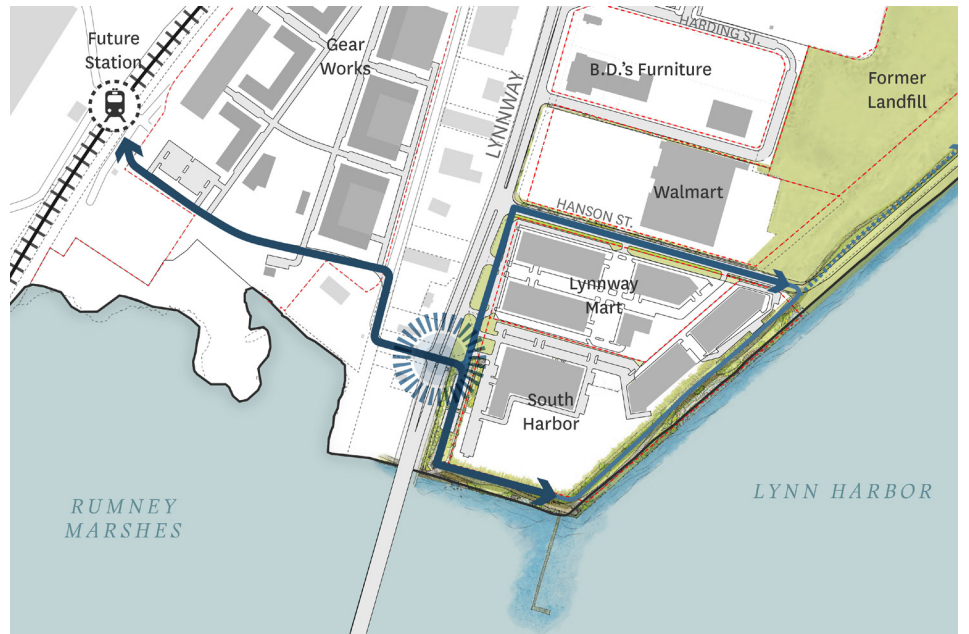
One such pivotal project is the Lynnway crossing between the Gear Works entry and DCR proposed park by the General Edwards Bridge. The intersection will be the entrance to the DCR planned park, Gear Works development, and proposed South Harbor Projects. By coordinating between the multiple developments and projects, the intersection has the potential to be a gateway to Lynn and extend the public waterfront promenade at South Harbor to the future Riverworks station on the opposite side of the Lynnway.

### Lynnway and Blossom St.

While a longer-term goal, another critical connection is at Blossom St. and the Lynnway, where a median currently disconnects the two sides of Blossom St. As proposed in the 2016 Route 1A/ Lynnway/Carroll Parkway Study, a new signalized intersection would create a critical pedestrian, bike, and vehicle connection from the Lynn Common to the proposed Lynn Ferry Terminal and waterfront. Development, such as a hotel, at the corner can take advantage of visibility on the Lynnway while activating the edge of Blossom St. and creating a gateway to the waterfront area. Installations like colored shipping containers, placed vertically at key points along the street, can serve as vibrant place making and wayfinding devices leading to the waterfront.



An improved Blossom St. and Lynnway intersection as part of the 2019 Waterfront Open Space MP by BRR.



Potential waterfront and commuter rail station connection at the Lynnway, Gear Works, and South Harbor development intersection.



Zoom-in on potential Blossom St. improvements that include sidewalk, bike path, and street landscaping enhancements, a signalized intersection, street edges activated by private development, and shipping container wayfinding markers.





# IMPLEMENTATION STRATEGY

The implementation of the 2019 Revised Waterfront MP will rely on multiple strategies involving local and state regulatory mechanisms, public and private coordination, and a strategic funding plan. The state level regulations of the 2020 Lynn MHP enforce the implementation of the 2019 Waterfront Open Space MP. Additional zoning recommendations in this plan ensure that the regulatory framework is flexible enough to encourage vibrant and unique forms of mixed-use development. A funding implementation plan included in the Master Plan then prioritizes possible public and private planning initiatives with potential funding strategies.

## 2020 Municipal Harbor Plan Amendment and Renewal

The planning and engagement process of the 2019 Revised Waterfront MP and the 2019 Waterfront Open Space MP inform the 2020 Lynn MHP which enforces the proposals and community goals of the two Master Plans. In the 2020 Lynn MHP, amplifications to state waterfront standards create expanded water dependent use zones for public open space, require living shoreline methods of coastal resilient infrastructure, enforce lateral connections from the shoreline to inland areas, and require developers to adhere to the Design Guidelines and implement the open spaces proposed by the 2019 Revised Waterfront MP. The 2020 Lynn MHP also revises the Lynn DPA Master Plan to make its uses consistent with the 2019 Revised Waterfront MP and the 2019 Waterfront Open Space MP. As required, the 2020 Lynn MHP includes zoning recommendations to render City zoning consistent with the 2020 Lynn MHP and enforce the goals of the two Master Plans.

## Zoning Recommendations

The 2019 Revised Waterfront MP recommends zoning changes that promote diverse mixed uses on the waterfront through provisions that expand the types and flexibility of uses allowed on the waterfront, and minimize conflicts between industrial and non-industrial uses. As a part of the 2020 Lynn MHP, the zoning changes also include provisions that make sure the zoning code aligns with the 2020 Lynn MHP.

Besides allowing additional uses, the 2019 Revised Waterfront MP recommends slight alterations to the waterfront zoning district boundaries and height limits established by the 2007 Waterfront MP and 2010 Lynn MHP to update the code to reflect the current conditions and recent developments on the waterfront.

Zoning recommendations are summarized below. The proposed amendments are included in detail in the 2020 Lynn MHP.

### **Expand WF3 boundary to enable greater flexibility by permitting light manufacturing uses near the WWTP.**

Due to its proximity to the industrial core this area will be limited in its redevelopment potential in the near term. In the meantime, if permitted to host light manufacturing uses, it can serve as a vital buffer zone bridging residential and retail mixed use development and the industrial area with a mixture of creative light industrial and retail uses.

### **Expand WFIA boundary so the DPA zoning area matches the state DPA boundary:**

Currently the City DPA zoning area extends beyond the state DPA boundary area and would restrict any future non-water dependent industrial uses like public open space if the Clockworks site were to redevelop.

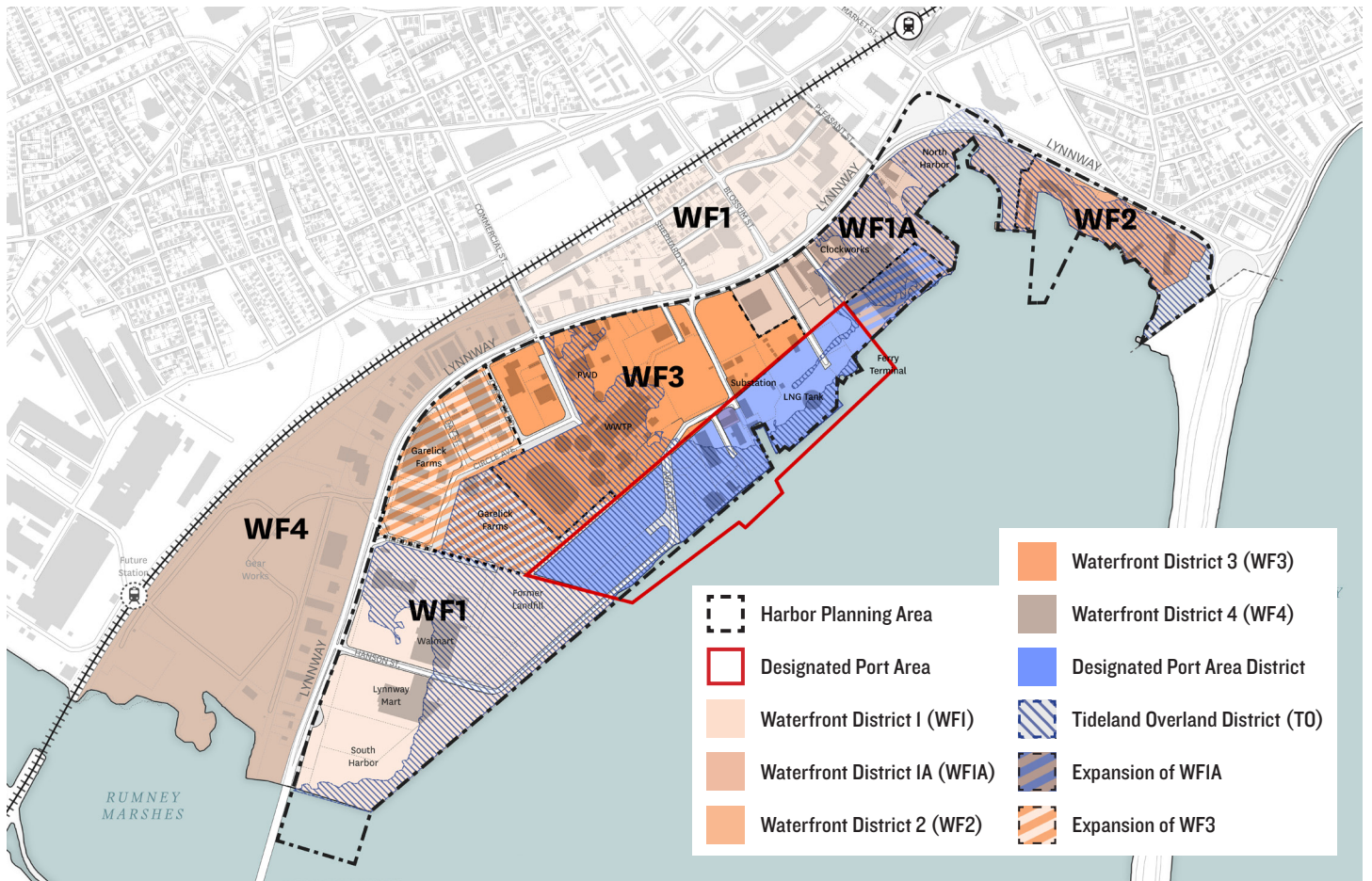
### **Create a consistent height limit along the North Harbor by changing the height limit in WF2 from 5 stories (60 ft) to match WFIA height limit of 8 stories (100 ft)**

This change will allow new development to match the height of existing residential buildings, while the Chapter 91 height standard will continue to limit height in close proximity to the waterfront.

### **Promote active retail and ground floors by adjusting retail requirements to a feasible scale and by allowing alternative ground floor uses**

Economic analysis shows that under current market conditions new development will struggle to support the scale of ground floor retail required under existing zoning. The changes below allow more flexibility for ground floor uses and potential for street level activity while still retaining provisions that prevent big box retail stores.

- Change maximum allowed retail area from 5,000 SF to 25,000 SF
- Allow residential uses on the first floor of WF2



- At least 50% [changed from 75%] of first-floor frontage of all residential high-rise buildings on primary streets, including the Lynnway, must be dedicated to retail and/or amenity uses

**Permit additional uses in waterfront district to increase the potential for vibrant mixed-use and job creating development.**

The industrial area of W3 in particular should support additional uses that can be flexible as the area evolves by being both public uses and viable job creating light industrial uses.

- In WF1, WF1A, WF2, and WF3 allow: Artist live/work by right and assisted living facilities by special permit
- In WF3 allow: boat construction, maintenance and repair, research

and development, commercial fishing/fish processing, fish market, fitness center, hotels, ice establishment, light manufacturing, and by special permit places of assembly for commercial recreation

- In the DPA zoning district allow: light manufacturing (to make zoning consistent with DPA allowed uses)
- Allow truck repair facilities and warehousing in existing buildings of a determined size within WF3

**Require a 100' setback from the boundary of the DPA for all non-industrial uses, excluding walkways and open space, to create a buffer from industrial uses in the DPA.**

A buffer can allow for a waterfront promenade to continue around the

boundary of the DPA while minimizing the potential for conflicts to develop between water-dependent industrial uses in the DPA and nonwater-dependent and nonindustrial facilities in all other areas of the waterfront.

**Make zoning consistent with the 2020 Lynn MHP by eliminating zoning restrictions related to the 2010 Lynn MHP substitute provisions.**

Increased height and density allowances and waterfront setback requirements in current zoning were created in accordance with the 2010 Lynn MHP open space strategy and no longer align with the 2019 Master Plans.

The list of zoning amendments can be found in the 2020 Lynn MHP and City of Lynn Zoning Ordinance.

## Project Coordination

In addition to the regulatory measures of the zoning code and the 2020 Lynn MHP, coordination between the City, state agencies like DCR, private developers, and landowners will be vital to the implementation of the Master Plans. When possible, adjacent developments should be encouraged to work together on their open space strategy. Determining methods for the long-term maintenance, management, and funding of public open spaces as they develop and grow is also critical.

## Funding Implementation Plan

As identified earlier in the 2019 Revised Waterfront MP, numerous planning initiatives and development activities are occurring simultaneously in Lynn and along the Waterfront. To build off of all of this activity, prioritization is necessary to help leverage the planning efforts and development activity to align towards fulfilling the vision of the 2019 Revised Waterfront MP and 2019 Waterfront Open Space MP. The aim should be to leverage every investment to result in multiple benefits that can

fulfill some of the goals and objectives of these plans. With these goals and objectives in mind, the following are some prioritized initiatives to move the plans toward implementation:

### **Connect downtown to the waterfront, improving access across the Lynnway**

As identified in planning initiatives, the Lynnway is a physical barrier between downtown and the waterfront. The 2016 Route 1A/Lynnway/Carroll



Potential development and open space connections near-term (Above) and long-term (Opposite Top)



Parkway Study prepared by the Central Transportation Planning Staff at the Boston MPO confirmed the excess capacity on the existing Lynnway and identified alternatives to reduce traffic lanes and re-use existing right of way for pedestrian, bike, and transit alternatives. The City should work with agency partners at the State to determine a preferred direction. With an alternative selected, the City could then direct the current developments to rebuild the segments of the Lynnway that will be reconstructed for transportation access and utility improvements to their projects in a way that is aligned with a long-term plan. These include Market Street for North Harbor, the GE Gear Works access drive, Hanson Street, and the Lynnway “jughandle”. In addition to improvements by the developments,

CSO separation work by Lynn Water and Sewer Commission will affect Commercial Street. Last, improvements to Blossom Street are considered to improve the connection from Downtown to the Ferry Terminal, which could also address the flooding at this intersection. To assist in this effort, the City should pursue transportation funding opportunities with MassDOT and DCR aligned with transportation improvements and congestion mitigation, and to support the state trails program. State funds could also be targeted to support economic development and transit that could go towards infrastructure improvements for transportation and utility upgrades, such as the State Infrastructure Investment Incentives Act (I-Cubed) and Local Infrastructure Development Program (23-L).

**Connect the Lynn community to the waterfront and providing public access along the water**

These are central goals of both the 2019 Revised Waterfront MP and 2019 Waterfront Open Space MP. Providing this access along the water will require stabilizing the waterfront edge, either by replacing the existing degraded sea wall or bank stabilization. The shoreline stabilization will provide the mutual benefits of fulfilling the climate resilience goals and objectives by preventing further shoreline erosion and mitigating coastal storm surge and flooding, with the potential to also provide ecological habitat. As noted in the 2019 Waterfront Open Space MP, “delivery of the proposals within [the] Open Space Master Plan will be a challenge”, in part because of “funding for large scale

infrastructure repairs like the sea wall.” The 2019 Revised Waterfront MP and 2020 Lynn MHP provide some of the regulatory tools to codify the public access improvements, which complement public access requirements through Chapter 91. To assist in funding the implementation, the City should pursue, in partnership with the private property owners, a few potential state and federal funding sources, including:

- Massachusetts Executive Office of Energy and Environmental Affairs (EEA) funds, like the Municipal Vulnerability Plan Action Grants and Sea Wall Repair funds, and Coastal Zone Management (CZM) coastal resilience grants. These programs are focused on coastal resilience by mitigating coastal flooding and shoreline stabilization.
- The Federal Emergency Management Association Hazard Mitigation Grant Program (HMGP) includes several categories of Pre-Disaster Mitigation funds as well as Post-Disaster recovery funds.
- US Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) can be applied to community improvements, like public open

space, and are more frequently being allocated for disaster recovery from extreme storms.

- Several state funding programs could be used for acquisition and construction of public open space to complement the shoreline stabilization, including the DCR Gateway Parks program, the DCS PARC program, and the Land and Water Conservation Fund (LWCF). The State also announced their new State Trails Plan in 2018, and funds through the program could be targeted to fund trails and promenades along the water.

#### **Maximize infrastructure funding opportunities**

As noted throughout the 2019 Revised Waterfront MP, several development plans are proceeding in and adjacent to the project study area. To support the development, several funding programs are available to assist in infrastructure improvements, like utility upgrades. Some of these programs were noted above for transportation improvements, like Infrastructure Investment Incentives Act (I-Cubed) and Local Infrastructure Development Program (23-I) to fund roadway, utility, and open space improvements for development near transit. Additional sources to assist in

funding utility improvements, like water, wastewater, and stormwater, include local bonding, rate adjustments, the State Revolving Fund (SRF), green bonds, and the federal WIFIA (is this defined) program for water infrastructure.

#### **Utilize State and Federal contamination assessment and remediation resources**

As parcels are redeveloped in and adjacent to the project study area, several former industrial or commercial sites will likely require some level of assessment and remediation from prior impacts from the prior site activities. To support the development, several state and federal programs exist, including the Environmental Protection Agency (EPA) Revolving Fund and the state Brownfields Tax Credit Program. The EPA program can be used for an initial Phase 1 Environmental Site Assessment, as well as follow-on initiatives as determined by the Phase 1, and the state fund can be applied to different stages in the redevelopment.

## Targeted Investments and Funding Strategies

Use	Targeted Investment	Fund
<b>Transportation</b>		
Roads	Lynnway	Congestion Mitigation Funds
Lynnway DCR Parkway	Lynnway	DCR Historic Parkway Funds
Ferry/Water Taxi	Ferry	EOT/MBTA
TOD	Dock, platforms, street connections	Infrastructure Investment Incentives Act (I-Cubed)
<b>Open Space</b>		
Parks/Open Space	Landfill, water edge, connections	DCR Gateway Parks
PARC (Acquisition, Rec., Conservation)	Landfill, water edge, connections	DCS
Trails	Water edge	State Trails MP
Open Space/Recreation	Landfill, water edge, connections	Land & Water Conservation Fund
<b>Utilities/Infrastructure</b>		
Utilities	Sanitary, storm, water	SRF
		Rates & Bonding
	CSO, storm, + GI	Green Bonds
		WIFLA
<b>Environmental</b>		
Climate Vulnerabilities	Water edge, roads, utilities, municipal facilities	EEA MVP Action Grant
Community Development	Housing, business, municipal facilities	HUD CDBG
Climate Vulnerabilities	Water edge, roads, utilities, municipal facilities	FEMA pre-disaster HMGP
Brownfields (Phase 1 & 2 ESA)	Impacted sites, Garelick Farms site	EPA Revolving Fund
Brownfields		State Brownfields Tax Credit
<b>Development (Private)</b>		
Public infrastructure for development	Tax Increment Financing (TIF)	Tax Increment Financing (TIF)
	District Improvement Financing (DIF)	District Improvement Financing (DIF)
	Infrastructure Investment Incentives Act (I-Cubed)	Infrastructure Investment Incentives Act (I-Cubed)
	Local Infrastructure Development Program (23-L)	Local Infrastructure Development Program (23-L)

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