Environmental Notification Form

830 Lynnway

Submitted to:
Executive Office of Energy and Environmental Affairs
MEPA Office
100 Cambridge Street
Boston, MA 02114

Submitted by:
SEB Lynn Harbor Property LLC
c/o Samuels & Associates
136 Brookline Avenue
Boston, MA 02215

Prepared by:
Epsilon Associates, Inc.
3 Mill & Main Place, Suite 250
Maynard, MA 01754

In Association with:
Arrowstreet
Goulston & Storrs
Howard Stein Hudson
McPhail Associates
RJ O'Connell & Associates

Epsilon ASSOCIATES INC.

November 30, 2023

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Table of Contents

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Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: **830 Lynnway**		
Street Address: **830 Lynnway**		
Municipality: **Lynn**	Watershed: **Lynn Harbor**	
Universal Transverse Mercator Coordinates: **UTM (Zone 19) Easting: 321159 Northing: 4687374**	Latitude: **42° 19' 13"N** Longitude: **71° 02' 56"W**	
Estimated commencement date: **Q2 2025**	Estimated completion date: **Q2 2027**	
Project Type: **Mixed Use**	Status of project design: **25%**complete	
Proponent: **SEB Lynn Harbor Property LLC**		
Street Address: **c/o Samuels & Associates, 136 Brookline Avenue**		
Municipality: **Boston**	State: **MA**	Zip Code: **02215**
Name of Contact Person: **Corinne Snowdon**		
Firm/Agency: **Epsilon Associates, Inc.**	Street Address: **3 Mill & Main Place, Suite 250**	
Municipality: **Maynard**	State: **MA**	Zip Code: **01754**
Phone: **(978) 897-7100**	Fax: **(978) 897-0099**	E-mail: **csnowdon@epsilonassociates.com**

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☒Yes ☐No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐Yes ☐No
a Rollover EIR? (see 301 CMR 11.06(13))	☐Yes ☐No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes ☐No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes ☐No
a Phase I Waiver? (see 301 CMR 11.11)	☐Yes ☐No

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

- **301 CMR 11.03 (1)(b)2 – Creation of five or more acres of impervious area.**
- **301 CMR 11.03(1)(b)(3) – Disposition or change in use of land or an interest in land subject to Article 97, as applicable.**
- **301 CMR 11.03(3)(a)1.b – Alteration of ten or more acres of any other wetlands.**
- **301 CMR 11.03(3)(a)5 – Provided that a Chapter 91 License is required, new nonwater-dependent use of one or more acres of tidelands.**
- **301 CMR 11.03(3)(b)1.a – alteration of coastal bank.**
- **301 CMR 11.03(3)(b)1.e – New fill or structure in a velocity zone.**

- **301 CMR 11.03 (6)(b)13 – Generation of 2,000 or more New adt on roadways providing access to a single location.**
- **301 CMR 11.03 (6)(b)14 – Generation of 1,000 or more New adt on roadways providing access to a single location and construction of 150 or more New parking spaces at a single location.**
- **301 CMR 11.03 (6)(b)15 – Construction of 300 or more New parking spaces at a single location.**

Which State Agency Permits will the project require?

- **Massachusetts Department of Conservation and Recreation – License Agreement and Construction/Vehicular Access Permit**
- **Massachusetts Department of Environmental Protection – Chapter 91 Consolidated Written Determination and License(s), Section 401 Water Quality Certificate, as required.**

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

As described in greater detail below, a key component of the Project is the development of an approximately 8-acre, public waterfront park on a portion of the Project Site that is currently private land in partnership with the Massachusetts Department of Conservation and Recreation ("DCR"). The Project also contemplates the construction of other infrastructure improvements to serve the Project, such as roadway and utility improvements and the construction of parking and access drives to serve the Project. The Proponent anticipates that state funding and/or financing will be utilized to construct the public improvements and will be working with government authorities as the permitting process advances. Certain of the Project's private components (i.e., the construction of access ways and utility connections) of the Project may also seek state financial assistance to facilitate construction of the Project.

Additionally, as described in greater detail below, the Project contemplates the relocation of existing parking and access easements on the Project Site that benefit DCR. The existing easements are not currently being utilized, and will be relocated and replaced to facilitate the access to and use of the proposed public waterfront park and DCR's existing Willis Fishing Pier. The Project also contemplates that a parcel of land that is owned by DCR and located adjacent to the Lynnway will be improved by shared surface parking to be subject to an easement for the benefit of the Project Site, including Project residents, visitors to the Project's retail and other commercial amenities, as well as users of the planned waterfront park and Willis Fishing Pier.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	18.65		
New acres of land altered		0	
Acres of impervious area	1.23	+9.07	10.3
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration **LSCSF:** **Coastal Bank:** **Coastal Beach:** **Land Containing Shellfish:**		812,394 sf 2,164 lf (temp.) 2,260 sf (temp.) 1,800 sf (temp.)	
Acres of new non-water dependent use of tidelands or waterways		13.7	
STRUCTURES			
Gross square footage	0	+868,400	868,400
Number of housing units	0	+850	850
Maximum height (feet)	0	+131	131
TRANSPORTATION			
Vehicle trips per day Unadjusted Adjusted	 0 0	 +5,780 +5,104	 5,780 5,104
Parking spaces	0	+1,114	1,114
WASTEWATER			
Water Use (Gallons per day)	0	+164,905	164,905
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	0	+149,913	149,913
Length of water mains (miles)	0	0.10	0.10
Length of sewer mains (miles)	0	0.10	0.10

Has this project been filed with MEPA before?
☐ Yes (EEA #_____) ☒No

Has any project on this site been filed with MEPA before?
☐ Yes (EEA #_____) ☒No

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The Project Site consists of four parcels[1] totaling approximately 18.65 acres of land in Lynn (see Figures 1 and 2 in Attachment A). The Project Site is bounded by the Lynnway to the west, the Saugus River to the south, Lynn Harbor to the East, and by a private way (Riley Way Extension) and other privately owned land to the north.

The Project Site has been largely vacant and unutilized for the past several decades but was at one time the site of the Harbor House Hotel and, variously, associated night clubs. The Harbor House facilities were demolished in the early 1990's and since that time no uses have occurred at the Project Site. The DCR's Willis Fishing Pier is located off the southeast corner of the Project Site and is accessible from the Project Site by parking and access easements that burden the Project Site (as described further in the Land Section, below), but these easement areas are not currently improved or able to be easily utilized.

The majority of the Project Site comprises formerly flowed tidelands of Lynn Harbor that were filled during the 1920's and 1930's, as authorized by License No. 958, issued November 14, 1928 (and as affected by Chapter 924 of the Acts of 1971). The fill is contained by a wooden bulkhead that in certain locations has failed, allowing for the erosion of fill material. The Project Site is located within so-called Private Tidelands, the use and improvement of which are subject to licensing requirements and standards set forth in M.G.L. c. 91 ("Chapter 91") and the regulations promulgated thereunder at 310 CMR 9.00 *et seq.* ("Waterways Regulations"). The Project Site is also located within the planning area of the Lynn Municipal Harbor Plan ("MHP"), approved by the Secretary of Energy and Environmental Affairs on November 25, 2020, and codified at 310 CMR 9.57(j).

Describe the proposed project and its programmatic and physical elements:

The Project is a public-private, mixed-use development that will include up to 850 apartment units, including affordable units, approximately 26,600 square feet of retail and restaurant uses, and the conversion of approximately 8 acres of private waterfront property into a public park that will be under the care and control of DCR through a to-be-granted easement. The Project will transform the Project Site, which, as noted above, is currently vacant and is dominated by invasive vegetation, into a vibrant new neighborhood and gateway to the City of Lynn. The Project also includes the construction of three buildings totaling up to approximately 900,000 square feet ("sf"), as described in Table 1.

1 **Two of the parcels, "0 Riley Way" and "830 Lynnway" are owned in fee by the Proponent, one parcel ("0 Lynnway") abutting the Lynnway is owned by the City of Lynn, and one parcel ("872 Lynnway") is owned by the Massachusetts Department of Conservation and Recreation. As described herein, the Project also contemplates improvements to the Lynnway's "jughandle" intersection as well as Riley Way, a private way fronting a portion of the Project Site.**

Table 1 – Project Program

Project Element	*Approximate Dimension*
Building A	
Height	131 feet (12 floors)
Residential units	393
Mixed-use[1]	13,400 sf
Parking	276
Total Building SF	**422,750 sf**
Building B	
Height	78 feet (7 floors)
Residential Units	252
Mixed-use	13,200 sf
Parking	311
Total Building SF	**254,850 sf**
Building C	
Height	78 feet (7 floors)
Residential Units	205
Parking	275
Total Building SF	**190,800 sf**
Surface Parking[2]	**252**

[1] Mixed-use space includes, but is not limited to, retail and restaurant uses.

[2] Approximately 50 surface parking spaces will be reserved for use by DCR

In addition to the proposed buildings, the Proponent intends to construct surface parking, access and circulation drives for residents and visitors to the Project and its amenities and public spaces, and a comprehensive publicly accessible open space network including hardscape and landscaped areas, and pathways connecting to the proposed waterfront park. Buildings A and B will include ground-level accessory and mixed-use space to support an active promenade between Buildings A and B. The proposed site plan is included as Attachment C. Portions of the above-described parking, access and circulation drives will be located on parcels owned by the City of Lynn and DCR, respectively, and will be constructed, operated and maintained pursuant to easements and other agreements to be entered into among the Proponent, the City of Lynn and DCR. In addition, the Project will include the construction of a signalized intersection on the Lynnway, as well as an improved Riley Way, both of which will greatly improve access to the Project Site, as well as access to the waterfront park and promenade by members of the public.

The Project will substantially increase publicly accessible open space compared to existing conditions and will improve upon what was originally envisioned in the City of Lynn's 2019 Waterfront Open Space Master Plan ("Master Plan"). The Project will be a key component in furthering the City's goal of creating a mixed-use district that provides inclusive public access to the waterfront while also providing housing (a portion of which will be permanently restricted to households earning at or below 60% of the area median income), retail, and commercial uses. The Project aligns with the Master Plan's intended scale of development on the harbor and will serve as a catalyst for the Master Plan's broader vision of an active waterfront park that unifies different areas of the city.

The Proponent believes that collaboration and shared investment in the restoration of the Project Site's approximately 8 acres of the Lynn waterfront is the fastest path to returning it to the community as an active and vibrant waterfront park and promenade envisioned in the Master Plan. Therefore, one of the Proponent's objectives is to leverage its partnerships with the City of Lynn and DCR to create an equitable, inclusive, and resilient public realm. Those efforts have already begun at the local level, where the Project has completed the Site Plan Review process under local zoning, and where continued engagement with municipal leadership ensures that the community's needs are integrated into the Project's design. Over the past 20 months, the Proponent also has held a series of meetings with staff and leadership at

DCR, the Massachusetts Executive Office of Energy and Environmental Affairs ("EEA"), Massachusetts Department of Environmental Protection ("MassDEP"), the Massachusetts Office of Coastal Zone Management ("CZM"), and the Governor's Office regarding the Project and its public benefits, including the construction of new housing units and in partnership with DCR, the construction of the public waterfront park. The Proponent looks forward to continuing those discussions and furthering the shared goal of creating a new gateway for the City of Lynn and for the long-term stewardship of the proposed waterfront park.

The proposed public realm improvements will contribute to climate resiliency, not just at the Project Site but for the surrounding community. To that end, the Proponent intends to implement resiliency measures that ensure public access and open space are preserved long into the future. Along the shoreline, approximately 385 linear feet ("lf") of the existing seawall around DCR's Willis Fishing Pier will be repaired. In other locations where the seawall is no longer functioning as designed, the shoreline will be restored to a more natural condition that provides improved flood protection, consistent with sea level rise and coastal storm projections. Landward of the shoreline, the Proponent proposes to regrade and elevate much of the Project Site in order to provide for greater resiliency and flood protection.

IMPACTS

The sections below describe the Projects' anticipated impacts on the environment.

Infrastructure

Wastewater Generation

The Project is expected to generate an increase in wastewater flows of approximately 161,605 gallons per day ("GPD"). Approval for the increase in sanitary flow will come from the City of Lynn. New sewer services for the Project will likely connect to the existing sanitary sewer mains at the westerly end of Hanson Street, a public way located to the north of the Project Site. Improvements and connections to the City of Lynn's infrastructure will be reviewed as part of the local City engineering review following the Site Plan Review approval for the Project. This process will include a comprehensive design review of the existing and proposed service connections, an assessment of Project demands and system capacity, and the establishment of service accounts.

Water Demand

The Project's water demand estimate for domestic services is based on the Project's estimated sewage generation, described above. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated using 310 CMR 15.00 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Project's estimated domestic water demand is 146,916 GPD. Water service for the Project will be supplied by two new connections the City of Lynn's system, one to the west of the Project Site and one at the intersection of Hanson Street and Riley Way Extension. The Project's impacts to the existing water system will be reviewed as part of the local City engineering review following the Site Plan Review approval.

The domestic and fire protection water service connections required for the Project will meet the applicable City and State codes and standards, including cross-connection backflow prevention. Compliance with the standards for the domestic water system service connection will be reviewed as part of City of Lynn's Site Plan Review process. This review will include sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and siamese connections that conform to municipal requirements.

The Project will include efforts to reduce water consumption. Those efforts will include the selection of aeration fixtures and appliances for water conservation qualities. In public areas, the Project will include sensor operated faucets and toilets.

Stormwater Flows

There are remnants of a stormwater management system on the Project Site. That system is presumed to be inoperable and will be replaced and upgraded in its entirety. The Project's stormwater management system will be designed to comply with MassDEP Stormwater Standards in accordance with the Wetlands Protection Act. It is anticipated that low

impact development techniques and green infrastructure measures will be implemented. These measures may include landscaped areas and courtyards with rain gardens, bioswales, tree pits, and permeable paving, among other measures.

Tidelands

Chapter 91 provides for the protection of the public's right to fish, fowl, and navigate in tidelands and waterways, known as public trust rights. Chapter 91 is implemented through 310 CMR 9.00 *et seq.* ("Waterways Regulations"), promulgated and administered by the MassDEP Waterways Program. Along the Massachusetts coastline, Chapter 91 jurisdiction includes both existing flowed tidelands and filled tidelands. Development activities within Chapter 91 jurisdiction generally require a license, permit, or other approval from MassDEP.
The Project Site consists of filled and flowed Private Tidelands. As such, work within these tidelands will require a Chapter 91 license. The Proponent will submit a Chapter 91 License application seeking approval for the Project in conformance with the applicable standards of the Waterways Regulations and the provisions of the MHP, as described below. The Proponent will work with the municipal officials, MassDEP, and other stakeholders to ensure that the Project meets or exceeds the goals of the MHP in providing public open space, amenities, and a built environment of exceptional quality.

Pursuant to 310 CMR 9.14(4), MassDEP may issue a Consolidated Written Determination ("CWD"), which allows multiple licenses to be issued independently for phases of projects that include a set of activities which cannot reasonably be incorporated into a single license, provided MassDEP finds that the licenses can be sequenced or conditioned in a manner that ensures overall public benefits will exceed public detriments as each portion of the project is completed. Given that the Project comprises multiple components that may be constructed sequentially, including extensive public realm improvements that will be constructed by DCR or its designee, the Proponent anticipates requesting a CWD in order to facilitate the successful redevelopment of the Project Site. It is the Applicant's intent to develop the Project in a single, continuous effort, however, the order of construction and the sequence of any licenses requested under a CWD will depend upon market considerations, national and local economic conditions, construction logistics, and other factors. The sequence of construction and licenses notwithstanding, the Proponent intends for construction of the proposed public realm improvements to commence prior to or concurrent with the initial private components of the Project to commence construction, and for the proposed public realm improvements to function and be maintained as a unified whole for the term of any licenses issued for the Project.

None of the proposed uses or improvements are categorically restricted in previously filled tidelands within the meaning of 310 CMR 9.32, *Categorical Restrictions on Fill and Structures,* which identifies certain uses as categorically not allowed on tidelands of the Commonwealth.

***§9.33 Environmental Protection Standards*. The Waterways Regulations at 310 CMR 9.33 state that all projects must comply with the applicable environmental regulatory programs of the Commonwealth. As set forth in this ENF, the Project will comply with the regulatory programs specifically applicable to this Project, including without limitation, the Massachusetts Environmental Policy Act, the Massachusetts Wetlands Protection Act ("WPA"), the Massachusetts Historical Commission Act, and the Massachusetts Coastal Zone Management Act. A final *Coastal Zone Management Consistency Statement* will be included with the Chapter 91 license application to be submitted by the Proponent.**

***§9.34 Conformance with Municipal Zoning and Harbor Plans*. The Project has been approved by the City of Lynn under their Site Plan Review process. The Project Site is also subject to the MHP and will be developed in conformance with the standards and guidelines of the MHP, as further described below.**

***§9.35 Standards to Preserve Water-Related Public Rights*. The Waterways Regulations at 310 CMR 9.35 are designed to preserve the public's rights to navigation along, and free passage over and through, the water, and access to Town Landings, and are also designed to ensure that jurisdictional public waterfront open spaces are properly managed and maintained. To that end, the Project includes substantial new publicly accessible open spaces, including the proposed waterfront promenade and formalized access to DCR's Willis Fishing Pier.**

The Project Site will include numerous public amenities and it is anticipated that any future waterways license(s) for the Project will require the Licensee(s) to develop management plans for all on-site facilities offering water-related benefits to the public to ensure that the quantity and quality of such benefits will be effectively sustained.

***§9.36 Standards to Protect Water-Dependent Uses*. The Waterways Regulations at 310 CMR 9.36 are designed to protect water-dependent uses occurring at or proximate to a project site. There are currently no water-dependent uses within the Project Site, which has been vacant for several decades. The Willis Fishing Pier, owned by DCR and located adjacent to the Project Site, is considered a water-dependent use, and access to the facility will be improved by the construction of parking spaces reserved for DCR and formalized access paths to the pier.**

***§9.37 Engineering Construction Standards*. All Project structures will be designed and constructed in a manner that is structurally sound and will be certified by a Registered Professional Engineer. The Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") identifies the portions of the Project Site within Special Flood Hazard Areas ("SFHAs"). SFHAs are defined as areas that will be inundated by the flood event having a 1% chance of being equaled or exceeded in any given year, also known as a 100-year flood event. The Project Site is shown on FIRM, Essex County, Massachusetts Map Number 25009C0529G as revised on July 16, 2014. The FIRM also typically indicates the expected depth of flooding, or Base Flood Elevation ("BFE"), during a 100-year flood event. The BFE for the Project Site is El. 14 ("NAVD88"). To improve resiliency in light of anticipated future flood events and protect the surrounding neighborhood from rising sea levels, the Project site will incorporate new flood protection control measures, including the restoration of the shoreline in locations where the existing seawall has failed, repairs to other segments of the seawall, and elevating the upland portions of the Project Site.**

***§9.51 Conservation of Capacity for Water-Dependent Use*. In accordance with 310 CMR 9.51, nonwater-dependent projects that include fill or structures on any tidelands (filled or flowed) shall not unreasonably diminish the capacity of the tidelands to accommodate future water-dependent uses. To meet this standard, 310 CMR 9.51 establishes specific standards and conditions regarding private tenancy, building setbacks and heights, and open space. The MHP also establishes amplifications for building height (§9.51(3)(e)) and for the Water Dependent Use Zone ("WDUZ") (§9.51(3)(c)) at the Project Site. A review of the Project's compliance with the standards of §9.51 and MHP substitutions is provided below.**

- ***Facilities of Private Tenancy.*** **The Chapter 91 regulations at §9.51(3)(b) prohibit facilities of private tenancy ("FPTs") on any pile-supported structure on flowed tidelands, or on the ground floor of any filled tidelands within 100 feet of a project shoreline (Mean High Water). In this instance, no buildings are proposed within 100 feet of the Project shoreline.**

- ***Setback.*** **The Waterways Regulations at 310 CMR 9.51(3)(c) require certain building and use setbacks from the water for properties that include a project shoreline and WDUZ. The MHP established an amplification for the WDUZ that requires that all new or expanded nonwater-dependent use projects shall have a minimum depth from current mean high water of not less than 100' and a total area of not less than the area of a WDUZ with a 200' depth from current mean high water. Under the Substitution, the Project Site has a WDUZ area of 362,487 sf. The Proponent anticipates that the WDUZ will be reconfigured, as allowed under the MHP, such that its depth is no less than 100 feet and it will have a total area of no less than 362,487 sf. The proposed WDUZ, shown on Attachment A, Figure 7, will consist entirely of publicly accessible open space.**

- ***Height.*** **The Chapter 91 regulations at §9.51(3)(e) limit the height of new or expanded buildings on filled tidelands to 55 feet if located within 100 feet of the current high water mark. At greater landward distances, the height of such buildings within filled tidelands is limited to 55 feet plus one-half foot for every additional foot of separation from the existing high water mark. As shown on Attachment A, Figure 8, the proposed buildings will comply with this standard.**

- ***Open Space.*** **The Chapter 91 regulations at §9.51(3)(d) require at least one square foot of open space for every square foot of building footprint. The net effect of the requirement is that at least 50% of the filled tidelands area must be preserved as open space. The open space must be open to the sky, without building overhangs, awnings, or other obstructions. At this time, approximately 193,850 sf, or 67.5% of the Project Site will be maintained as open space. The MHP established an Amplification relative to this regulatory standard, applying Commonwealth Tidelands standards at 310 CMR 9.53(2) for public use to Private Tideland areas within the expanded WDUZ. Accordingly, the entire WDUZ will be publicly accessible.**

***310 CMR 9.52 Utilization of Shoreline for Water-Dependent Purposes*. In accordance with 310 CMR 9.52, any nonwater-dependent activity or use shall devote a reasonable amount of space to water-dependent uses and public access. Such uses are defined to include waterfront boardwalks and esplanades for public recreation (*e.g.*, Harborwalk). Project sites with a WDUZ are also required to provide appropriate public walkway access for the entire length of the WDUZ. The MHP establishes a Substitution that requires a minimum walkway width of 15 to 30 feet outside of the DPA unless the width is physically constrained. The design of the waterfront walkway will continue to be refined as the Project advances, however, the Proponent commits that the walkway will meet the minimum width requirements of the Substitution.**

Throughout the Project Site, the network of public open spaces will support connectivity between the surrounding neighborhood and the waterfront, including the adjacent Harbor Park that is currently under construction. The network will provide additional opportunities to activate the waterfront with pedestrian foot traffic and seasonal activities. The amount of new public open space will meet or exceed the requirements of the Waterways Regulations and the MHP.

***310 CMR 9.54 Consistency with Coastal Zone Management Policies*. The Project is located within the boundaries of the coastal zone as determined by the regulations of the Massachusetts Coastal Zone Management ("CZM") Program. Per the Waterways Regulations, nonwater-dependent use projects located in the coastal zone must be consistent with all policies of the CZM Program.**

As described in the Tidelands Section below, the Project complies with the applicable policies of the CZM Program and will be constructed and operated in a manner consistent with the CZM Program.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

The Project is allowed under current zoning. As directed, a <u>Reduced-Build Alternative</u> on the Project Site was considered. This alternative reduces building footprints, eliminates one building altogether, and reduces building height, resulting in a substantially decreased Floor Area Ratio (FAR) that is consistent with the Lynn Zoning Ordinance. The Reduced-Build Alternative would comprise two structures totaling approximately 510,000 sf, with approximately 500 residential units, and 24,500 sf of retain/commercial space. The Reduced-Build Alternative would include buildings of relatively uniform height, at six stories, and would rely on larger surface parking lots to accommodate the required parking ratios.

The infrastructure required to accommodate both the Reduced-Build Alternative and the Preferred Alternative would be similar, with comparable cost for horizontal infrastructure that would include the open space network. Consequently, the required infrastructure would not be financially feasible for the Reduced-Build Alternative, and therefore the quality of the open space would likely be reduced. The environmental impacts of the Reduced-Build Alternative associated with trip generation, water usage and sewer use would be less than with the Preferred Alternative, however, public benefits being provided in the Preferred Alternative including significant resiliency improvements would not be feasible as currently envisioned. The economic benefits associated with the Reduced-Build Alternative would be significantly less than the economic benefits from the Preferred Alternative as well, with construction jobs created, less real estate taxes generated, and a significant reduction in the number of critically needed residential units and affordable residential units.

The Reduced-Build Alternative is not considered a viable option because it would involve the creation of fewer housing units, a lesser quality open space, less robust resiliency measures, and a reduced economic impact, all while having a similar environmental impact as the Preferred Alternative.

The <u>No-Build Alternative</u> would retain the existing site conditions. Although the No-Build Alternative would not necessarily result in direct environmental and community impacts, it would preclude improvements to resiliency and environmental conditions at the Project Site. The No-Build Alternative would likely result in continued deterioration of the seawall and its eventual failure, representing a public health and safety risk. Absent improvements to the Project Site, public access to the Willis Fishing Pier will be compromised.

The No-Build Alternative also fails to provide significant community benefits with regard to the reactivation of the Project Site, access to the waterfront, access to open space, and improved water quality through the proposed

stormwater management features. The No-Build Alternative would avoid the temporary and minimal construction-period impacts, but it is likely that the continued degradation of the Project Site (*e.g.*, erosion, seawall failure, etc.) from sea level rise and coastal storms would result in permanent and avoidable environmental impacts.

The No-Build Alternative is not considered a viable option based on its inability to benefit residents of the City of Lynn and surrounding communities and its inconsistency with the City's Master Plan and MHP.

Table 2- Alternatives Comparison

	Preferred Alternative	Reduced-Build Alternative	No-Build Alternative
Building Program (approximate dimensions)			
Parking	**1,114 spaces**	**750 spaces**	**0**
Residential	**870,370 sf (gfa) 850 units**	**407,624 sf (gfa) 500 units**	**0**
Retail/Commercial	**26,000 gfa**	**24,500 gfa**	**0**
Impacts			
Impervious Area	**10.3 acres**	**8.0 acres**	**1.23 acres**
Total Project-Generated Trips Unadjusted Adjusted	** 5,780 adt 5,104 adt**	** 4,120 adt 3,636 adt**	** 0 adt 0 adt**
Water Usage	**164,905 gpd**	**108,044 gpd**	**0 gpd**
Wastewater Generation	**149,913 gpd**	**98,185 gpd**	**0 gpd**

NOTE*: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

Sustainable Design

The Proponent strives to construct sustainable, green buildings that will incorporate a number of energy conservation measures. The buildings will meet the stretch energy code and include all electric heating and cooling systems. The buildings will also be built with a solar-ready roof, and the Proponent is considering the use of solar but has not yet made a final determination regarding its implementation, which will depend on the economics and feasibility at the time of construction.

Climate Resiliency

Like many coastal communities, the City of Lynn is vulnerable to potential risks from sea level rise and coastal flooding impacts. Sea level rise will increase the base water elevation so when it is coupled with coastal flooding events including wave run up and storm surge, the water will reach new heights; flooding and inundating infrastructure, residences, and other community assets to a greater depth than occurs currently.

Accordingly, coastal engineering analyses conducted for the Project will focus on assessment of potential changes and impacts to the floodplain. Specifically, hydrodynamic modeling, to assess potential changes to flood extent, depth, and velocities under current and future storm conditions are being used to inform the Project design and to ensure that potential impacts to neighboring properties (*e.g.*, redirection of flood waters, channelization of flow, etc.) are minimized and that the Project operates as intended. This analysis is currently underway by Woods Hole Group and will be included in the DEIR.

Transportation

The Project has been designed to be consistent with municipal, regional, state and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services. A comprehensive TDM program is an

integral part of the Project and will be facilitated by a transportation coordinator as a means to reduce the overall traffic and parking demands of the Project. Secure bicycle parking will be provided within the Project site to encourage bicycle commuting. All work to be completed by the Proponent to support the Project will comply with local requirements and will be designed following municipal design standards to accommodate all intended roadway users.

Stormwater

The proposed stormwater management system is designed to meet the Stormwater Management Standards described in the MassDEP Stormwater Handbook.

Construction Period

Best management practices (BMP) for erosion and sedimentation control will include staked straw wattles, filter fences, hydro seeding, and rolling construction. The Proponent will take all reasonable measures to protect the environment during construction and to stabilize all disturbed areas as soon as construction ends.

If the project is proposed to be constructed in phases, please describe each phase:

At this time, the Proponent anticipates that the Project will be constructed in a single phase.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

☐Yes (Specify_____)

☒No

if yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;
If yes, describe how the project complies with this plan.

_____

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;
If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

_____

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm)

☐Yes (Specify_____) ☒No

A portion of the Project Site along the Pines River abuts Priority Habitat (PH 1448). The Proponent will consult with NHESP during the MEPA process to evaluate any potential Project-related impacts to PH 1448.

HISTORICAL /ARCHAEOLOGICAL RESOURCES:

Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☐Yes (Specify_____) ☒No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? ☐Yes (Specify_____) ☐No

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? _**x**_Yes __No; if yes, identify the ORW and its location. **The Massachusetts Surface Water Quality Standards (314 CMR 4.00) lists Belle Isle Inlet/Rumney Marshes ACEC as Class SA ORW. This ORW is located approximately 0.25 miles to the west of the Project Site (see Attachment A, Figure 3).**

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.)

Are there any impaired water bodies on or within a half-mile radius of the project site? _**x**_Yes ___No; if yes,

identify the water body and pollutant(s) causing the impairment:

- **Lynn "Inner" Harbor: Enterococcus, Fecal Coliform**
- **Lynn "Outer" Harbor: Fecal Coliform**
- **Pines River: Fecal Coliform**
- **Saugus River: Enterococcus, Fecal Coliform, Oil and Grease, Temperature**

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? ___Yes _**x**_ No

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

The Project Site will be revitalized with new buildings and a significant amount of publicly accessible open space, much of which will be landscaped and pervious. Various approaches to stormwater management will be assessed and the Project will be designed to comply with MassDEP Stormwater Standards in accordance with the Wetlands Protection Act. The Project's stormwater infrastructure will be reviewed by the Lynn Conservation Commission.

MASSACHUSETTS CONTINGENCY PLAN:

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes ___ No _**x**_ ; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification): No

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes ___ No _**x**_; if yes, describe which portion of the site and how the project will be consistent with the AUL: _____.

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes ___ No _**x**_ ; if yes, please describe:_____

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:

The Project will divert construction waste from local landfills by recycling waste material generated on the Project Site as feasible. The disposal contract between the Proponent and Construction Manager will include specific requirements so that construction procedures require the necessary segregation, reprocessing, reuse, and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00.

(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)

Will your project disturb asbestos containing materials? Yes ___ No _**x**_ ; if yes, please consult state asbestos requirements at http://mass.gov/MassDEP/air/asbhom01.htm

Describe anti-idling and other measures to limit emissions from construction equipment:

The Proponent will follow municipal and MassDEP guidelines, which will direct the evaluation and mitigation of construction impacts. To the extent feasible, the Proponent will require the construction contractor(s) to use after-engine emission controls such as diesel oxidation catalysts or diesel particulate filters on construction vehicles and to use Ultra Low Sulfur Diesel fuel in off-road engines. "No Idle" signs will be installed at appropriate locations on the Project Site.

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? Yes ___ No _**x**__ ;
if yes, specify name of river and designation:

If yes, does the project have the potential to impact any of the "outstandingly remarkable" resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River? Yes ___ No ___ ; if yes, specify name of river and designation: _____;
if yes, will the project will result in any impacts to any of the designated "outstandingly remarkable" resources of the Wild and Scenic River or the stated purposes of a Scenic River.
Yes ___ No ___ ;
if yes,describe the potential impacts to one or more of the "outstandingly remarkable" resources or stated purposes and mitigation measures proposed.

ATTACHMENTS:

1. List of all attachments to this document.

Attachment A: Figures

Figure 1 – USGS Locus
Figure 2 – Aerial Locus
Figure 3 – Environmental Constraints
Figure 4 – Existing Conditions – Wetlands
Figure 5 – Land Subject to Coastal Storm Flowage
Figure 6 – Historic Resources

Attachment B: Existing Conditions

Site Survey

Attachment C: Proposed Conditions

Site Plan/Ground Floor Plan
2nd Floor Plan
3rd Floor Plan
Shoreline Resource Areas
Building Height

Attachment D: Circulation List

Attachment E: Anticipated Local and Federal Permits and Approvals

Attachment F: RMAT Report

Attachment G: Environmental Justice

2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.

Attachment A, Figure 1

3.. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.

Attachment B

4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts.

Attachment A, Figure 3 through 6

5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase).

Attachment C

6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).

Attachment D

7. List of municipal and federal permits and reviews required by the project, as applicable.

Attachment E

8. Printout of output report from RMAT Climate Resilience Design Standards Tool, available here.

Attachment F

9. Printout from the EEA EJ Maps Viewer showing the project location relative to Environmental Justice (EJ) Populations located in whole or in part within a 1-mile and 5-mile radius of the project site.

Attachment G

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1)
_**x**_ Yes ___ No; if yes, specify each threshold:

11.03(1)(b)(2) – Creation of five or more acres of impervious area.

11.03(1)(b)(3) – Disposition or change in use of land or an interest in land subject to Article 97 of the Amendments to the Constitution of the Commonwealth, unless the Secretary waives or modifies the replacement land requirement pursuant to M.G.L. c. 3, § 5A and its implementing regulations.

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	Existing	Change	Total
Footprint of buildings	**0**	**+1.44**	**1.44**
Internal roadways	**0**	**+1.41**	**1.41**
Parking and other paved areas	**1.24**	**+7.65**	**8.89**
Other altered areas	**17.41**	**-10.50**	**6.91**
Undeveloped areas	**0**	**0**	**0**
Total: Project Site Acreage	**18.65**	**0**	**18.65**

B. Has any part of the project site been in active agricultural use in the last five years?
___ Yes _**x**_ No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use?
___ Yes _**x**_ No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? _**x**_ Yes ___ No; if yes, describe:

As part of the development of an 8-acre waterfront park, existing parking and access easements, which benefit DCR, will need to be relocated from their existing locations in the center of the Project Site to a new location in the westerly portion of the Project Site. The parking and access easements were initially intended to facilitate access to DCR's Willis Fishing Pier, which extends into the Saugus River from the southeast corner of the Project Site, but neither of the easements is currently improved or utilized. Instead, visitors to Willis Fishing Pier typically park in the so-called jug handle located just off the Lynnway and adjacent to the Project Site, and walk across the Project Site to access the pier.

In order to maximize the available area of the waterfront park, the Project would relocate the above-referenced DCR easements to the westerly portion of the Project Site, where the Proponent anticipates constructing surface parking and sidewalks to be shared among visitors to and residents of the Project Site. This would significantly expand on the existing access to the Willis Fishing Pier, in addition to providing access to the waterfront park and other public amenities.

Portions of the shared surface parking would be constructed on parcels adjacent to the Lynnway that are owned by DCR and the City of Lynn (as described above, see footnote 1). The Proponent anticipates entering into an easement or easements with and among DCR and the City to provide for the construction, maintenance and use of those shared surface parking areas, which shared

parking will benefit the Project's public amenities, including the planned public waterfront park, as well as residents and visitors to the Project's retail and other commercial amenities.

The Proponent is actively engaged with DCR and the City of Lynn with respect to the Project, including the contemplated relocation of the existing DCR easements, the creation of new public open space, and the planned improvements to support site resiliency. It is the Proponent's intent to reach consensus with DCR and the City on these matters such that specific details about ownership and long-term maintenance will be included in the Draft and/or Final Environmental Impact Reports for the Project.

Based on preliminary conversations between the Proponent and DCR, DCR has expressed that the relocation of these existing, unimproved easements to another portion of the Project Site may not constitute a conversion of land that is subject to Article 97. Likewise, because the DCR and City parcels on which shared parking would be located are not currently held for natural resources purposes, the Proponent does not believe the granting of easements for the construction and use of shared parking and access to those parcels would be subject to Article 97.

To the extent either or both of the relocation of the existing easements or granting of new easements is determined to be subject to Article 97, the impact of relocating these unimproved easements and granting of these new easements will be more than offset through the dedication of 8 acres of the Project Site for a public waterfront park, along with associated improvements to facilitate the public use of the waterfront park and Willis Fishing Pier. Any modification to these existing easements, and the granting of any new easements, will be conducted in accordance with all applicable laws.

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? __ Yes_**x**_ No; if yes, does the project involve the release or modification of such restriction? ___ Yes ___ No; if yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ___ Yes _**x**_ No; if yes, describe:

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes ___ No _**x**_; if yes, describe:

III. Consistency

A. Identify the current municipal comprehensive land use plan
Title: **Lynn Revised Waterfront Master Plan** Date **September 2019**

B. Describe the project's consistency with that plan with regard to:
1) economic development

The Lynn Revised Waterfront Master Plan (Revised Master Plan) was developed as an update to the 2007 Waterfront Master Plan to continue to develop a planning framework for Lynn's waterfront area. The Revised Master Plan proposes new flexible land uses that will encourage mixed-use developments while providing for public access along the waterfront area. Under the plan, the waterfront area has been divided into subareas to help define specific land uses within the context of the larger waterfront area and the Project Site is within the "South Harbor Site." Under the Revised Master Plan, the South Harbor Site is earmarked for two distinct mixed-use developments that included residential, retail, and restaurant space. This development is consistent with the Revised Master Plan.

2) adequacy of infrastructure

The Revised Master Plan specifically focuses on the connection between public and private investments in infrastructure to allow for enhanced development with a focus on resilient and engaging public infrastructure. The Project's infrastructure will include a resilient design that will focus on adapting to the climate change measures that will be present on the Project Site due to the proximity to Lynn Harbor while also providing the public with amenities that will include pedestrian walkways and open space.

3) open space impacts

The Revised Master Plan also builds on the 2019 Waterfront Open Space Master Plan to harmonize the development of the Waterfront Area with land uses consistent with public open space. Specifically, the Revised Master Plan looks to support development while also ensuring public open space and public benefits are provided for the residents of Lynn. The Proponent has been working with the City of Lynn, DCR and the community to implement an open space program that will provide the public with an exceptional, approximately 8-acre waterfront park and promenade while also allowing for a mixed-use development that will support additional redevelopment of the Lynn waterfront.

4) compatibility with adjacent land uses

The existing conditions of the Waterfront Area, as defined in the Revised Master Plan, vary across the approximately 253 acres of the planning area. There are primarily commercial land uses along the edge of the Lynnway, an industrial core in the center, and underutilized and vacant sites that are primarily found along the waters edge, including the Project Site. There is also a small residential neighborhood in the northern portion of the planning area. The proposed Project will reestablish public access to the Project Site alongside a mixed-use development that will balance commercial, residential and open space uses. The proposed Project will function in a complementary manner with adjacent sites being redeveloped.

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)
RPA: **Metropolitan Area Planning Council**

Title: **MetroCommon 2050** Date **September 2021**

D. Describe the project's consistency with that plan with regard to:
1) economic development

The Metropolitan Area Planning Council (MAPC) produced the MetroCommon 2050 plan to guide land-use and policy planning through policy recommendations and useful research. The plan set goals for the region to meet by 2050 to create a more inclusive, equitable, and resilient future. One of these goals (Goal H) is to foster economic prosperity through defined and obtainable recommendations. One of these recommendations is "Vacant and underutilized commercial and industrial sites are revitalized, and they provide new jobs close to population centers and transit." The proposed Project seeks to directly meet this defined goal through the development of a vacant parcel in an industrial area that will create new residential units and new jobs close to population centers and transit. Additionally, this Project will directly benefit the City of Lynn through increased tax revenue on a portion of land that currently does not have any active development.

2) adequacy of infrastructure

MetroCommon 2050 recommends population growth should be directed in places that are presently well serviced with needs such as homes, jobs, and transportation infrastructure, as discussed under the "inclusive growth and mobility" section. The Project Site provides an area that is located within an existing densely urban area that is well serviced by homes, jobs, and transportation. The Project Site is located adjacent to the Lynnway at General Edwards Bridge transit stop as well as additional transit stops located just north of the Project Site. The Project Site is also located along Route 1A within a developed area that provides access to the surrounding area with existing sidewalks located on either side of Route 1A.

3) open space impacts

MetroCommon 2050 places an emphasis on open space as both a need for preservation of the existing open spaces throughout the commonwealth but also utilizing partnerships to help acquire and improve open space. The Project will transform portions of a currently vacant lot, which cannot be safely accessed by the public, into an approximately 8 acre public waterfront park, including multi-use paths and public amenities. The proposed open space will significantly enhance the public realm, provide public access to Lynn Harbor, and ensure that critical components of the Master Plan and MHP are constructed by leveraging the resources of a public-private partnership.

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

B. Does the project require any state permits related to **rare species or habitat**? ___ Yes _**x**_ No

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes _**x**_ No.

A portion of the Project Site along the Pines River abuts Priority Habitat (PH 1448). The Proponent will consult with NHESP during the MEPA process to evaluate any potential Project-related impacts to PH 1448.

D. If you answered "No" to <u>all</u> questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to <u>either</u> question A or question B, fill out the remainder of the Rare Species section below.

II. Impacts and Permits

A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes ___ No. If yes,
1. Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)? ___Yes ___No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species? ___ Yes ___ No; if yes, attach the letter of determination to this submission.

2. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate rare species impacts

3. Which rare species are known to occur within the Priority or Estimated Habitat?

4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? ___ Yes ___ No

4. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? ___ Yes ___ No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? ___ Yes ___ No

B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? _**x**_ Yes ___ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? _**x**_ Yes ___ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? _**x**_ Yes ___ No; if yes, has a Notice of Intent been filed? ___ Yes _**x**_ No; if yes, list the date and MassDEP file number: _____; if yes, has a local Order of Conditions been issued? ___ Yes ___ No; Was the Order of Conditions appealed? ___ Yes ___ No. Will the project require a Variance from the Wetlands regulations? ___ Yes _**x**_ No.

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:

The wetland resource areas on and proximate to the Project Site were identified and delineated using first a desktop assessment, followed by field investigations to identify and demarcate coastal wetland resource areas in accordance with: the Act, the Massachusetts Wetlands Protection Regulations [310 CMR 10.00 *et seq*.] (Regulations) and the MassDEP Wetlands Program Policy 92-1: Coastal Banks.

Attachment A, Figure 4 showing wetland resource areas and associated buffer zones on and proximate to the Project Site that are regulated by the Act, and those include:

- **Land Under the Ocean,**
- **Land Containing Shellfish,**
- **Coastal Beach (including Tidal Flat),**
- **Land Subject to Tidal Action,**
- **Coastal Bank, and**
- **Land Subject to Coastal Storm Flowage.**

As described below, the Project entails repairs to approximately 385 lf of the bulkhead and temporary impacts to approximately 2,164 linear feet (lf) of coastal bank where the bulkhead is no longer functioning (see Attachment C). The Project team is evaluating the conceptual design of the shoreline repair shown on Attachment C, including its performance under projected sea level rise and coastal storm conditions. Hydrodynamic modeling will be completed to assess potential changes to flood extent, depth, and velocities under current and future storm conditions for the selected shoreline design. As the design is refined, the Project team will continue to evaluate impacts to resource areas and to ensure the Project's compliance with performance standards under the Regulation.

Land Under the Ocean ("LUO") is defined at 310 CMR 10.25(2) as "… ***land extending from the mean low water line seaward to the boundary of the municipality's jurisdiction and includes land under estuaries."***

LUO are the lands under Lynn Harbor located seaward of the shoreline. Within LUO, the Massachusetts Division of Marine Fisheries ("DMF") has mapped waters containing shellfish.

Land Under the Ocean is likely to be significant to the protection of marine fisheries and to the protection of land containing shellfish. Nearshore areas of land under the ocean are likely to be significant to storm damage prevention, flood control, and protection of wildlife habitat. The bottom topography of nearshore areas of LUO are critical to storm damage prevention and flood control and they help reduce storm damage from wave action and flooding by diminishing and buffering the high-energy effects of storms. At this time, the Project does not include any work within LUO.

Land Containing Shellfish is defined in 310 CMR 10.34(2) as "… land under the ocean, tidal flats, rocky intertidal shores, salt marshes and land under salt ponds when any such land contains shellfish." The Division of Marine Fisheries (DMF) identified portions of Lynn Harbor fronting the Project Site as being suitable shellfish habitat. Shellfish species identified and classified as suitable areas by DMF, included soft-shall clam (*Mya arenaria*) and blue mussel (Mytilus edulis). The Tidal Flats fronting the Point of Pines are classified as suitable areas for razor clam (*Siliaqua patula*).

Lynn Harbor is identified as water quality class SB [314 CMR 4.00] which is defined as:

> ***"Class SB. These waters are designated as a habitat for fish, other aquatic life and wildlife, including for their reproduction, migration, growth and other critical functions, and for primary and secondary contact recreation. In certain waters, habitat for fish, other aquatic life and wildlife may include, but is not limited to, seagrass. Where designated in the tables to 314 CMR 4.00 for shellfishing, these waters shall be suitable for shellfish harvesting with depuration (Restricted and Conditionally Restricted Shellfish Areas). These waters shall have consistently good aesthetic value."***

Lynn Harbor water quality is compromised by combined sewage overflow (CSO) discharges as documented in 314 CMR 4.06 - Table 19. Lynn Harbor Drainage Area. [2]

Land containing shellfish is presumed significant to the protection of marine fisheries when it has been identified and mapped as follows:

> ***"(a) by the conservation commission or the Department in consultation with the Division of Marine Fisheries and based upon maps and designations of the Division of Marine Fisheries; or***
>
> ***(b) by the conservation commission or the Department, based upon maps and written documentation of the shellfish constable or the Department. In making such identification and maps the following factors shall be taken into account and documented: the density of shellfish, the size of the area and the historical and current importance of the area to recreational or commercial shellfishing."***

At this time, work within this resource area may include the removal of portions of the seawall, debris, and other artificially placed materials. Given the small area anticipated to be affected by these activities the impact is regarded as minor and temporary, and the area is expected to be fully restored to its current productivity soon after the work is complete. Any work within this resource area will be designed to not adversely affect land containing shellfish or marine fisheries. The Project will not negatively alter water circulation, relief elevation, distribution of grain size, or the natural drainage from adjacent land. Equipment is not anticipated to operate within Land Containing Shellfish and the proposed activities will not change the water quality of the Project Site beyond natural fluctuations of water quality parameters or improvements to stormwater discharge from the proposed stormwater management system.

[2] 314 CMR 4.00, (https://www.mass.gov/doc/314-cmr-400/download) accessed 6 Jun 2023

Coastal Beach is defined in 310 CMR 10.27 as "…unconsolidated sediment subject to wave, tidal and coastal storm action which forms the gently sloping shore of a body of salt water and includes tidal flats. Coastal beaches extend from the mean low water line landward to the dune line, coastal bank line or the seaward edge of existing human-made structures, when these structures replace one of the above lines, whichever is closest to the ocean.

Tidal Flat is defined as *"…any nearly level part of a coastal beach which usually extends from the mean low water line landward to the more steeply sloping face of the coastal beach or which may be separated from the beach by land under the ocean."*

In areas landward of the failed seawall, the re-established Coastal Beach is gently sloping and is comprised primarily of gravel and cobble at varying sizes, with some areas of fine grained sand and other sediment. In many areas, the Coastal Beach also includes man-made materials consisting of fragments of asphalt, brick, and concrete (ABC materials), presumably materials that eroded out of the historic fill placed on the Project Site. Seaward of the seawall, the Coastal Beach is comprised primarily of fine grained sand before transitioning to Tidal Flat further seaward of the beach. Where the seawall is functioning, the landward edge of the Coastal Beach is bounded by the timber structure (Coastal Bank).

As noted above, portions of the Tidal Flat are mapped as being suitable for shellfish habitat (Land Containing Shellfish), however, water quality in Lynn Harbor is compromised by CSO discharges which place restrictions on shellfish harvesting.

Coastal Beaches, including Tidal Flats, are significant to storm damage prevention, flood control, and the protection of wildlife habitat. In addition, Tidal Flats are likely to be significant to the protection of marine fisheries and where applicable, land containing shellfish. Coastal Beaches and Tidal Flats serve the purpose of storm damage prevention and flood control by dissipating wave energy, by reducing the height of storm waves, and by providing sediment to supply other coastal features.

The Project will result in temporary impacts to approximately 2,260 sf of Coastal Beach resulting from anticipated construction-period activities necessary to implement the proposed restoration of the coastal bank in locations where the seawall will not be repaired. By reconstructing the bankline in locations where the seawall has failed, approximately 1,000 sf of new coastal beach will be constructed. These activities will not have an adverse effect by increasing erosion, decreasing the volume, or changing the form of the coastal beach or an adjacent or downdrift coastal beach.

Land Subject to Tidal Action* is defined in 310 CMR 10.04 as, "…** ***land subject to the periodic rise and fall of a coastal water body, including spring tides**."**

Land Subject to Tidal Action is an "overlay resource area" and proximate to the Project Site includes Coastal Beach, Tidal Flat, Land Containing Shellfish, and the vertical face of the seawall. Mean High Water (MHW) for the Project Site is approximately elevation (el.) 4.17 feet North American Vertical Datum of 1988 (NAVD 88). The mean tidal range, or elevation difference between mean high tide and mean low tide (el. -4.97), in Lynn Harbor is approximately 9.14 feet.

There are no performance standards for Land Subject to Tidal Action in the Regulations, the interests associated with Land Subject to Tidal Action are those associated with the underlying resource areas of Land Under the Ocean, Coastal Beach/Tidal Flat and Coastal Beaches, as are described elsewhere in this section.

Coastal Bank is defined in 310 CR 10.30 as *"…the seaward face or side of any elevated landform, other than a coastal dune, which lies at the landward edge of a coastal beach, land subject to tidal action, or other wetland."* Coastal Banks are vertical buffers to storm waters and may supply sediment to

adjacent or downdrift beaches. There is a 100-foot buffer zone extending landward from the top of Coastal Bank which extends onto the Project Site.

A two-part process was used to ascertain the presence and extent of Coastal Bank present along the Project Site. This process included a desktop assessment supported by field investigation. The desktop assessment evaluated the slope to identify the top of the Coastal Bank (top of bank) in accordance with the MassDEP Policy 92-1: Coastal Banks, along with site-specific field observation to verify the slopes and evaluate the conditions of the slope. The top of Coastal Bank is located below the 100-year flood elevation and was established utilizing the MassDEP Policy; specifically: *4) the "top of coastal bank" will fall <u>below</u> the 100-year flood elevation and is the point where the slopes cease to be ≥ 10:1.*

The Coastal Bank consists of fill material behind the seawall and the exposed soil slope in locations where the seawall has failed. The top of bank was identified as the point where the slope ceased to be steeper than or equal to 10:1. Based on this assessment, Coastal Bank was determined to be present along the entire shoreline. The Coastal Bank is primarily a vertical buffer to storm waters and is therefore considered significant to the interests of storm damage prevention and flood control.

The Project will temporarily impact approximately 2,164 linear feet (lf) of coastal bank where the proposed grades will be blended into the upland topography. The coastal bank restoration and the work to be performed within the buffer zone will create coastal bank that provides enhanced storm damage prevention and flood control at the Project Site. A section of the proposed coastal bank restoration is depicted in Attachment C.

LSCSF is defined at 310 CMR 10.04 as, "… ***land subject to any inundation caused by coastal storms up to and including that caused by the 100-year storm, surge of record or storm of record, whichever is greater."***

According to the currently effective (July 16, 2014) FEMA Flood Insurance Rate Map (FIRM) for the City of Lynn (*Community Panel 25009C0529G*), Zone VE (el. 14 NAVD88) extends onto the Project Site with the remaining portion of the Project Site located within Flood Zone AE (el. 14 feet NAVD88). Flood Zone AE defines the landward limit of still water flooding for the 1% flood occurrence (i.e., the 100-year floodplain), and therefore defines the landward limit of LSCSF.

While the Regulations do not presently include any presumptions of significance or performance standards for LSCSF, it is presumed that LSCSF is significant to the interests of storm damage prevention and flood control.

As part of the assessment of the proposed Project, a coastal engineering analysis is being conducted on behalf of the Proponent by the Woods Hole Group. That analysis will focus on the assessment of potential changes and impacts to the floodplain. Specifically, a hydrodynamic modeling study will be completed to assess potential changes to flood extent, depth, and velocities under current and future storm conditions. The assessment will evaluate the coastal floodplain and associated processes with and without (existing conditions) the Project in place and focus on potential impacts to neighboring properties (*e.g.*, redirection of flood waters, channelization of flow, etc.). Results of this assessment will be provided not only for present day coastal storm conditions, but also for future storm conditions that align with the state standard sea level rise projections. This assessment is intended to be submitted with the Project's Draft Environmental Impact Report and is expected to conclude that the proposed fill, grading, and Project components will not adversely impact the depth, extent, and velocity of floodwaters at the Project Site and surrounding neighborhood.

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

Coastal Wetlands	Area (square feet) or Length (linear feet)	Temporary or Permanent Impact?
Land Under the Ocean		
Designated Port Areas		
Coastal Beaches	~2,260 sf	Temporary
Coastal Dunes		
Barrier Beaches		
Coastal Banks	~2,164 lf	Temporary
Rocky Intertidal Shores		
Salt Marshes		
Land Under Salt Ponds		
Land Containing Shellfish	~1,800 sf	Temporary
Fish Runs		
Land Subject to Coastal Storm Flowage	~812,394 sf	Temporary & Permanent

Inland Wetlands		
Bank (lf)		
Bordering Vegetated Wetlands		
Isolated Vegetated Wetlands		
Land under Water		
Isolated Land Subject to Flooding		
Bordering Land Subject to Flooding		
Riverfront Area		

D. Is any part of the project:

1. proposed as a **limited project**? ___ Yes _**x**_ No; if yes, what is the area (in sf)?____
2. the construction or alteration of a **dam**? ___ Yes _**x**_ No; if yes, describe:
3. fill or structure in a **velocity zone** or **regulatory floodway**? _**x**_ Yes ___ No
4. dredging or disposal of dredged material? ___ Yes _**x**_ No; if yes, describe the volume of dredged material and the proposed disposal site:
5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**? ___ Yes _**x**_ No
6. subject to a wetlands restriction order? ___ Yes _**x**_ No; if yes, identify the area (in sf):
7. located in buffer zones? _**x**_ Yes ___No; if yes, how much (in sf)

~202,352 sf of buffer zone to Coastal Bank.

E. Will the project:

1. be subject to a local wetlands ordinance or bylaw? _**x**_ Yes ___ No
2. alter any federally-protected wetlands not regulated under state law? __ Yes _**x**_ No; if yes, what is the area (sf)?

III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? _**x**_ Yes ___ No; if yes, is there a current Chapter 91 License or Permit affecting the project site? _**x**_ Yes ___ No; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands:

Massachusetts Department of Public Works, License No. 958, issued November 14, 1928.

Historic High Water, depicted on Figure 3, is based on MassDEP c. 91 Tidelands Jurisdiction data published by the Massachusetts Bureau of Geographic Information ("MassGIS").

B. Does the project require a new or modified license or permit under M.G.L.c.91? _**x**_ Yes ___ No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use? Current 13.7 Change _0_ Total 13.7

If yes, how many square feet of solid fill or pile-supported structures (in sf)?

No new fill or pile supported structures are proposed.

C. For non-water-dependent use projects, indicate the following:

Area of filled tidelands on the site: **596,772 sf**
Area of filled tidelands covered by buildings: **193,850 sf**
For portions of site on filled tidelands, list ground floor uses and area of each use:

Ground floor uses are anticipated to include Facilities of Public Accommodation ("FPA"), parking, and residential uses.

Does the project include new non-water-dependent uses located over flowed tidelands? Yes ___ No _**x**_
Height of building on filled tidelands: **Building A: ~131.0'**
Building B: ~78.0'
Building C: ~78.0'
Please see Attachment C

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.
See Attachment A, Figure 4 and Attachment C, Proposed Conditions

D. Is the project located on landlocked tidelands? ___ Yes _**x**_ No; if yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations? _Yes _**x**_No; if yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? _**x**_ Yes ___ No;
(NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)

To assist with the Secretary's Determination, the DEIR will address the specific considerations identified in the Regulations and describe how the Project will provide appropriate public benefits and will be adequately protective of the Public Trust rights inherent in tidelands.

G. Does the project include dredging? ___ Yes _**x**_ No; if yes, answer the following questions:
What type of dredging? Improvement ___ Maintenance ___ Both ____
What is the proposed dredge volume, in cubic yards (cys) _____
What is the proposed dredge footprint ____length (ft) ___width (ft)____depth (ft);
Will dredging impact the following resource areas?
Intertidal Yes__ No__; if yes, ___ sq ft
Outstanding Resource Waters Yes__ No__; if yes, ___ sq ft
Other resource area (i.e. shellfish beds, eel grass beds) Yes__ No__; if yes __ sq ft
If yes to any of the above, have you evaluated appropriate and practicable steps to: 1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimize is not possible, mitigation?
If no to any of the above, what information or documentation was used to support this determination?
Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b). Physical and chemical data of the sediment shall be included in the comprehensive analysis.
Sediment Characterization
Existing gradation analysis results? __Yes ___No: if yes, provide results.
Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6? ___Yes ____No; if yes, provide results.
Do you have sufficient information to evaluate feasibility of the following management options for dredged sediment? If yes, check the appropriate option.

Beach Nourishment ___
Unconfined Ocean Disposal ___
Confined Disposal:
Confined Aquatic Disposal (CAD) ___
Confined Disposal Facility (CDF) ___
Landfill Reuse in accordance with COMM-97-001 ___
Shoreline Placement ___
Upland Material Reuse____
In-State landfill disposal____
Out-of-state landfill disposal ____
(NOTE: This information is required for a 401 Water Quality Certification.)

IV. Consistency:

A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? _**x**_ Yes ___ No; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:

The Project Site is located within the limits of the Massachusetts Coastal Zone as defined at 301 CMR 20.00. The Project complies with the enforceable policies of the CZM Program and will be conducted in a manner consistent with those policies. A summary of the regulatory and non-regulatory CZM Program policies and the consistency of the specific improvements proposed in association with the Project with those policies is presented below.

Coastal Hazards Policy #1

Preserve, protect, restore, and enhance the beneficial functions of storm damage prevention and flood control provided by natural coastal landforms, such as dunes, beaches, barrier beaches, coastal banks, land subject to coastal storm flowage, salt marshes, and land under the ocean.

The proposed Project minimizes impacts to these landforms and will otherwise improve the beneficial functions of storm damage prevention and flood control at the Project Site by restoring the project shoreline and elevating the landward portions of the Project site that comprise filled tidelands. Nearby resources maintain their beneficial functions of storm damage prevention and flood control.

Coastal Hazards Policy #2

Ensure that construction in water bodies and contiguous land areas will minimize interference with circulation and sediment transport. Flood or erosion control projects must demonstrate no significant adverse effects on the project site or adjacent or downcoast areas.

The Project does not include construction in water bodies and construction on contiguous land areas will not interfere with water circulation and sediment transport; therefore, this policy does not apply.

Coastal Hazards Policy #3

Ensure that state and federally funded public works projects proposed for location within the coastal zone will:

- ***Not exacerbate existing hazards or damage natural buffers or other natural resources.***
- ***Be reasonably safe from flood and erosion-related damage.***
- ***Not promote growth and development in hazard-prone or buffer areas, especially in velocity zones and Areas of Critical Environmental Concern.***
- ***Not be used on Coastal Barrier Resource Units for new or substantial reconstruction of structures in a manner inconsistent with the Coastal Barrier Resource/Improvement Acts.***

The Project is not a state or federally funded public works project; therefore, this policy does not apply. Nonetheless, the Project will provide substantial public benefit in the form of improved public access and expanded public use opportunities.

Coastal Hazards Policy #4

Prioritize acquisition of hazardous coastal areas that have high conservation and/or recreation values and relocation of structures out of coastal high-hazard areas, giving due consideration to the effects of coastal hazards at the location to the use and manageability of the area.

The Project does not involve community acquisition of hazardous coastal areas; therefore, this policy does not apply. However, to improve resiliency to future flood events and to be part of the solution in protecting nearby communities from rising sea levels, the Proponent plans to regrade portions of the Project Site and provide new flood protection control measures along the waterfront edge of the Project Site, along with the creation of a park along the full extent of the waterfront.

Energy Policy #1

***For coastally dependent energy facilities, assess siting in alternative coastal locations. For non-dependent energy facilities, assess siting in areas outside of the coastal zone. Weigh the environmental and safety impacts of locating proposed energy facilities at alternative sites*.**

The Project is not an energy facility; therefore, this policy does not apply.

Energy Policy #2

Encourage energy conservation and the use of renewable sources such as solar and wind power in order to assist in meeting the energy needs of the Commonwealth.

The Proponent will study on-site clean and renewable energy generation through rooftop PV arrays. The buildings will meet the stretch energy code and include all electric heating and cooling systems.

Growth Management Policy #1

Encourage sustainable development that is consistent with state, regional, and local plans and supports the quality and character of the community.

The Project has been designed in consideration of the local environment and, more specifically, the City of the Metropolitan Area Planning Council 2009 "MetroCommon 2050" plan, the City's Master Plan, and the MHP.

The Project will help support City's economy by creating construction and permanent jobs and by providing commercial space and residential units, including affordable units. The Project will introduce new FPAs, new publicly accessible open space, and will provide extensive public realm improvements.

The Project is not anticipated to adversely affect water, sewer, natural gas, electrical, or communications systems. The Project Site has excellent access to regional roadways and public transportation, and the Project's TDM program will help reduce dependency on single occupancy vehicles accessing the Project Site.

Growth Management Policy #2

Ensure that state and federally funded infrastructure projects in the coastal zone primarily serve existing developed areas, assigning highest priority to projects that meet the needs of urban and community development centers.

The Project is not a state or federally funded infrastructure project and within the context of this policy does not include major transportation components or sewage treatment facilities and collection systems; therefore, this policy does not apply.

Growth Management Policy #3

Encourage the revitalization and enhancement of existing development centers in the coastal zone through technical assistance and financial support for residential, commercial, and industrial development.

As per above, the Project has been designed in consideration of the Metropolitan Area Planning Council "MetroFuture 2050" plan, the City's Master Plan, and the MHP.

Habitat Policy #1

Protect coastal, estuarine, and marine habitats—including salt marshes, shellfish beds, submerged aquatic vegetation, dunes, beaches, barrier beaches, banks, salt ponds, eelgrass beds, tidal flats, rocky shores, bays, sounds, and other ocean habitats—and coastal freshwater streams, ponds, and wetlands to preserve critical wildlife habitat and other important functions and services including nutrient and sediment attenuation, wave and storm damage protection, and landform movement and processes.

The Project will include the installation of a stormwater management system that is compliant with the MassDEP Stormwater Management Policy and will restore portions of the project shoreline that is contributing urban fill and debris to Lynn Harbor. The net result of the Project Site activities will be an improvement in stormwater quality and will not impair the function of coastal and marine habitats.

Habitat Policy #2

Advance the restoration of degraded or former habitats in coastal and marine areas.

Redevelopment of the Project will result in the restoration of degraded and former habitats.

Ocean Resources Policy #1

Support the development of sustainable aquaculture, both for commercial and enhancement (public shellfish stocking) purposes. Ensure that the review process regulating aquaculture facility sites (and access routes to those areas) protects significant ecological resources (salt marshes, dunes, beaches, barrier beaches, and salt ponds) and minimizes adverse effects on the coastal and marine environment and other water-dependent uses.

The Project does not include development of aquaculture; therefore, this policy does not apply.

Ocean Resources Policy #2

Except where such activity is prohibited by the Ocean Sanctuaries Act, the Massachusetts Ocean Management Plan, or other applicable provision of law, the extraction of oil, natural gas, or marine minerals (other than sand and gravel) in or affecting the coastal zone must protect marine resources, marine water quality, fisheries, and navigational, recreational and other uses.

The Project will not involve the extraction of marine minerals; therefore, this policy does not apply.

Ocean Resources Policy #3

Accommodate offshore sand and gravel extraction needs in areas and in ways that will not adversely affect marine resources, navigation, or shoreline areas due to alteration of wave direction and dynamics. Extraction of sand and gravel, when and where permitted, will be primarily for the purpose of beach nourishment or shoreline stabilization.

The Project does not entail either offshore sand and gravel mining or beach nourishment; therefore, this policy does not apply.

Ports and Harbors Policy #1

Ensure that dredging and disposal of dredged material minimize adverse effects on water quality, physical processes, marine productivity, and public health and take full advantage of opportunities for beneficial re-use.

Dredging is not proposed as part of the Project; therefore, this policy does not apply.

Ports and Harbors Policy #2

Obtain the widest possible public benefit from channel dredging and ensure that Designated Port Areas and developed harbors are given highest priority in the allocation of resources.

Dredging is not proposed as part of the Project; therefore, this policy does not apply.

Ports and Harbors Policy #3

Preserve and enhance the capacity of Designated Port Areas to accommodate water-dependent industrial uses and prevent the exclusion of such uses from tidelands and any other DPA lands over which an EEA agency exerts control by virtue of ownership or other legal authority.

The Project Site is not located within a DPA and does not involve water-dependent industrial uses; therefore, this policy does not apply.

Ports and Harbors Policy #4

For development on tidelands and other coastal waterways, preserve and enhance the immediate waterfront for vessel-related activities that require sufficient space and suitable facilities along the water's edge for operational purposes.

The Project will comply with 310 CMR 9.36, 9.51, 9.52 and other applicable provisions of the Waterways Regulations. No new structures are proposed over flowed tidelands and the Project Site was previously occupied by nonwater-dependent uses for many decades (and since the 1990s has been vacant and unused, except with respect to the adjacent Willis Fishing Pier). As such, the Project is not displacing any water-dependent uses, but rather, is adding a new water-dependent use in the form of the waterfront park. The Project is a redevelopment of an urban waterfront site and provides numerous public realm improvements that will significantly improve visual appearance while also improving public access to and use of filled tidelands at Project Site.

Ports and Harbors Policy #5

Encourage, through technical and financial assistance, expansion of water-dependent uses in Designated Port Areas and developed harbors, re-development of urban waterfronts, and expansion of physical and visual access.

The Project Site is not located within a DPA and does not involve water-dependent industrial uses. The Project is a redevelopment of an urban waterfront site and provides numerous public realm improvements that will significantly improve visual appearance while also improving access to and use of the Project Site.

Protected Areas Policy #1

Preserve, restore, and enhance coastal Areas of Critical Environmental Concern, which are complexes of natural and cultural resources of regional or statewide significance.

The Project Site is not located within an Area of Critical Environmental Concern. Improvements to the Project Site, including the proposed stormwater management system and shoreline restoration are, however, anticipated to improve water quality in Lynn Habor and Saugus River.

Protected Areas Policy #2

Protect state designated scenic rivers in the coastal zone.

The Project Site is not located in proximity to a state designated scenic river; therefore, this policy does not apply.

Protected Areas Policy #3

Ensure that proposed developments in or near designated or registered historic places respect the preservation intent of the designation and that potential adverse effects are minimized.

There are no historic resources located within the Project Site that are listed in the State and National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth. MHC review will be initiated with the filing of this ENF.

Public Access Policy #1

Ensure that development (both water-dependent or nonwater-dependent) of coastal sites subject to state waterways regulation will promote general public use and enjoyment of the water's edge, to an extent commensurate with the Commonwealth's interests in flowed and filled tidelands under the Public Trust Doctrine.

The Project promotes general public use and enjoyment of the Project Site by providing for the dedication of approximately 8 acres of private land as a publicly accessible, waterfront park, as well as by providing parking to facilitate use of the new waterfront park and existing fishing pier, was well as enhanced streetscapes that include sidewalks, programmed public open space, and improved pedestrian and bicycle access. The proposed site design allows greatly improved public access through the Project Site, providing new connections to the waterfront, and by creating critical component of the waterfront promenade envisioned in the Master Plan.

Public Access Policy #2

Improve public access to existing coastal recreation facilities and alleviate auto traffic and parking problems through improvements in public transportation and trail links (land- or water-based) to other nearby facilities. Increase capacity of existing recreation areas by facilitating multiple use and by improving management, maintenance, and public support facilities. Ensure that the adverse impacts of developments proposed near existing public access and recreation sites are minimized.

As per Public Access Policy #1, the Project will result in considerable improvement to the pedestrian network at and around the Project Site. The Project will also encourage the use of public transit and provide new bicycle infrastructure. Expansive new publicly accessible open space on the Project Site will facilitate multiple uses and encourage public access at the Project Site.

Public Access Policy #3

Expand existing recreation facilities and acquire and develop new public areas for coastal recreational activities, giving highest priority to regions of high need or limited site availability. Provide technical assistance to developers of both public and private recreation facilities and sites that increase public access to the shoreline to ensure that both transportation access and the recreation facilities are compatible with social and environmental characteristics of surrounding communities.

The Project will create enhanced streetscapes and sidewalks, programmed public open space, and improved pedestrian and bicycle access through the Project Site, providing new connections within the Project Site, between the surrounding neighborhood and the adjacent waterfront.

Water Quality Policy #1

Ensure that point-source discharges and withdrawals in or affecting the coastal zone do not compromise water quality standards and protect designated uses and other interests.

A stormwater management system will be constructed so as to comply with the MassDEP Stormwater Management Policy and will satisfy regulatory requirements set forth by MassDEP under the Massachusetts Wetland Protection Act and by the USEPA under the US Clean Water Act (33 U.S.C. 1341 et seq.). Construction of the stormwater management system, in conjunction with the implementation of best management practices ("BMPs") and observance of the MassDEP Policy, is anticipated to result in an improvement to existing site conditions.

Water Quality Policy #2

Ensure the implementation of nonpoint source pollution controls to promote the attainment of water quality standards and protect designated uses and other interests.

The nonpoint discharge associated with the Project Site is stormwater runoff. The proposed uses and new stormwater management systems and practices will result in an improvement in runoff water quality. The post-development volume and rate of stormwater runoff will be less than existing conditions and a long-term stormwater Operations and Maintenance Plan will be established. In addition, a construction phase Stormwater Pollution Prevention Plan ("SWPPP") will be implemented in accordance with the NPDES Stormwater Construction General Permit. These measures will ensure compliance with this Policy.

Water Quality Policy #3

Ensure that subsurface waste discharges conform to applicable standards, including the siting, construction, and maintenance requirements for on-site wastewater disposal systems, water quality standards, established Total Maximum Daily Load limits, and prohibitions on facilities in high-hazard areas.

This policy is not applicable. No subsurface waste discharge is proposed. The Project will be serviced by sanitary sewer mains with regional treatment provided by the Massachusetts Water Resource Authority.

B. Is the project located within an area subject to a Municipal Harbor Plan? _**x**_ Yes ___ No; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

The Project Site is located within the planning area of the Lynn Municipal Habor Plan ("MHP"). The MHP established substitutions for the regulatory provisions for the Water-Dependent Use Zone at 310 CMR 9.51(3)(c)) and for the pedestrian access network at 310 CMR 9.52(1)(b)(1). The MHP also established Amplification provisions that are applicable to the Project.

With regard to the WDUZ, the amplification increases the area of the WDUZ such that the total area of the WDUZ shall be equivalent to the area of a 200-foot wide WDUZ. Under the Substitution, the WDUZ width may vary, provided all areas are at least 100 feet wide, and the net total area is equivalent to the area resulting from a 200-foot wide WDUZ for a project site. In this instance, the area of the WDUZ at the Project Site is approximately 362,490 sf. Accordingly, the Project will maintain no less than 362,490 sf of WDUZ and all uses within the WDUZ will meet the applicable regulatory requirements, including the MHP Amplification of 310 CMR 9.52 requiring, among other things, activation of the WDUZ in a manner consistent with the Master Plan.

The Secretary also approved a "substitute provision for a walkway width of 15 to 30 feet as specified in the 2019 Waterfront Open Space Master Plan unless physically constrained", as long as the walkway width is at least ten feet, as required under the MGL Chapter 91 standards. In this instance, the Project will provide the 20' to 30' width envisioned in the Master Plan. The proposed public realm will be designed to meet or exceed the MHP's Amplification with respect to the Pedestrian Access Network (310 CMR 9.52(1)(b) and 310 CMR 9.52(1)(b)(2), including design, materials and layout that is consistent with the Master Plan guidelines and the provision multiple connecting walkways that provide access to the waterfront from upland areas on the Project Site.

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? ___ Yes _**x**_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	Existing	Change	Total
Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ___ Yes ___ No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? ___ Yes ___ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results.
_____

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? _____Will the project require an increase in that withdrawal? ___Yes ___No; if yes, then how much of an increase (gpd)? _____

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? ___ Yes ___No. If yes, describe existing and proposed water supply facilities at the project site:

	Permitted Flow	Existing Avg Daily Flow	Project Flow	Total
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve:

1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? ___ Yes ___ No
2. a Watershed Protection Act variance? ___ Yes ___ No; if yes, how many acres of alteration?
3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ___ Yes ___ No

III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ___ Yes _**x**_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	Existing	Change	Total
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____

	Existing	Change	Total
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater facility	_____	_____	_____
TOTAL	_____	_____	_____

B. Is the existing collection system at or near its capacity? ___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? ___ Yes___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility? ___ Yes ___ No; if yes, describe as follows:

	Permitted	Existing Avg Daily Flow	Project Flow	Total
Wastewater treatment plant capacity (in gallons per day)	_____	_____	_____	_____

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is located.)

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district? ___ Yes ___ No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? ___ Yes ___ No; if yes, what is the capacity (tons per day):

	Existing	Change	Total
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

III. Consistency

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? ___ Yes ___ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? _**x**__ Yes ___ No; if yes, specify, in quantitative terms:

[301 CMR 11.03(6)(b)(13)] – Generation of 2,000 or more new ADT on roadways providing access to a single location

B. Does the project require any state permits related to **state-controlled roadways**? _**x**_ Yes ___ No; if yes, specify which permit:

DCR License Agreement and Construction/Vehicular Access Permit

C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	Existing	Change	Total
Number of parking spaces	**N/A**	**+1,114**	**+1,114**
Number of vehicle trips per day			
Unadjusted	**N/A**	**+5,780**	**+5,780**
	N/A	**+5,104**	**+5,104**
ITE Land Use Code(s):	**N/A**		**221, 820, 931**

B. What is the estimated average daily traffic on roadways serving the site?

Roadway	Existing	Change	Total
1. **Rte 1A (North of Site)**	**44,791**	**+1,276**	**46,067**
2. **Rte 1A (South of Site)**	**46,608**	**+3,828**	**50,436**
3. _____	_____	_____	_____

C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:

N/A

D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

Transportation Demand Management will be facilitated by the nature of the Project. TDM measures for the project may include, but are not limited, to those described below:

- **Provide orientation packets to new tenants/residents containing information on available transportation choices;**
- **On-site Management will keep a supply of transit information (schedules, maps, and fare information) to be made available to residents and patrons;**
- **Provide a newsletter or bulletin summarizing transit, ride-sharing, bicycling, alternative work schedules and other travel options;**
- **Provide information on travel alternatives for employees/residents and visitors via the internet and in the building lobbies.**
- **Provide bike and pedestrian access information on the Project website;**
- **Provide on-site external bicycle racks for visitors;**

- **Provide a "Guaranteed Ride Home" for those commuting on foot or by bike.**

C. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? _**x**__ Yes ____ No; if yes, describe if and how will the project will participate in the TMA:

The Project will join and participate in the Northshore TMA on behalf of commercial tenants and residents.

D. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? ____ Yes _**x**__ No; if yes, generally describe:

E. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

FAA Form 7460s will be prepared and submitted for each building to be constructed, as applicable. As necessary, the Proponent will coordinate with the Massachusetts Port Authority's (Massport) Aviation Division to review the proposed building heights to ensure consistency with Massport's requirements.

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

The Project will be designed to be consistent with municipal, regional, state, and federal plans, such as the Lynnway Multimodal Corridor Project, and policies related to traffic, transit, pedestrian, and bicycle transportation facilities and services. The Project will be specifically designed to promote pedestrian and bicycle travel in order to reduce the traffic and parking demands of the Project.

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **roadways or other transportation facilities**? _**x**_ Yes ___ No; if yes, specify which permit:

DCR License Agreement and Construction/Vehicular Access Permit

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

***Route 1A* is an urban principal arterial, under DCR jurisdiction. Route 1A consists of two travel lanes in each direction, separated by a curbed median of varying width. Route 1A runs in a predominantly northeast-southwest direction between Market Street in Lynn to the northeast and Interstate 93 in Boston to the southwest. Parking is not permitted along Route 1A. Route 1A is classified as an urban principal arterial, however, south of the study area, it functions as a limited-access facility. The pavement and signage along Route 1A within the study area is in fair condition and the pavement markings are generally present and in good condition. The roadway generally has concrete sidewalks along both sides of the roadway and does not include a bicycle lane. Route 1A provides shoulders of varying width and therefore, is not sufficient for bicycle use.**

B. Will the project involve any
1. Alteration of bank or terrain (in linear feet)? _____
2. Cutting of living public shade trees (number)? _____
3. Elimination of stone wall (in linear feet)? _____

III. Consistency -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

The Project will be designed to be consistent with municipal, regional, state, and federal plans, such as the Lynnway Multimodal Corridor Project, and policies related to traffic, transit, pedestrian, and bicycle transportation facilities and services. The Project will be specifically designed to promote pedestrian and bicycle travel in order to reduce the traffic and parking demands of the Project.

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **energy**? ___ Yes _**x**_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

II. Impacts and Permits

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	Existing	Change	Total
Capacity of electric generating facility (megawatts)	_____	_____	_____
Length of fuel line (in miles)	_____	_____	_____
Length of transmission lines (in miles)	_____	_____	_____
Capacity of transmission lines (in kilovolts)	_____	_____	_____

B. If the project involves construction or expansion of an electric generating facility, what are:
   1. the facility's current and proposed fuel source(s)?
   2. the facility's current and proposed cooling source(s)?

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? ___Yes ___No; if yes, please describe:

D. Describe the project's other impacts on energy facilities and services:

III. Consistency

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ___ Yes _**x**_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? ___ Yes ___ No; if yes, describe existing and proposed emissions (in tons per day) of:

	Existing	Change	Total
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ___ Yes _**x**_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? ___ Yes _**x**_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? ___ Yes ___ No; if yes, what is the volume (in tons per day) of the capacity:

	Existing	Change	Total
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? ___ Yes ___ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	Existing	Change	Total
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment	_____	_____	_____
Disposal	_____	_____	_____

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

D. If the project involves demolition, do any buildings to be demolished contain asbestos? ___ Yes ___ No

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission? ___ Yes _**x**_ No; if yes, attach correspondence. For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? ____Yes _**x**_ No; if yes, attach correspondence

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes _**x**_ No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? ___ Yes ___ No; if yes, please describe:

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes _**x**_ No; if yes, does the project involve the destruction of all or any part of such archaeological site? ___ Yes ___ No; if yes, please describe:

D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

CLIMATE CHANGE ADAPTATION AND RESILIENCY SECTION

This section of the Environmental Notification Form (ENF) solicits information and disclosures related to climate change adaptation and resiliency, in accordance with the MEPA Interim Protocol on Climate Change Adaptation and Resiliency (the "MEPA Interim Protocol"), effective October 1, 2021. The Interim Protocol builds on the analysis and recommendations of the 2018 Massachusetts Integrated State Hazard Mitigation and Climate Adaptation Plan (SHMCAP), and incorporates the efforts of the Resilient Massachusetts Action Team (RMAT), the inter-agency steering committee responsible for implementation, monitoring, and maintenance of the SHMCAP, including the "Climate Resilience Design Standards and Guidelines" project. The RMAT team recently released the RMAT Climate Resilience Design Standards Tool, which is available here.

The MEPA Interim Protocol is intended to gather project-level data in a standardized manner that will both inform the MEPA review process and assist the RMAT team in evaluating the accuracy and effectiveness of the RMAT Climate Resilience Design Standards Tool. Once this testing process is completed, the MEPA Office anticipates developing a formal Climate Change Adaptation and Resiliency Policy through a public stakeholder process. Questions about the RMAT Climate Resilience Design Standards Tool can be directed to rmat@mass.gov.

All Proponents must complete the following section, referencing as appropriate the results of the output report generated by the RMAT Climate Resilience Design Standards Tool and attached to the ENF. In completing this section, Proponents are encouraged, but not required at this time, to utilize the recommended design standards and associated Tier 1/2/3 methodologies outlined in the RMAT Climate Resilience Design Standards Tool to analyze the project design. However, Proponents are requested to respond to a respond to a user feedback survey on the RMAT website or to provide feedback to rmat@mass.gov, which will be used by the RMAT team to further refine the tool. Proponents are also encouraged to consult general guidance and best practices as described in the RMAT Climate Resilience Design Guidelines.

Climate Change Adaptation and Resiliency Strategies

I. Has the project taken measures to adapt to climate change for all of the climate parameters analyzed in the RMAT Climate Resilience Design Standards Tool (sea level rise/storm surge, extreme precipitation (urban or riverine flooding), extreme heat)? _**x**_ Yes __ No

Note: Climate adaptation and resiliency strategies include actions that seek to reduce vulnerability to anticipated climate risks and improve resiliency for future climate conditions. Examples of climate adaptation and resiliency strategies include flood barriers, increased stormwater infiltration, living shorelines, elevated infrastructure, increased tree canopy, etc. Projects should address any planning priorities identified by the affected municipality through the Municipal Vulnerability Preparedness (MVP) program or other planning efforts, and should consider a flexible adaptive pathways approach, an adaptation best practice that encourages design strategies that adapt over time to respond to changing climate conditions. General guidance and best practices for designing for climate risk are described in the RMAT Climate Resilience Design Guidelines.

A. If no, explain why.

B. If yes, describe the measures the project will take, including identifying the planning horizon and climate data used in designing project components. If applicable, specify the return period and design storm used (e.g., 100-year, 24-hour storm).

The Project has received three "high" preliminary climate risks for the proposed Project. The three climate risks listed were sea level rise/storm surge, extreme precipitation – urban flooding, and extreme heat. The Project has been designed to help accommodate these climate parameters from their increased impacts due to climate change.

Due to the Project's proximity to Lynn Harbor, the Project has been considered a high risk for sea level rise and storm surge. The Proponent is accounting for this risk through several mitigation strategies that

will minimize the impacts of sea level rise and storm surge on the Project Site. The Proponent is proposing to elevate portions of the Project Site above the projected sea level rise to mitigate the impacts of sea level rise and storm surge and will restore portions of the shoreline to a more natural and resilient condition. Flood protection mitigation strategies include elevating the building's critical infrastructure (mechanical, electrical, life safety) significantly above the 100-year flood plain (if not located at the roof level) to allow the building to quickly return to service after an extreme weather event.

To mitigate the risk of urban flooding, the Project has proposed to include an on-site stormwater management system which consists of various Best Management Practices (BMPs) and Low Impact Design (LID) strategies that will capture and treat stormwater runoff from impervious surfaces in accordance with the MassDEP Stormwater Management Policy and local regulations, prior to discharge. Additionally, the Proponent has committed to preserving open space to the maximum extent practicable under proposed conditions by limiting impervious area to what is considered necessary for the Project, thus reducing the need for additional stormwater management infrastructure.

The Project has also been designed to minimize the heat island effect typically seen with urban areas and large developments. As mentioned under the urban flooding mitigation, the Proponent has committed to only utilizing impervious area only to what is considered necessary for design. Additionally, landscaping and green space has been incorporated into every aspect of the Project's design, from the parking areas to pedestrian walkways, to help break up large portions of impervious area. Finally, the Proponent is evaluating the use of light or reflective roof materials in order to reduce the heat island effect.

C. Is the project contributing to regional adaptation strategies? __ Yes _**x**_ No; If yes, describe.

II. Has the Proponent considered alternative locations for the project in light of climate change risks? ___ Yes _**x**_ No

A. If no, explain why.

The Project Site has been identified by the Proponent and the City of Lynn as a desirable location for a mixed-use project due to the Project Site's underutilized condition, the regional need for housing, and the significant public benefits the Project Site provides. The Project Site is part of the larger area identified in the Master Plan and it has long been considered as a location that could offer several public benefits, while also complementing residential and mixed-use land uses. A goal of the Master Plan area is to guide public and private land uses along Lynn Harbor while not substantially impacting the environmental resources that are found within and surrounding the Lynn Harbor. The proposed Project will provide an ideal mix of public and private lands in what is currently called the "South Harbor" planning area of the MHP. Redevelopment of the Project Site will maximize its potential for public open space, resilient design, and much needed residential units. Ultimately, the Project will result in a net benefit to the residents of Lynn while also respecting and protecting the environmental resources on-site.

B. If yes, describe alternatives considered.

III. Is the project located in Land Subject to Coastal Storm Flowage (LSCSF) or Bordering Land Subject to Flooding (BLSF) as defined in the Wetlands Protection Act? _**x**_ Yes ____No

If yes, describe how/whether proposed changes to the site's topography (including the addition of fill) will result in changes to floodwater flow paths and/or velocities that could impact adjacent properties or the functioning of the floodplain. General guidance on providing this analysis can be found in the CZM/MassDEP Coastal Wetlands Manual, available here.

As part of the assessment of the proposed project, a coastal engineering analysis will be conducted on behalf of the Proponent by the Woods Hole Group. That analysis will focus on the assessment of potential changes and impacts to the floodplain. Specifically, a hydrodynamic modeling study will be completed to assess potential changes to flood extent, depth, and velocities under current and future storm conditions. The assessment will evaluate the coastal floodplain and associated processes with and without (existing conditions) the Project in place and focus on potential impacts to neighboring properties (*e.g.*, redirection of flood waters, channelization of flow, etc.). Results of this assessment will be provided not only for present day coastal storm conditions, but also for future storm conditions that align with the state standard sea level rise projections. This assessment is intended to be submitted with the Project's Draft Environmental Impact Report and is expected to conclude that the proposed fill, grading, and Project components will not adversely impact the depth, extent, and velocity of floodwaters at the Project Site and surrounding neighborhood.

ENVIRONMENTAL JUSTICE SECTION

I. Identifying Characteristics of EJ Populations

A. If an Environmental Justice (EJ) population has been identified as located in whole or in part within 5 miles of the project site, describe the characteristics of each EJ populations as identified in the EJ Maps Viewer (i.e., the census block group identification number and EJ characteristics of "Minority," "Minority and Income," etc.). Provide a breakdown of those EJ populations within 1 mile of the project site, and those within 5 miles of the site.

The Project Site is located within an urban area in the City of Lynn, with residential communities located to the south, west and north of the Project Site. Considering the dense urban environment, the Project Site is located within, and surrounded by, EJ populations. Within one mile of the Project Site, there are the following EJ population designations:

- **Minority**
- **Minority and Income**
- **Minority and English isolation**
- **Minority, Income and English isolation**

Within 5 miles of the Project Site, the municipalities of Revere, Chelsea, Malden, Melrose, Saugus, Winthrop, Swampscott, Marblehead, Salem, Peabody, and Lynnfield are all located and due to the densely urban areas associated with these municipalities, all EJ population designations can be found.

B. Identify all languages identified in the "Languages Spoken in Massachusetts" tab of the EJ Maps Viewer as spoken by 5 percent or more of the EJ population who also identify as not speaking English "very well." The languages should be identified for each census tract located in whole or in part within 1 mile and 5 miles of the project site, regardless of whether such census tract contains any designated EJ populations.

Using the EJ Maps Viewer that identifies "Languages Spoken in Massachusetts," the Proponent identified five census tracts with 5% or more of the population who do not speak English very well within one mile of the Project Site. These populations speak the following languages:

- **Spanish or Spanish Creole**
- **Mon-Khmer/Cambodian**

The Proponent also identified 51 census tracts with 5% or more of the population who do not speak English very well within five miles of the Project Site. These populations speak the following languages:

- **Spanish or Spanish Creole**
- **Mon-Khmer/Cambodian**
- **Russian**
- **Portuguese or Portuguese Creole**
- **French Creole**
- **Other Indic Languages**
- **Arabic**
- **Chinese**

C. If the list of languages identified under Section I.B. has been modified with approval of the EEA EJ Director, provide a list of approved languages that the project will use to provide

public involvement opportunities during the course of MEPA review. If the list has been expanded by the Proponent (without input from the EEA EJ Director), provide a list of the additional languages that will be used to provide public involvement opportunities during the course of MEPA review as required by Part II of the MEPA Public Involvement Protocol for Environmental Justice Populations ("MEPA EJ Public Involvement Protocol"). If the project is exempt from Part II of the protocol, please specify.

II. Potential Effects on EJ Populations

A. If an EJ population has been identified using the EJ Maps Viewer within 1 mile of the project site, describe the likely effects of the project (both adverse and beneficial) on the identified EJ population(s).

The Project will significantly benefit the EJ communities located in the vicinity of the Project Site and the residents of Lynn through the conversion of 8 acres of private waterfront land, which is currently vacant and unused, to a publicly accessible park on Lynn Harbor, and through the implementation of resiliency measures to mitigate the effects of climate change on the Project Site. Additionally, a portion of the Project's residential units will permanently be made affordable to households earning at or below 60% of the area median income. As a whole, the Project will help to address the need for additional housing, as well as for retail and restaurants in the area of the Project Site.

The Project is anticipated to create new vehicle trips and construction-period impacts. However, the Proponent has accounted for these impacts through the Projects design to minimize the impacts to the extent practicable. The Proponent will continue to work with DCR, the City of Lynn, and members of the public to continually refine the Project's approach and ensure the Project's impacts do not outweigh the Project's benefits.

B. If an EJ population has been identified using the EJ Maps Viewer within 5 miles of the project site, will the project: (i) meet or exceed MEPA review thresholds under 301 CMR 11.03(8)(a)-(b) __ Yes _**x**_ No; or (ii) generate150 or more new average daily trips (adt) of diesel vehicle traffic, excluding public transit trips, over a duration of 1 year or more. __ Yes _**x**_ No

C. If you answered "Yes" to either question in Section II.B., describe the likely effects of the project (both adverse and beneficial) on the identified EJ population(s).

III. Public Involvement Activities

A. Provide a description of activities conducted prior to filing to promote public involvement by EJ populations, in accordance with Part II of the MEPA EJ Public Involvement Protocol. In particular:

1. If advance notification was provided under Part II.A., attach a copy of the Environmental Justice Screening Form and provide list of CBOs/tribes contacted (with dates). Copies of email correspondence can be attached in lieu of a separate list.

   The Environmental Screening Form, including the translations listed under section I.B., was distributed to the CBOs, tribes, and Statewide Organizations on April 21, 2023 and on September 20, 2023. A copy of the EJ Screening form can be found in Appendix X.

2. State how CBOs and tribes were informed of ways to request a community meeting, and if any meeting was requested. If public meetings were held, describe any issues of concern that were raised at such meetings, and any steps taken (including modifications to the project design) to address such concerns.

The CBOs and tribes were given the contact information of the Proponent as a part of the EJ Screening Form and were instructed how a meeting could be requested.

3. If the project is exempt from Part II of the protocol, please specify.

   Not applicable.

B. Provide below (or attach) a distribution list (if different from the list in Section III.A. above) of CBOs and tribes, or other individuals or entities the Proponent intends to maintain for the notice of the MEPA Site Visit and circulation of other materials and notices during the course of MEPA review.

   A copy of the distribution list has been provided in Appendix G.

C. Describe (or submit as a separate document) the Proponent's plan to maintain the same level of community engagement throughout the MEPA review process, as conducted prior to filing.

   The Proponent anticipates continuing to involve the CBOs and tribes contacted during the EJ Screening Form process with all MEPA filings as well as holding a public information session with any members of the public that would like to be involved. Finally, the Proponent is welcome to hold meetings with any stakeholders or members of the public that request a meeting to discuss the Project.

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

   (Name) **Boston Herald** (Date) **December 8, 2023**

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

		11/30/2023	
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing ENF (if different from above)
Joel Sklar		**Erik Rexford**	
Name (print or type)		Name (print or type)	
SEB Lynn Harbor Property LLC		**Epsilon Associates, Inc.**	
Firm/Agency		Firm/Agency	
c/o Samuels & Associates, 136 Brookline Ave.		**3 Mill & Main Place, Suite 250**	
Street		Street	
Boston, MA 02115		**Maynard, MA 01754**	
Municipality/State/Zip		Municipality/State/Zip	
617-247-3434		**978-897-7100**	
Phone		Phone	

Attachment A

Figures

Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services

830 Lynnway Lynn, Massachusetts

Epsilon Associates Inc.

Figure 1

USGS Locus Map

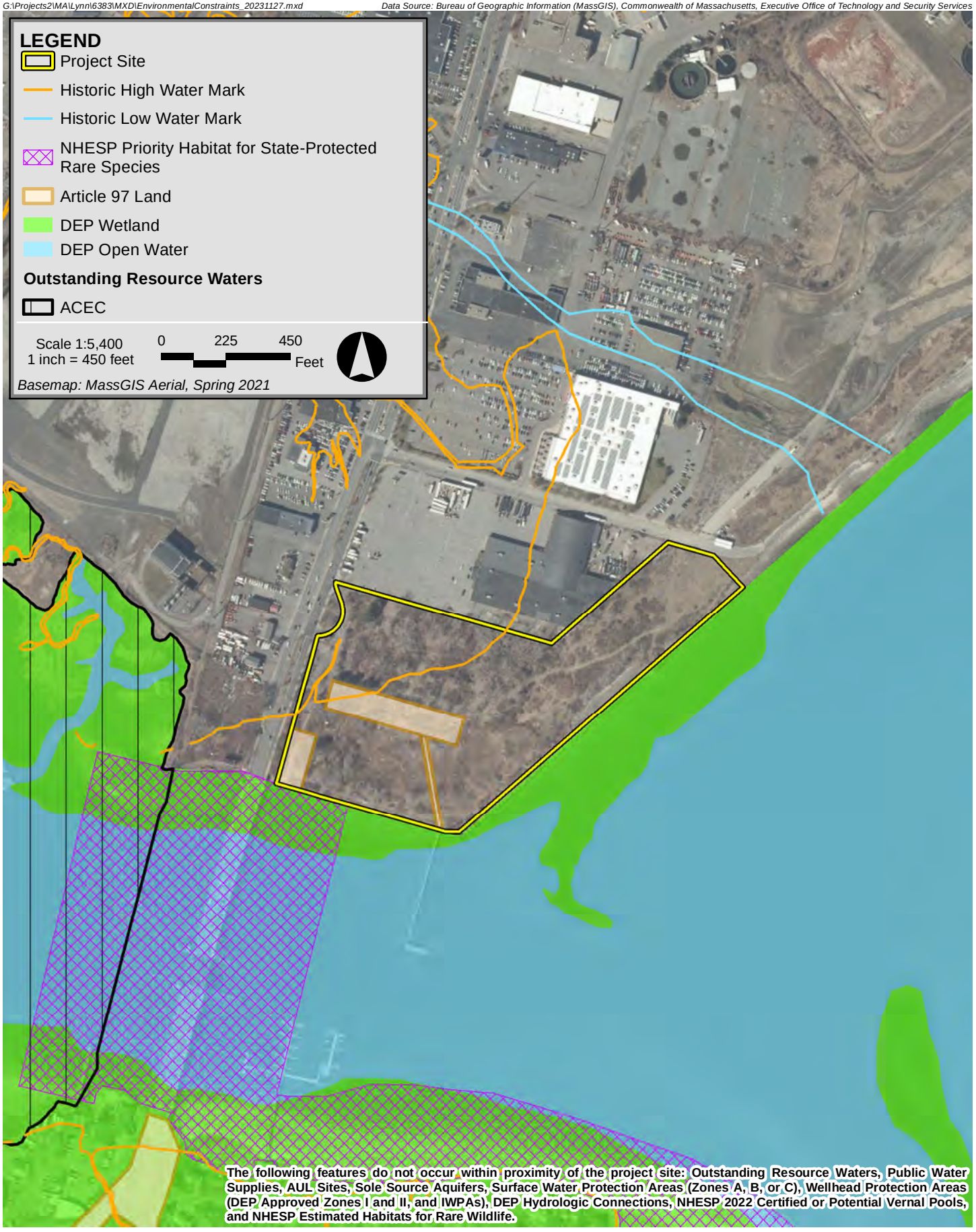
Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services

830 Lynnway Lynn, Massachusetts

Epsilon Associates Inc.

Figure 2
Aerial Locus Map

Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services



830 Lynnway Lynn, Massachusetts

Epsilon Associates Inc.

Figure 3

Environmental Constraints Map

G:\Projects2\MA\Lynn\6383\MXD\Wetlands_20231120.mxd

Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services

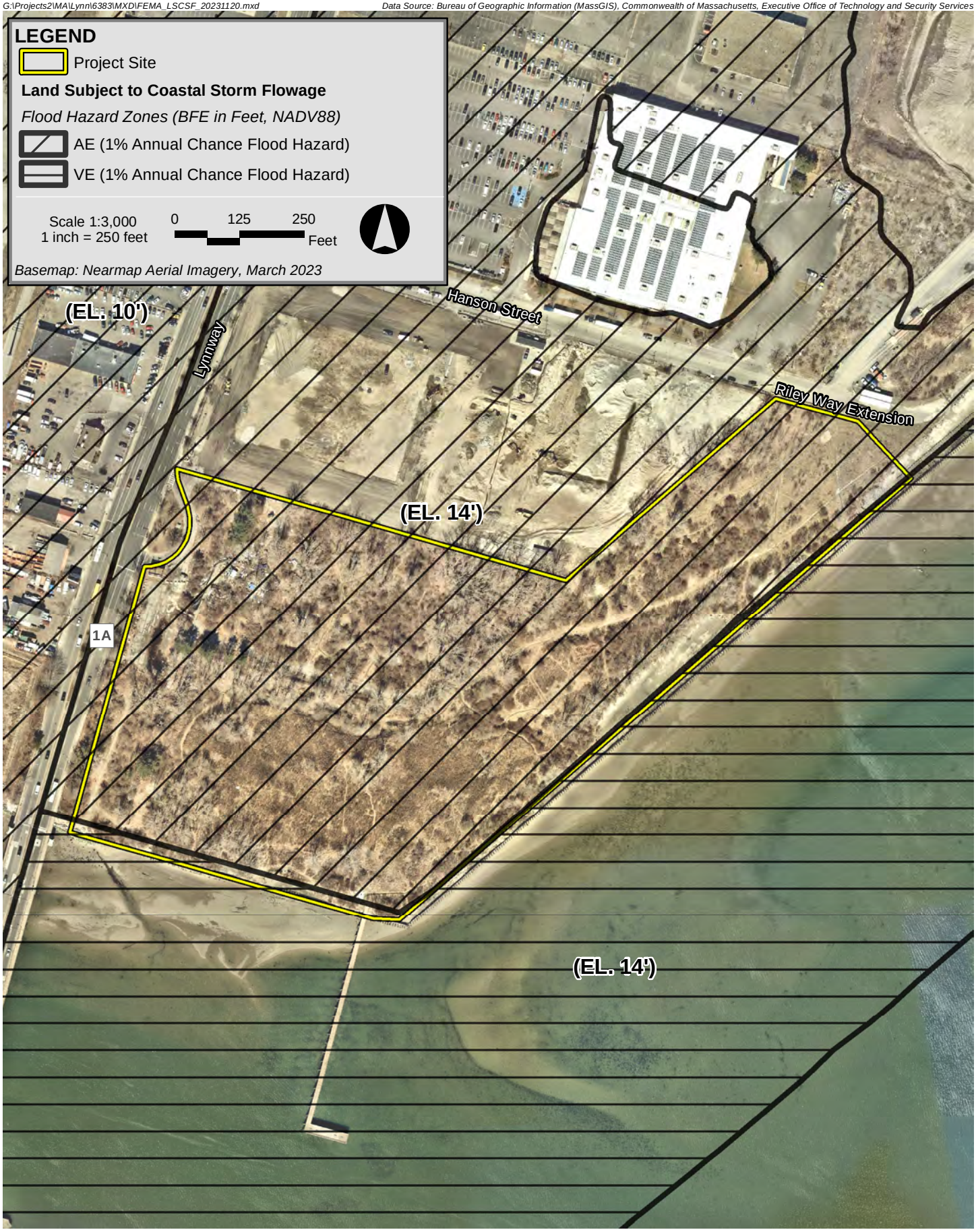
830 Lynnway Lynn, Massachusetts

Epsilon Associates Inc.

Figure 4

Existing Conditions – Wetlands

Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services



830 Lynnway Lynn, Massachusetts

Epsilon Associates Inc.

Figure 5

Land Subject to Coastal Storm Flowage

Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services

830 Lynnway Lynn, Massachusetts

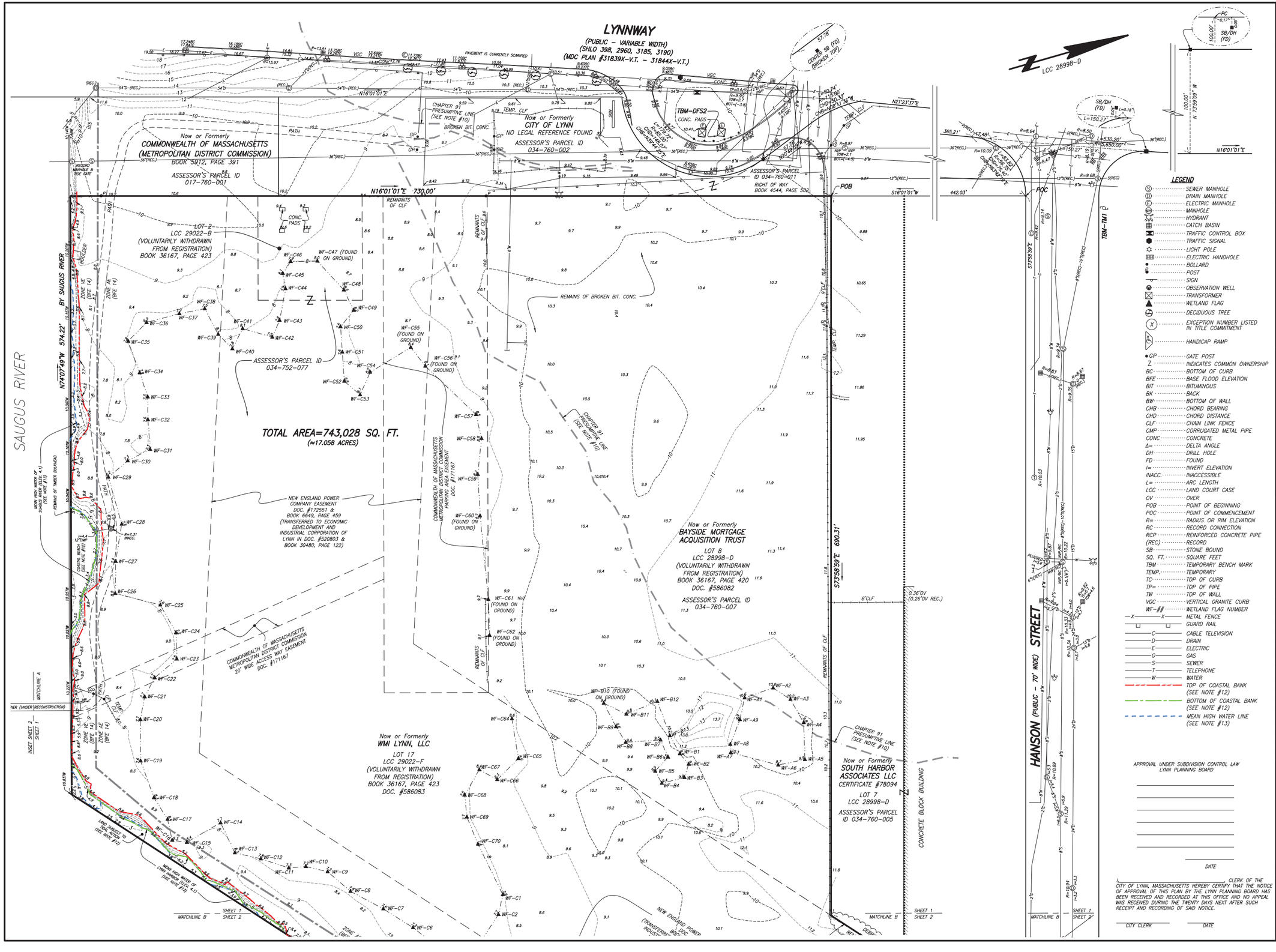
Epsilon Associates Inc.

Figure 6

Hisotric Resources Map

Attachment B

Existing Conditions



LEGEND

- SEWER MANHOLE
- DRAIN MANHOLE
- ELECTRIC MANHOLE
- MANHOLE
- HYDRANT
- CATCH BASIN
- TRAFFIC CONTROL BOX
- TRAFFIC SIGNAL
- LIGHT POLE
- ELECTRIC HANDHOLE
- BOLLARD
- POST
- SIGN
- OBSERVATION WELL
- TRANSFORMER
- WETLAND FLAG
- DECIDUOUS TREE
- (X) EXCEPTION NUMBER LISTED IN TITLE COMMITMENT
- HANDICAP RAMP
- GP GATE POST
- Z INDICATES COMMON OWNERSHIP
- BC BOTTOM OF CURB
- BFE BASE FLOOD ELEVATION
- BIT BITUMINOUS
- BK BACK
- BW BOTTOM OF WALL
- CHB CHORD BEARING
- CHD CHORD DISTANCE
- CLF CHAIN LINK FENCE
- CMP CORRUGATED METAL PIPE
- CONC CONCRETE
- Δ= DELTA ANGLE
- DH DRILL HOLE
- FD FOUND
- I= INVERT ELEVATION
- INACC. INACCESSIBLE
- L= ARC LENGTH
- LCC LAND COURT CASE
- OV OVER
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- R= RADIUS OR RIM ELEVATION
- RC RECORD CONNECTION
- RCP REINFORCED CONCRETE PIPE
- (REC) RECORD
- SB STONE BOUND
- SQ. FT. SQUARE FEET
- TBM TEMPORARY BENCH MARK
- TEMP. TEMPORARY
- TC TOP OF CURB
- TP= TOP OF PIPE
- TW TOP OF WALL
- VGC VERTICAL GRANITE CURB
- WF–## WETLAND FLAG NUMBER
- METAL FENCE
- GUARD RAIL
- C CABLE TELEVISION
- D DRAIN
- E ELECTRIC
- G GAS
- S SEWER
- T TELEPHONE
- W WATER
- TOP OF COASTAL BANK (SEE NOTE #12)
- BOTTOM OF COASTAL BANK (SEE NOTE #12)
- MEAN HIGH WATER LINE (SEE NOTE #13)

APPROVAL UNDER SUBDIVISION CONTROL LAW
LYNN PLANNING BOARD

DATE

CLERK OF THE CITY OF LYNN, MASSACHUSETTS HEREBY CERTIFY THAT THE NOTICE OF APPROVAL OF THIS PLAN BY THE LYNN PLANNING BOARD HAS BEEN RECEIVED AND RECORDED AT THIS OFFICE AND NO APPEAL WAS RECEIVED DURING THE TWENTY DAYS NEXT AFTER SUCH RECEIPT AND RECORDING OF SAID NOTICE.

CITY CLERK DATE

FELDMAN GEOSPATIAL

BOSTON HEADQUARTERS
152 HAMPDEN STREET
BOSTON, MA 02119

WORCESTER OFFICE
27 MECHANIC STREET
WORCESTER, MA 01608

(617)357–9740
www.feldmangeo.com

Right. From the Ground Up

I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND THE LATEST PLANS AND DEEDS OF RECORD.

TIMOTHY R. AGURKIS, PLS
(MA# 52782)
TAGURKIS@FELDMANGEO.COM

4–19–23
DATE

TIMOTHY R. AGURKIS No.52782 REGISTERED PROFESSIONAL LAND SURVEYOR
COMMONWEALTH OF MASSACHUSETTS

LOCUS MAP – NOT TO SCALE

ADDRESS:

830 LYNNWAY
LYNN, MASS.

RESEARCH: MJN	FIELD CHIEF: KF
PROJ MGR: MJB	APPROVED:
CALC: MJB	CADD: MJB
FIELD CHK:	CRD FILE: 2200469

REVISIONS:

10/21/2022	PLOT MWH & TOP OF COASTAL BANK

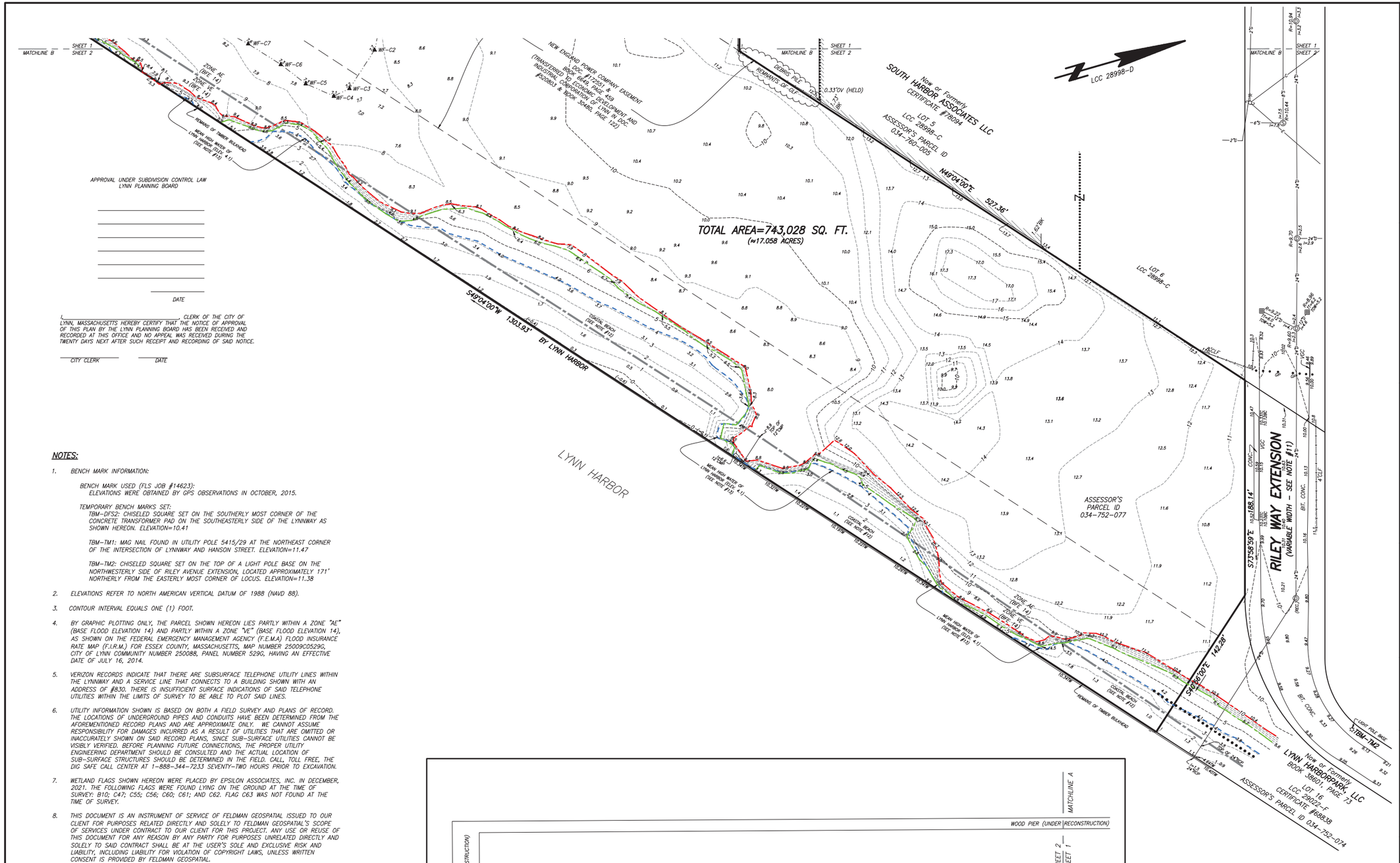
DRAWING NAME:

EXISTING CONDITIONS PLAN

DATE: MAY 21, 2022

40 0 20 40 80
SCALE: 1"=40'

SHEET NO. 1 OF 2



NOTES:

1. BENCH MARK INFORMATION:

   BENCH MARK USED (FLS JOB #14623):
   ELEVATIONS WERE OBTAINED BY GPS OBSERVATIONS IN OCTOBER, 2015.

   TEMPORARY BENCH MARKS SET:
   TBM-DFS2: CHISELED SQUARE SET ON THE SOUTHERLY MOST CORNER OF THE CONCRETE TRANSFORMER PAD ON THE SOUTHEASTERLY SIDE OF THE LYNNWAY AS SHOWN HEREON. ELEVATION=10.41

   TBM-TM1: MAG NAIL FOUND IN UTILITY POLE 5415/29 AT THE NORTHEAST CORNER OF THE INTERSECTION OF LYNNWAY AND HANSON STREET. ELEVATION=11.47

   TBM-TM2: CHISELED SQUARE SET ON THE TOP OF A LIGHT POLE BASE ON THE NORTHWESTERLY SIDE OF RILEY AVENUE EXTENSION, LOCATED APPROXIMATELY 171' NORTHERLY FROM THE EASTERLY MOST CORNER OF LOCUS. ELEVATION=11.38

2. ELEVATIONS REFER TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

3. CONTOUR INTERVAL EQUALS ONE (1) FOOT.

4. BY GRAPHIC PLOTTING ONLY, THE PARCEL SHOWN HEREON LIES PARTLY WITHIN A ZONE "AE" (BASE FLOOD ELEVATION 14) AND PARTLY WITHIN A ZONE "VE" (BASE FLOOD ELEVATION 14), AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A) FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR ESSEX COUNTY, MASSACHUSETTS, MAP NUMBER 25009C0529G, CITY OF LYNN COMMUNITY NUMBER 250088, PANEL NUMBER 529G, HAVING AN EFFECTIVE DATE OF JULY 16, 2014.

5. VERIZON RECORDS INDICATE THAT THERE ARE SUBSURFACE TELEPHONE UTILITY LINES WITHIN THE LYNNWAY AND A SERVICE LINE THAT CONNECTS TO A BUILDING SHOWN WITH AN ADDRESS OF #830. THERE IS INSUFFICIENT SURFACE INDICATIONS OF SAID TELEPHONE UTILITIES WITHIN THE LIMITS OF SURVEY TO BE ABLE TO PLOT SAID LINES.

6. UTILITY INFORMATION SHOWN IS BASED ON BOTH A FIELD SURVEY AND PLANS OF RECORD. THE LOCATIONS OF UNDERGROUND PIPES AND CONDUITS HAVE BEEN DETERMINED FROM THE AFOREMENTIONED RECORD PLANS AND ARE APPROXIMATE ONLY. WE CANNOT ASSUME RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES THAT ARE OMITTED OR INACCURATELY SHOWN ON SAID RECORD PLANS, SINCE SUB-SURFACE UTILITIES CANNOT BE VISIBLY VERIFIED. BEFORE PLANNING FUTURE CONNECTIONS, THE PROPER UTILITY ENGINEERING DEPARTMENT SHOULD BE CONSULTED AND THE ACTUAL LOCATION OF SUB-SURFACE STRUCTURES SHOULD BE DETERMINED IN THE FIELD. CALL, TOLL FREE, THE DIG SAFE CALL CENTER AT 1-888-344-7233 SEVENTY-TWO HOURS PRIOR TO EXCAVATION.

7. WETLAND FLAGS SHOWN HEREON WERE PLACED BY EPSILON ASSOCIATES, INC. IN DECEMBER, 2021. THE FOLLOWING FLAGS WERE FOUND LYING ON THE GROUND AT THE TIME OF SURVEY: B10; C47; C55; C56; C60; C61; AND C62. FLAG C63 WAS NOT FOUND AT THE TIME OF SURVEY.

8. THIS DOCUMENT IS AN INSTRUMENT OF SERVICE OF FELDMAN GEOSPATIAL ISSUED TO OUR CLIENT FOR PURPOSES RELATED DIRECTLY AND SOLELY TO FELDMAN GEOSPATIAL'S SCOPE OF SERVICES UNDER CONTRACT TO OUR CLIENT FOR THIS PROJECT. ANY USE OR REUSE OF THIS DOCUMENT FOR ANY REASON BY ANY PARTY FOR PURPOSES UNRELATED DIRECTLY AND SOLELY TO SAID CONTRACT SHALL BE AT THE USER'S SOLE AND EXCLUSIVE RISK AND LIABILITY, INCLUDING LIABILITY FOR VIOLATION OF COPYRIGHT LAWS, UNLESS WRITTEN CONSENT IS PROVIDED BY FELDMAN GEOSPATIAL.

9. LOT B OF LAND COURT CASE 28998-D, LOT 2 OF LAND COURT CASE 29022-B & LOT 17 OF LAND COURT CASE 29022-F HAVE BEEN VOLUNTARILY WITHDRAWN FROM REGISTRATION. PLEASE REFER TO BOOK 36167, PAGE 420 (DOCUMENT No. 586082) & BOOK 36167, PAGE 423 (DOCUMENT No. 586083).

10. THE CHAPTER 91 PRESUMPTIVE LINE IS SHOWN HEREON AS OBTAINED FROM MassGIS AND WAS RELATED TO THE PROPERTY BOUNDARY BY UTILIZING GPS.

11. ACCORDING TO THE CITY CLERK'S OFFICE, RILEY WAY IS LISTED IN THE CITY'S STREETS LISTING AS PARTLY PUBLIC & PARTLY PRIVATE, WITH NO DISTINCTION AS TO WHERE THE PUBLIC AND PRIVATE PORTIONS ARE LOCATED, AND THERE IS NO LISTING FOR RILEY WAY EXTENSION.

12. TOP OF COASTAL BANK, BOTTOM OF COASTAL BANK, COASTAL BEACH AND LAND SUBJECT TO TIDAL ACTION, AS SHOWN HEREON, WERE PROVIDED BY EPSILON ASSOCIATES, INC.

13. MEAN HIGH WATER ELEVATION OF 4.1 NAVD 88, AS SHOWN HEREON, WAS CALCULATED BASED ON NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) STATION ID 8443187. PER EPSILON ASSOCIATES, INC., MEAN HIGH WATER ELEVATION FOR SAUGUS RIVER IS EQUAL TO MEAN HIGH WATER ELEVATION FOR LYNN HARBOR.

FELDMAN GEOSPATIAL

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152 HAMPDEN STREET
BOSTON, MA 02119

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4-19-23
DATE

COMMONWEALTH OF MASSACHUSETTS
TIMOTHY R. AGURKIS No.52782 REGISTERED PROFESSIONAL LAND SURVEYOR

ADDRESS:

830 LYNNWAY
LYNN, MASS.

RESEARCH: MJN	FIELD CHIEF: KF
PROJ MGR: MJB	APPROVED:
CALC: MJB	CADD: MJB
FIELD CHK:	CRD FILE: 2200469

REVISIONS:

10/21/2022	PLOT MWH & TOP OF COASTAL BANK

DRAWING NAME:

EXISTING CONDITIONS PLAN

DATE: MAY 21, 2022

40 0 20 40 80
SCALE: 1"=40'

SHEET NO. 2 OF 2

Attachment C

Proposed Conditions

GROUND FLOOR PLAN

LOBBY

BUILING A

RETAIL

LOBBY

RETAIL

RETAIL

LOBBY

RETAIL

BUILDING B

LOBBY

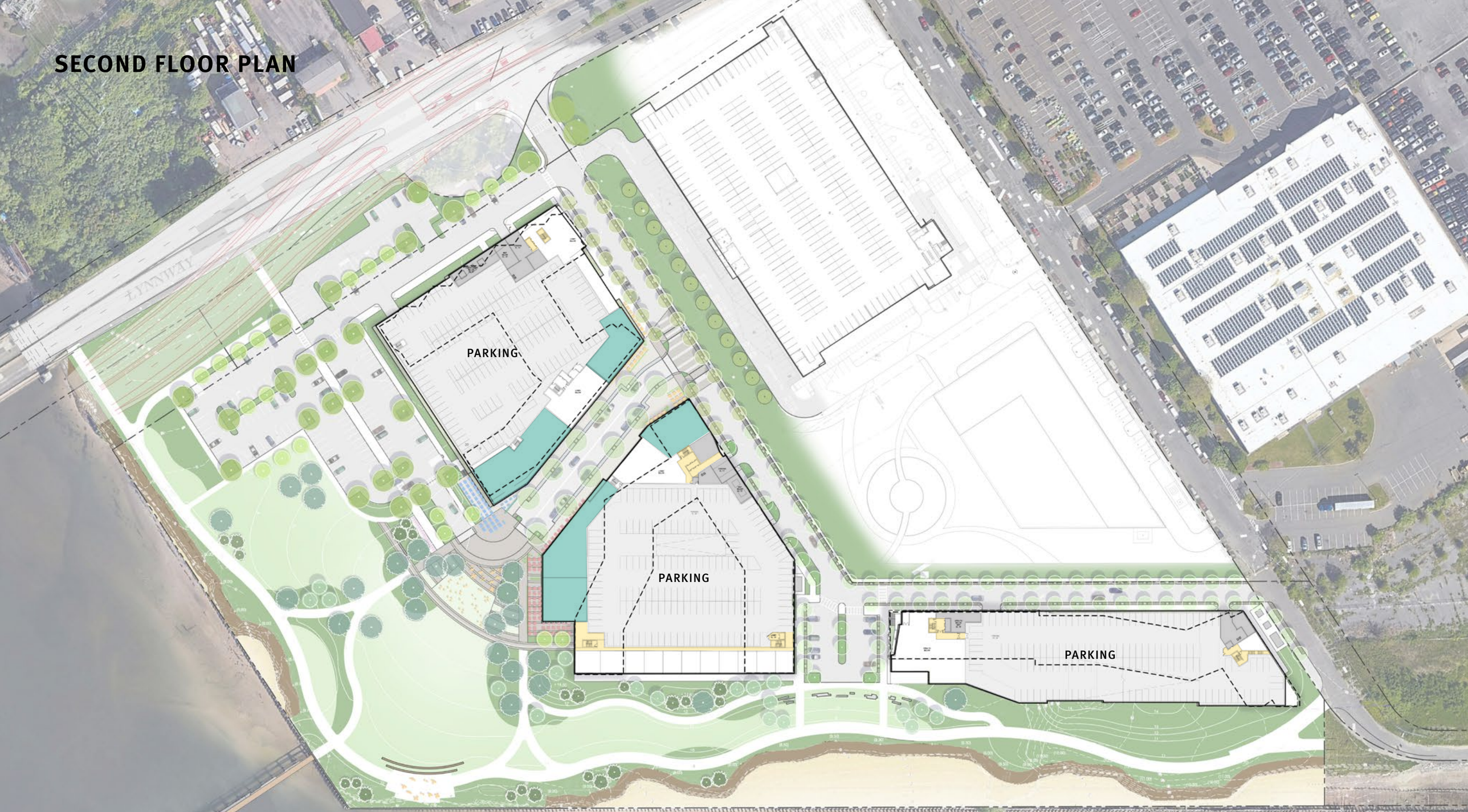
RESIDENTIAL LOFTS

LOBBY &
AMENITY

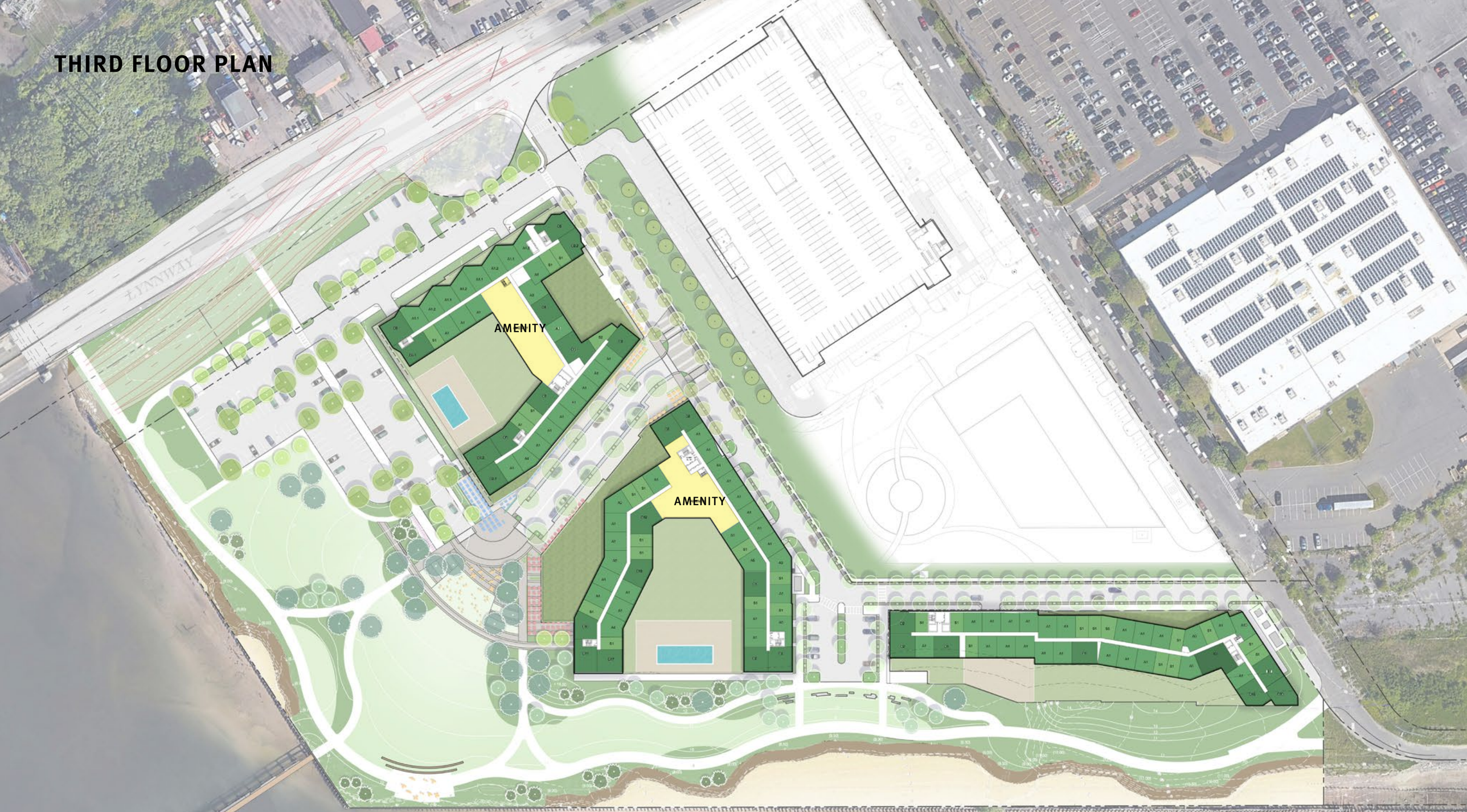
BUILDING C

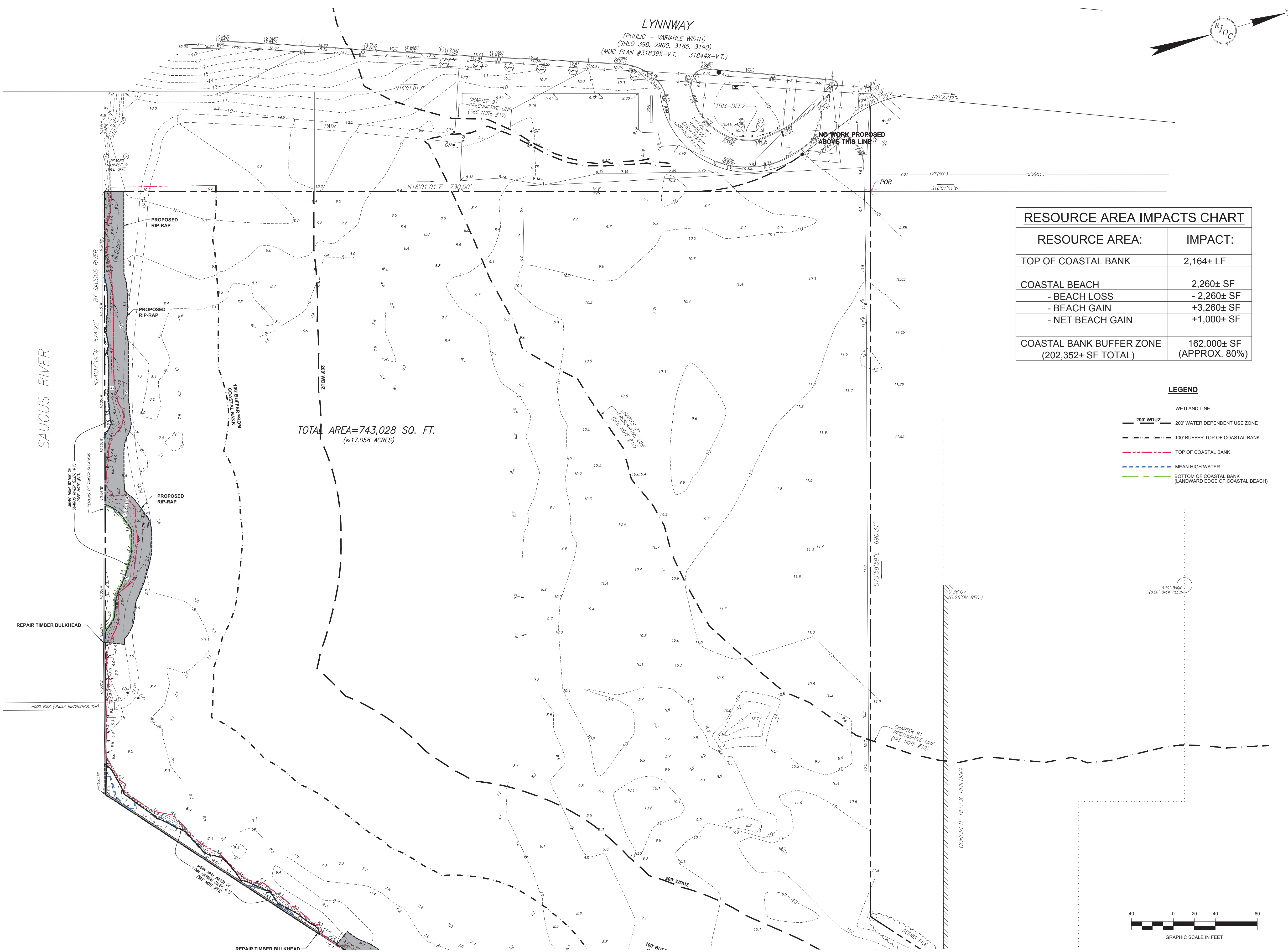
LOBBY

SECOND FLOOR PLAN



THIRD FLOOR PLAN





RESOURCE AREA IMPACTS CHART

RESOURCE AREA:	IMPACT:
TOP OF COASTAL BANK	2,164± LF
COASTAL BEACH	2,260± SF
- BEACH LOSS	- 2,260± SF
- BEACH GAIN	+3,260± SF
- NET BEACH GAIN	+1,000± SF
COASTAL BANK BUFFER ZONE (202,352± SF TOTAL)	162,000± SF (APPROX. 80%)

LEGEND

WETLAND LINE
200' WDUZ — 200' WATER DEPENDENT USE ZONE
100' BUFFER TOP OF COASTAL BANK
TOP OF COASTAL BANK
MEAN HIGH WATER
BOTTOM OF COASTAL BANK (LANDWARD EDGE OF COASTAL BEACH)

40 0 20 40 80
GRAPHIC SCALE IN FEET

RJOC

NO.	REVISION	DATE

NO.	REVISION	DATE

PREPARED BY:
RJO'CONNELL & ASSOCIATES, INC.
CIVIL ENGINEERS, SURVEYORS & LAND PLANNERS
80 MONTVALE AVENUE, SUITE 201 STONEHAM, MA 02180
PHONE: 781.279.0180 RJOCONNELL.COM

PREPARED FOR:
SEB LYNN HARBOR PROPERTY LLC
c/o SAMUELS & ASSOCIATES
136 BROOKLINE AVENUE
BOSTON, MA 02215
617-247-3434

PROJECT NAME:
830 LYNNWAY
LYNN, MA

SEAL:

DESIGNED BY: BJM
DRAWN BY: MCR
REVIEWED BY: BJM
SCALE: 1" = 40'
DATE: 11/14/2022

DRAWING NAME:
RESOURCE AREA IMPACT PLAN

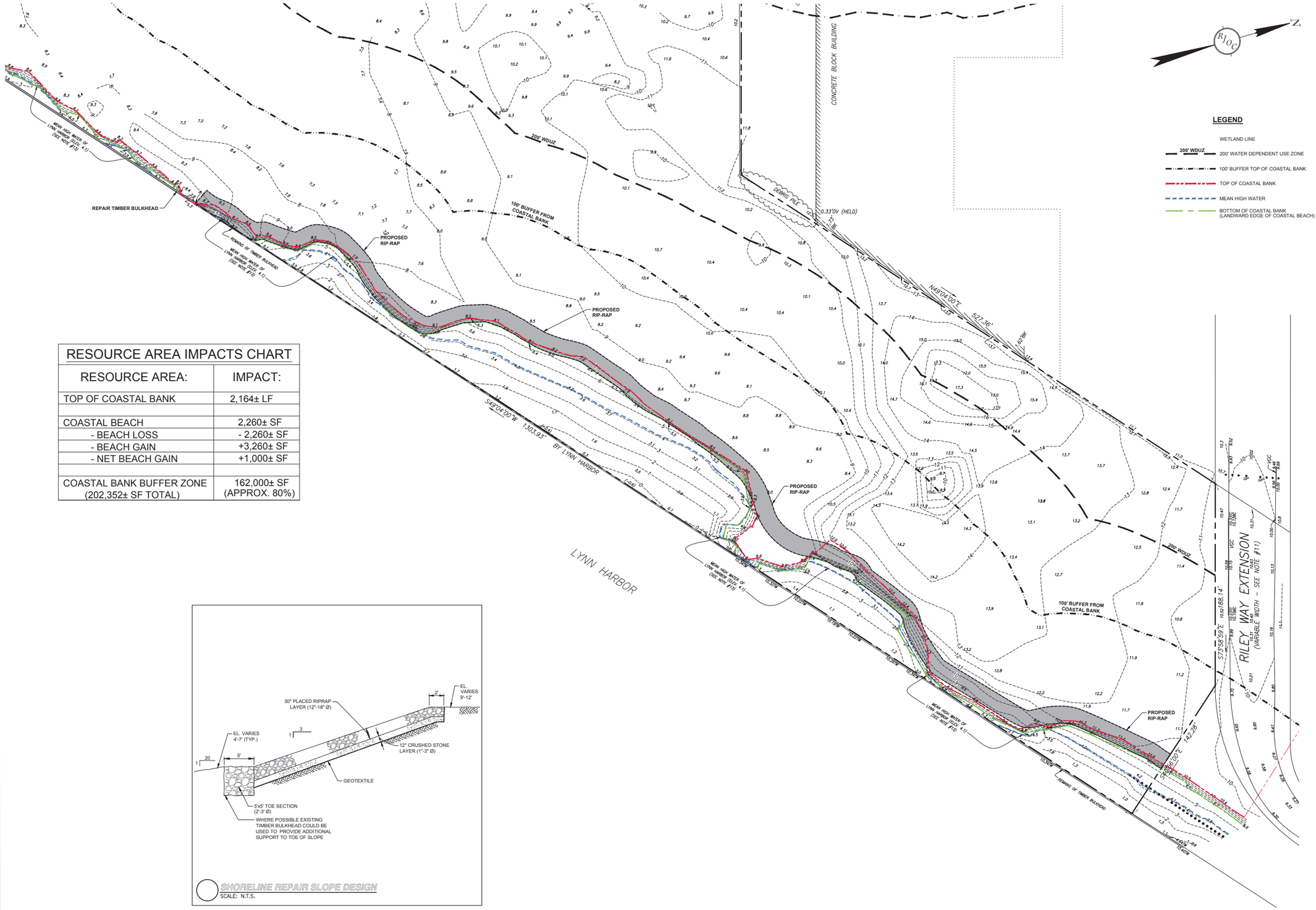
DRAWING NUMBER:
EX-1B

PROJECT NUMBER: 21064

Drawing name: G:\MA\Lynn\Eden Properties\830 Lynnway\Exhibits\Resource Area Impact Plan\21064 EX-1 Resource Area Impact Plan.dwg
Nov 14, 2022 - 18:02pm

RESOURCE AREA IMPACTS CHART	
RESOURCE AREA:	IMPACT:
TOP OF COASTAL BANK	2,164± LF
COASTAL BEACH	2,260± SF
- BEACH LOSS	- 2,260± SF
- BEACH GAIN	+3,260± SF
- NET BEACH GAIN	+1,000± SF
COASTAL BANK BUFFER ZONE (202,352± SF TOTAL)	162,000± SF (APPROX. 80%)

SHORELINE REPAIR SLOPE DESIGN
SCALE: N.T.S.



RJOC

NO.	REVISION	DATE
NO.	REVISION	DATE

PREPARED BY:
RJO'CONNELL & ASSOCIATES, INC.
CIVIL ENGINEERS, SURVEYORS & LAND PLANNERS
80 MONTVALE AVENUE, SUITE 201 STONEHAM, MA 02180
PHONE: 781.279.0180 RJOCONNELL.COM

PREPARED FOR:
SEB LYNN HARBOR PROPERTY LLC
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BOSTON, MA 02215
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830 LYNNWAY
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SEAL:

DESIGNED BY:	BJM
DRAWN BY:	MCR
REVIEWED BY:	BJM
SCALE:	1" = 40'
DATE:	11/14/2022

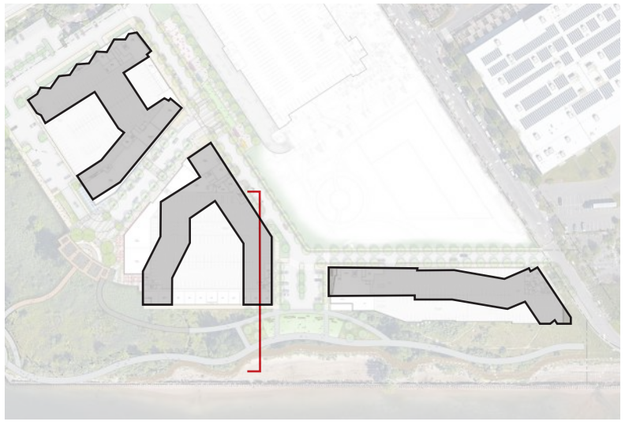
DRAWING NAME:
RESOURCE AREA IMPACT PLAN

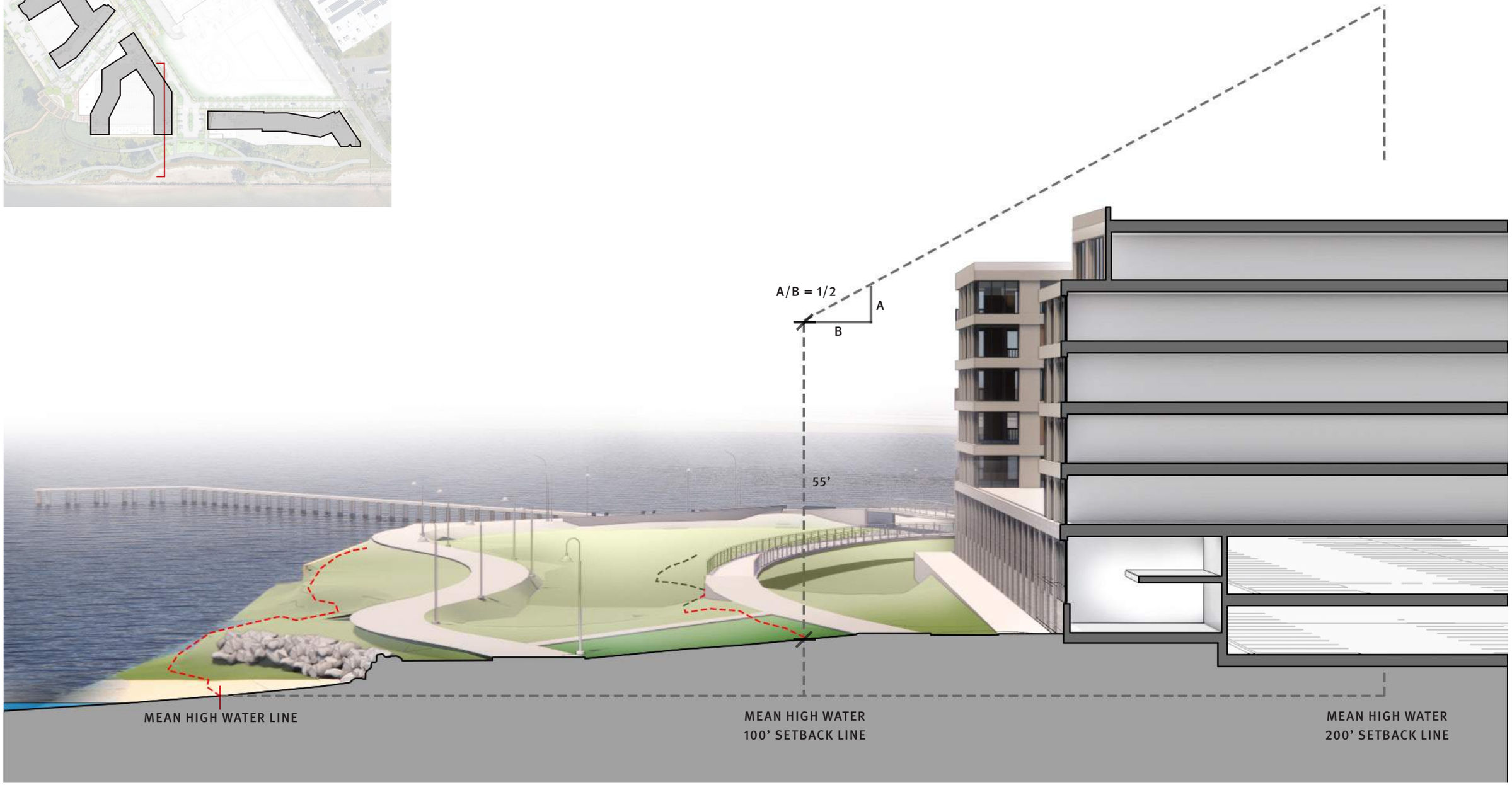
DRAWING NUMBER:
EX-1A

PROJECT NUMBER:
21064

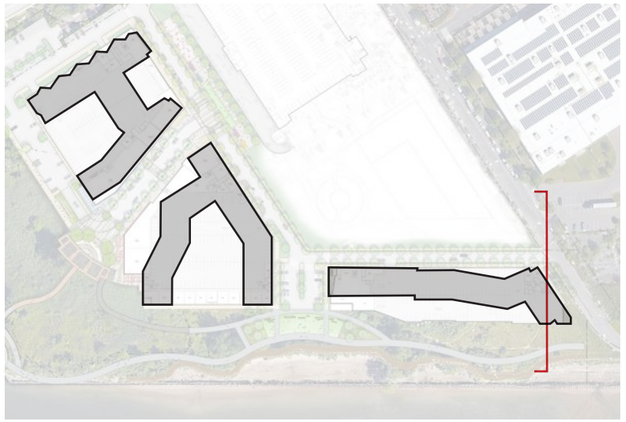
Drawing name: G:\MA\Lynn\Eden Properties\830 Lynnway\Exhibits\Resource Area Impact Plan\21064 EX-1 Resource Area Impact Plan.dwg
Nov 14, 2022 - 18:01pm

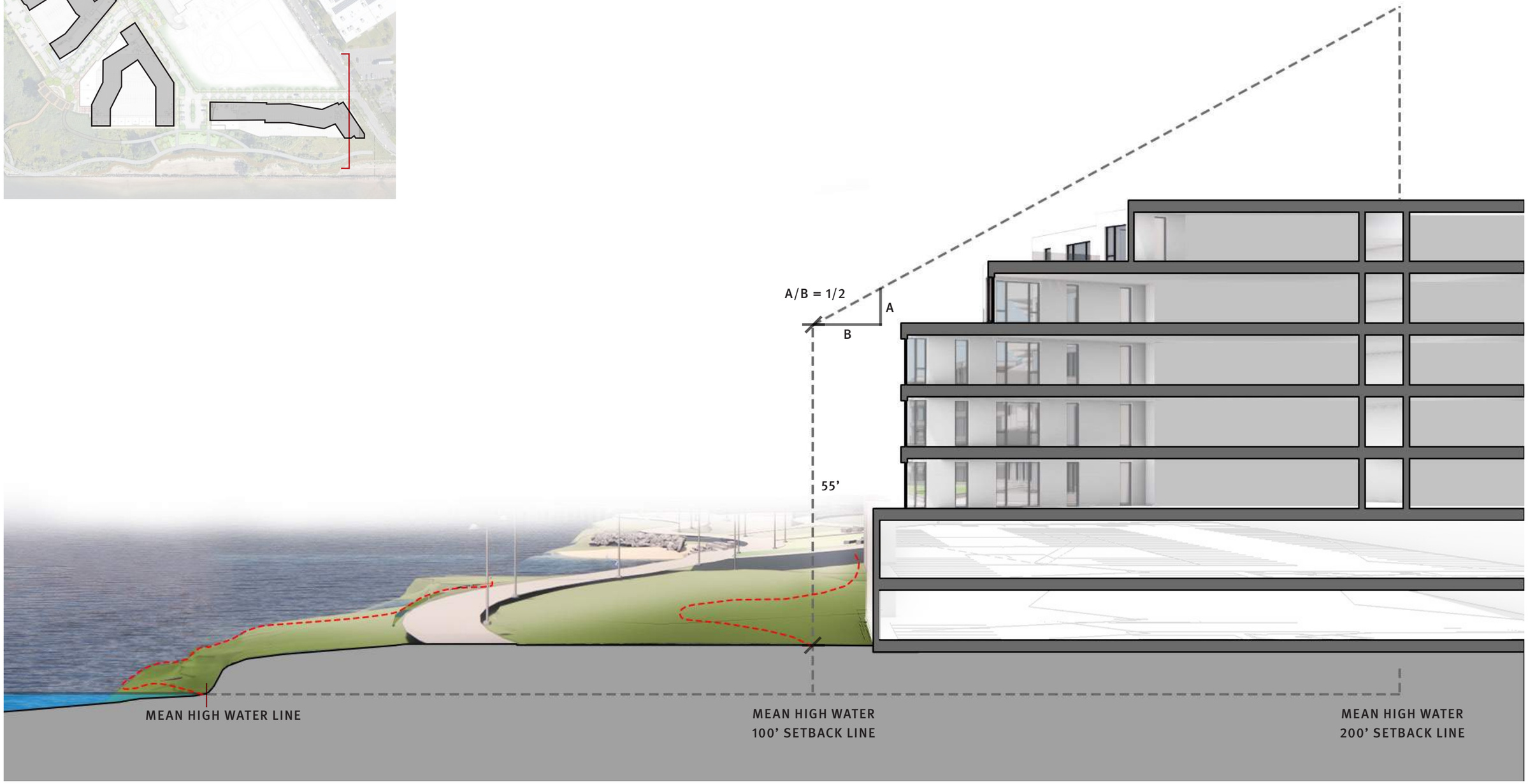
SECTION _ BUILDLING B





SECTION _ BUILDING C





Attachment D

Circulation List

ATTACHMENT D CIRCULATION LIST

Rebecca L. Tepper, Secretary
Executive Office of Energy and
Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114
MEPA@mass.gov

Department of Environmental Protection
Attn: Commissioner's Office/
MEPA Coordinator
100 Cambridge Street, 9th Floor
Boston, MA 02114
helena.boccadoro@mass.gov

Department of Environmental Protection
Northeast Regional Office
Attn: MEPA Coordinator
150 Presidential Way
Woburn, MA 01801
john.d.viola@mass.gov
jill.provencal@mass.gov

Massachusetts Department of Transportation
Public/Private Development Unit
10 Park Plaza, Suite 4150
Boston, MA 02116
MassDOTPPDU@dot.state.ma.us

Massachusetts Department of Transportation
District #4
Attn: MEPA Coordinator
519 Appleton Street
Arlington, MA 02476
timothy.paris@dot.state.ma.us

Massachusetts Historical Commission
The MA Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Metropolitan Area Planning Council
60 Temple Place, 6th Floor
Boston, MA 02111
mpillsbury@mapc.org
afelix@mapc.org

Department of Energy Resources
Attn: MEPA Coordinator
100 Cambridge Street, 10th Floor
Boston, MA 02114
paul.ormond@mass.gov
brendan.place@mass.gov

MEPA Office
Attn: EEA EJ Director
100 Cambridge Street, Suite 900
Boston, MA 02144
MEPA-EJ@mass.gov

Coastal Zone Management
Attn: Project Review Coordinator
100 Cambridge Street, Suite 900
Boston, MA 02144
Sean.duffy@mass.gov
patrice.bordonaro@mass.gov

DMF – North Shore
Attn: Environmental Reviewer
30 Emerson Avenue
Gloucester, MA 01930
DMF.EnvReview-North@mass.gov

Department of Conservation and Recreation
Attn: MEPA Coordinator
251 Causeway St. Suite 600
Boston, MA 02114
andy.backman@mass.gov

Massachusetts Water Resource Authority
Attn: MEPA Coordinator
100 First Avenue
Charlestown Navy Yard
Boston, MA 02129
katherine.ronan@mwra.com

NHESP
Division of Fisheries & Wildlife
1 Rabbit Hill Road
Westborough, MA 01581
melany.cheeseman@mass.gov
emily.holt@mass.gov

City of Lynn
3 City Hall Square
Lynn, MA 01901

City Council
tyoung@lynnma.gov

Planning Board
jchiappini@lynnma.gov

Conservation Commission
jcerulli@lynnma.gov

Board of Health
edagostino@lynnma.gov

Attachment E

Municipal and Federal Permits

ATTACHMENT E ANTICIPATED LOCAL AND FEDERAL PERMITS AND APPROVALS

The table below provides a preliminary list of local and federal permits and approvals that are anticipated to be required for the construction of the Project. The list is based on current information about the Project and is subject to change as the design of the Project advances. Some of the permits listed may not be required, while there may be others not listed that will be needed.

Agency Name	*Permit / Approval*
LOCAL	
Inspectional Services Department	Site Plan Approval Building Permits Certificates of Occupancy
Water and Sewer Commission	General Service Approval
Conservation Commission	Order(s) of Conditions including Flood Protection Overlay District Review
FEDERAL	
Environmental Protection Agency	Coverage under the NPDES Construction General Permit and/or Remediation General Permit, as required.
US Army Corps of Engineers	Section 404 of the Federal Clean Water Act (if required)
Federal Aviation Administration	Determinations of no adverse effect (buildings and cranes)

Attachment F

RMAT

Climate Resilience Design Standards Tool Project Report

830 Lynnway
Date Created: 5/19/2023 2:55:39 PM
Date Report Generated: 5/19/2023 3:01:28 PM
Project Contact Information: Albert Good (agood@epsilonassociates.com)

Created By: agood9412
Tool Version: Version 1.2

Project Summary

Link to Project

Estimated Capital Cost: $100000000.00
End of Useful Life Year: 2075
Project within mapped Environmental Justice neighborhood: Yes

Ecosystem Service Benefits	Scores
Project Score	Moderate
Exposure	**Scores**
Sea Level Rise/Storm Surge	High Exposure
Extreme Precipitation - Urban Flooding	High Exposure
Extreme Precipitation - Riverine Flooding	Not Exposed
Extreme Heat	High Exposure

Asset Preliminary Climate Risk Rating Summary

Number of Assets: 1

Asset Risk	Sea Level Rise/Storm Surge	Extreme Precipitation - Urban Flooding	Extreme Precipitation - Riverine Flooding	Extreme Heat
Mixed-Use Buildings	High Risk	High Risk	Low Risk	High Risk

Climate Resilience Design Standards Summary

	Target Planning Horizon	Intermediate Planning Horizon	Percentile	Return Period	Tier
Sea Level Rise/Storm Surge					
Mixed-Use Buildings	2070	2050		50-yr (2%)	
Extreme Precipitation					
Mixed-Use Buildings	2070			10-yr (10%)	Tier 2
Extreme Heat					
Mixed-Use Buildings	2070		50th		Tier 2

Scoring Rationale - Project Exposure Score

The purpose of the Exposure Score output is to provide a preliminary assessment of whether the overall project site and subsequent assets are exposed to impacts of natural hazard events and/or future impacts of climate change. For each climate parameter, the Tool will calculate one of the following exposure ratings: Not Exposed, Low Exposure, Moderate Exposure, or High Exposure. The rationale behind the exposure rating is provided below.

Sea Level Rise/Storm Surge

This project received a "High Exposure" because of the following:

- Located within the predicted mean high water shoreline by 2030
- Exposed to the 1% annual coastal flood event as early as 2030
- Historic coastal flooding at project site

Extreme Precipitation - Urban Flooding

This project received a "High Exposure" because of the following:

- Historic flooding at the project site
- Increased impervious area
- Maximum annual daily rainfall exceeds 10 inches within the overall project's useful life
- Existing impervious area of the project site is less than 10%

Extreme Precipitation - Riverine Flooding

This project received a "Not Exposed" because of the following:

- No historic riverine flooding at project site
- The project is not within a mapped FEMA floodplain [outside of the Massachusetts Coast Flood Risk Model (MC-FRM)]
- Project is more than 500ft from a waterbody
- Project is not likely susceptible to riverine erosion

Extreme Heat

This project received a "High Exposure" because of the following:

- 30+ days increase in days over 90 deg. F within project's useful life
- Increased impervious area
- Existing trees are being removed as part of the proposed project
- Between 10% and 40% of the existing project site has canopy cover
- Located within 100 ft of existing water body

Scoring Rationale - Asset Preliminary Climate Risk Rating

A Preliminary Climate Risk Rating is determined for each infrastructure and building asset by considering the overall project Exposure Score and responses to Step 4 questions provided by the user in the Tool. Natural Resource assets do not receive a risk rating. The following factors are what influenced the risk ratings for each asset.

Asset - Mixed-Use Buildings
Primary asset criticality factors influencing risk ratings for this asset:

- Asset may inaccessible/inoperable for more than a day but less than a week after natural hazard event
- Less than 10,000 people would be directly affected by the loss/inoperability of the asset
- The building/facility provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
- Inoperability of the asset would not be expected to result in injuries
- Cost to replace is between $30 million and $100 million
- There are no hazardous materials in the asset

Project Climate Resilience Design Standards Output

Climate Resilience Design Standards and Guidance are recommended for each asset and climate parameter. The Design Standards for each climate parameter include the following: recommended planning horizon (target and/or intermediate), recommended return period (Sea Level Rise/Storm Surge and Precipitation) or percentile (Heat), and a list of applicable design criteria that are likely to be affected by climate change. Some design criteria have numerical values associated with the recommended return period and planning horizon, while others have tiered methodologies with step-by-step instructions on how to estimate design values given the other recommended design standards.

Asset: Mixed-Use Buildings — Building/Facility

Sea Level Rise/Storm Surge — High Risk

Target Planning Horizon: 2070
Intermediate Planning Horizon: 2050
Return Period: 50-yr (2%)

LIMITATIONS: The recommended Climate Resilience Design Standards for the Sea Level Rise / Storm Surge Design Criteria are based on the user drawn polygon and relationships as defined in the Supporting Documents. The projected values provided through the Tool are based on the Massachusetts Coast Flood Risk Model (MC-FRM) outputs as of 9/13/2021, which included GIS-based data for three planning horizons (2030, 2050, 2070) and six return periods (0.1%, 0.2%, 0.5%, 1%, 2%, 5%). These values are projections based on assumptions as defined in the model and the LiDAR used at the time. For additional information on the MC-FRM, review the additional resources provided on the Start Here page.

The projected values, Standards, and Guidance provided within this Tool may be used to inform plans and designs, but they do not provide guarantees for future conditions or resilience. The projected values are not to be considered final or appropriate for construction documents without supporting engineering analyses. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence.

Applicable Design Criteria

Projected Tidal Datums: APPLICABLE

Planning Horizon	MHHW	MHW	MTL	MLW	MLLW
	(ft-NAVD88)				
2050	7.7	7.3	2.5	-2.3	-2.6
2070	9.7	9.3	4.3	-0.6	-0.9

Projected Water Surface Elevation: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period	Max	Min	Area Weighted Average
			(ft - NAVD88)		
Mixed-Use Buildings	2050	2% (50-Year)	11.4	11.1	11.2
	2070		13.2	13.0	13.1

Projected Wave Action Water Elevation: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period	Max	Min	Area Weighted Average
			(ft - NAVD88)		
Mixed-Use Buildings	2050	2% (50-Year)	14.2	11.2	12.3
	2070		16.5	13.0	14.6

Projected Wave Heights: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period	Max	Min	Area Weighted Average
			(Feet)		
Mixed-Use Buildings	2050	2% (50-Year)	4.0	0.0	1.4
	2070		4.5	0.0	2.0

Projected Duration of Flooding: APPLICABLE
Methodology to Estimate Projected Values

Projected Design Flood Velocity: APPLICABLE
Methodology to Estimate Projected Values

Projected Scour & Erosion: NOT APPLICABLE

Extreme Precipitation — High Risk

Target Planning Horizon: 2070
Return Period: 10-yr (10%)

LIMITATIONS: The recommended Standards for Total Precipitation Depth & Peak Intensity are determined by the user drawn polygon and relationships as defined in the Supporting Documents. The projected Total Precipitation Depth values provided through the Tool are based on the climate projections developed by Cornell University as part of EEA's Massachusetts Climate and Hydrologic Risk Project, GIS-based data as of 10/15/21. For additional information on the methodology of these precipitation outputs, see Supporting Documents.

While Total Precipitation Depth & Peak Intensity for 24-hour Design Storms are useful to inform planning and design, it is recommended to also consider additional longer- and shorter-duration precipitation events and intensities in accordance with best practices. Longer-duration, lower-intensity storms allow time for infiltration and reduce the load on infrastructure over the duration of the storm. Shorter-duration, higher-intensity storms often have higher runoff volumes because the water does not have enough time to infiltrate infrastructure systems (e.g., catch basins) and may overflow or back up during such storms, resulting in flooding. In the Northeast, short-duration high intensity rain events are becoming more frequent, and there is often little early warning for these events, making it difficult to plan operationally. While the Tool does not provide recommended design standards for these scenarios, users should still consider both short- and long-duration precipitation events and how they may impact the asset.

The projected values, standards, and guidance provided within this Tool may be used to inform plans and designs, but they do not provide guarantees for future conditions or resilience. The projected values are not to be considered final or appropriate for construction documents without supporting engineering analyses. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Total Precipitation Depth & Peak Intensity for 24-hr Design Storms: APPLICABLE

Asset Name	Recommended Planning Horizon	Recommended Return Period (Design Storm)	Projected 24-hr Total Precipitation Depth (inches)	Step-by-Step Methodology for Peak Intensity
Mixed-Use Buildings	2070	10-Year (10%)	6.9	Downloadable Methodology PDF

Projected Riverine Peak Discharge & Peak Flood Elevation: NOT APPLICABLE

Extreme Heat — High Risk

Target Planning Horizon: 2070
Percentile: 50th Percentile

Applicable Design Criteria

Tiered Methodology: Tier 2

Projected Annual/Summer/Winter Average Temperatures: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Heat Index: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Growing Degree Days: NOT APPLICABLE

Projected Days Per Year With Max Temp > 95°F, >90°F, <32°F: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

Projected Number of Heat Waves Per Year & Average Heat Wave Duration: APPLICABLE
Methodology to Estimate Projected Values : Tier 2

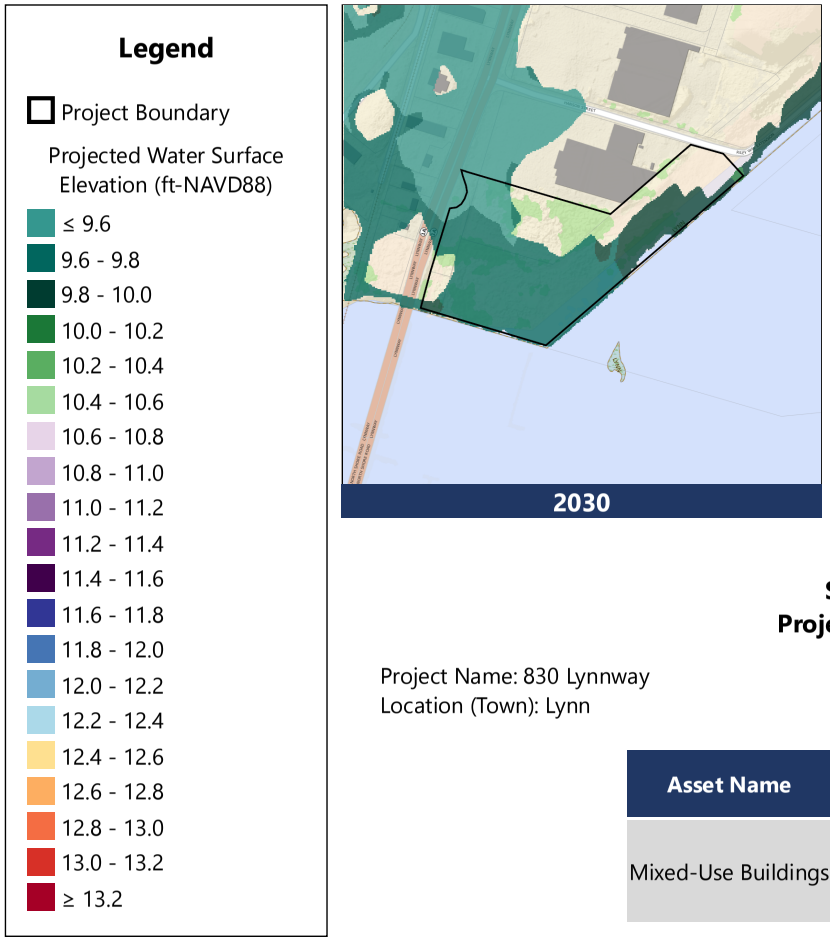
Projected Cooling Degree Days & Heating Degree Days (base = 65°F): APPLICABLE
Methodology to Estimate Projected Values : Tier 2

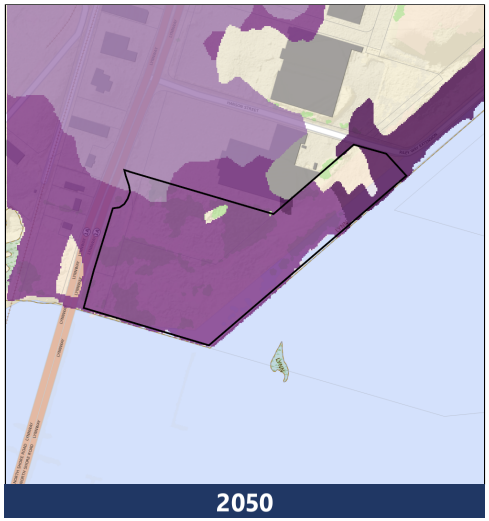
Sea Level Rise/Storm Surge Project Maps

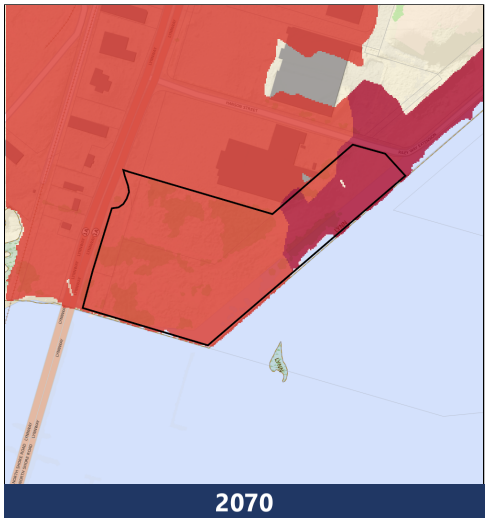
The following three maps illustrate the Projected Water Surface Elevation for the 2030, 2050, and 2070 planning horizons corresponding to the lowest return period (largest design storm) recommended across the assets identified for this project in the Tool. For projects that only have Natural Resource assets, the maps will show the Projected Water Surface Elevations corresponding to the 5% (20-year) return period. Refer to the Climate Resilience Design Standards Output - Sea Level Rise/Storm Surge Section for additional values associated with other assets. The maps include the project area as drawn by the user with a 0.1 mile minimum buffer, but do not reflect the location of specific assets on the site.

LIMITATIONS: The recommended Climate Resilience Design Standards for the Sea Level Rise / Storm Surge Design Criteria are based on the user drawn polygon and relationships as defined in the Supporting Documents. The projected values and maps provided through the Tool are based on the Massachusetts Coast Flood Risk Model (MC-FRM) outputs as of 9/13/2021, which included GIS-based data for three planning horizons (2030, 2050, 2070) and six return periods (0.1%, 0.2%, 0.5%, 1%, 2%, 5%). These values are projections based on assumptions as defined in the model and the LiDAR used at the time. For additional information on the MC-FRM, review the additional resources provided on the Start Here page.

The projected values, maps, Standards, and Guidance provided within this Tool may be used to inform plans and designs, but they do not provide guarantees for future conditions or resilience. The projected values are not to be considered final or appropriate for construction documents without supporting engineering analyses. The guidance provided within this Tool is intended to be general and users are encouraged to do their own due diligence.







Climate Resilience Design Standards Tool:
Sea Level Rise/Storm Surge Design Criteria
Projected Water Surface Elevation Map: 2% (50-yr)

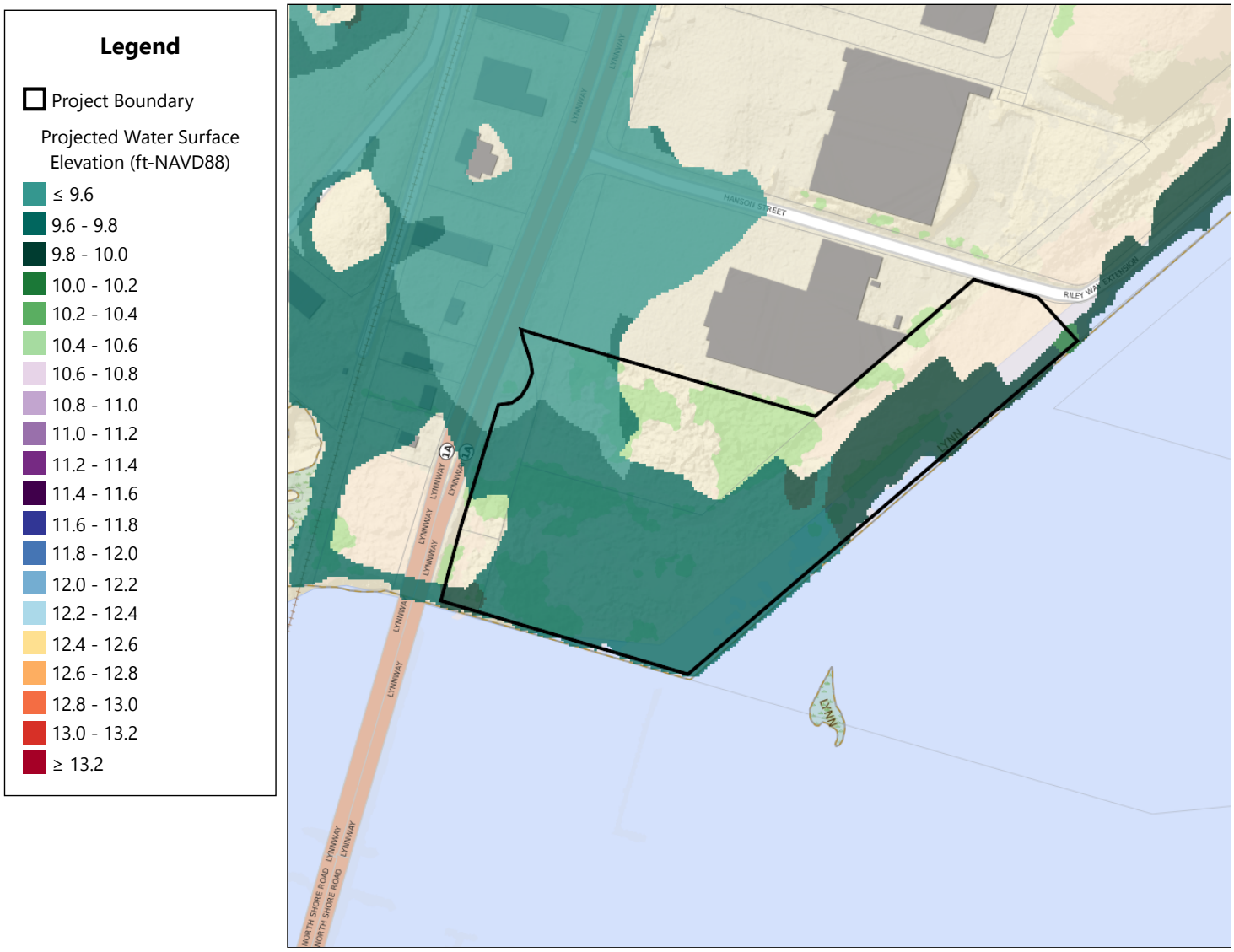
Project Name: 830 Lynnway
Location (Town): Lynn

0.25 0.5 1.0 Miles

Created by: agood9412
Date Created: 5/19/2023
Tool Version: 1.3

N

Asset Name	Planning Horizon	Return Period	Max	Min	Area Weighted Average (ft-NAVD88)
Mixed-Use Buildings	2030	2% (50-yr)	10.0	9.6	9.7
	2050	2% (50-yr)	11.4	11.1	11.2
	2070	2% (50-yr)	13.2	13.0	13.1



Climate Resilience Design Standards Tool:
Sea Level Rise/Storm Surge Design Criteria
Projected Water Surface Elevation Map: 2030, 2% (50-yr)

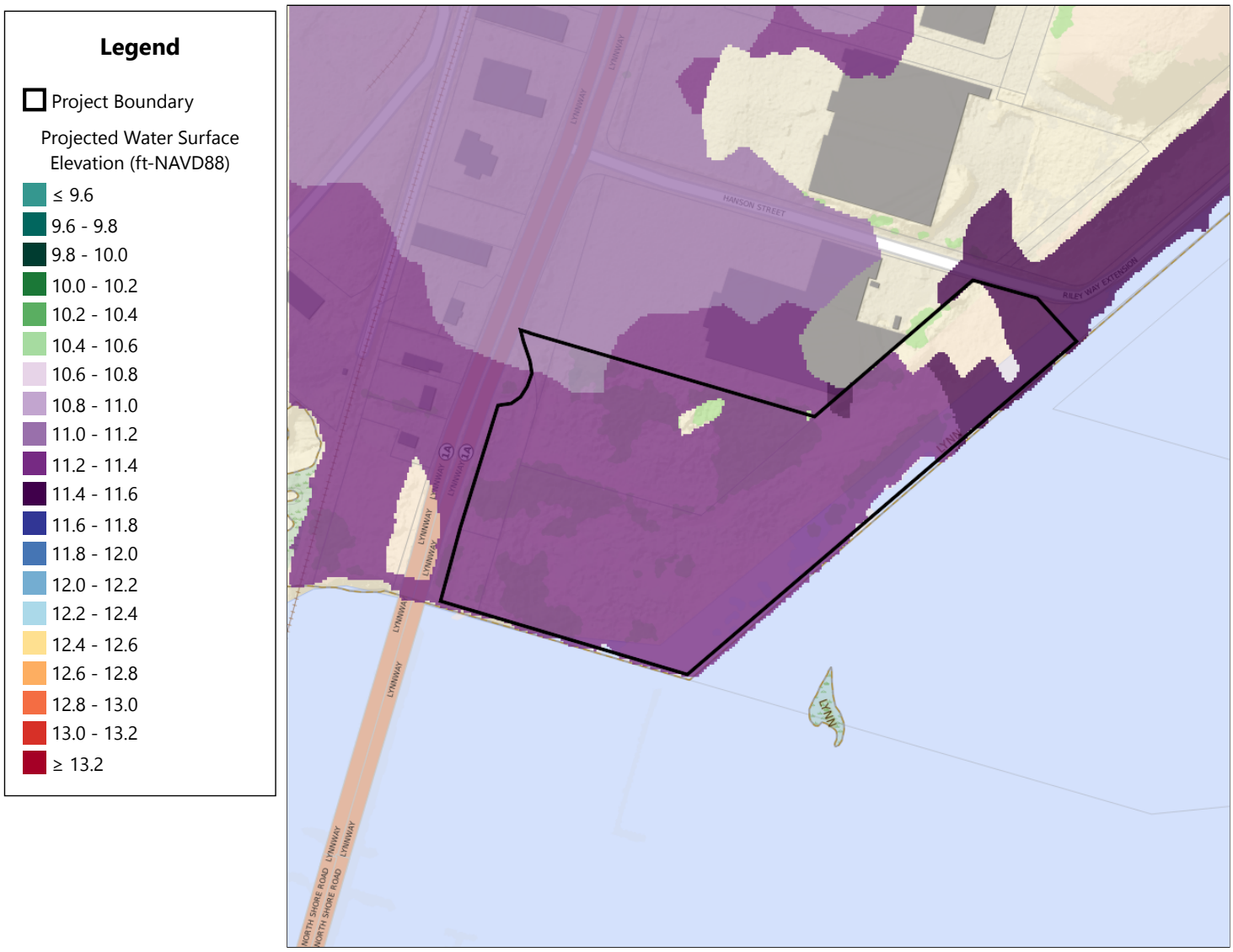
Project Name: 830 Lynnway
Location (Town): Lynn

0.05 0.1 0.25 Miles

Created by: agood9412
Date Created: 5/19/2023
Tool Version: 1.3

N

Asset Name	Planning Horizon	Return Period	Max	Min	Area Weighted Average (ft-NAVD88)
Mixed-Use Buildings	2030	2% (50-yr)	10.0	9.6	9.7



Climate Resilience Design Standards Tool:
Sea Level Rise/Storm Surge Design Criteria
Projected Water Surface Elevation Map: 2050, 2% (50-yr)

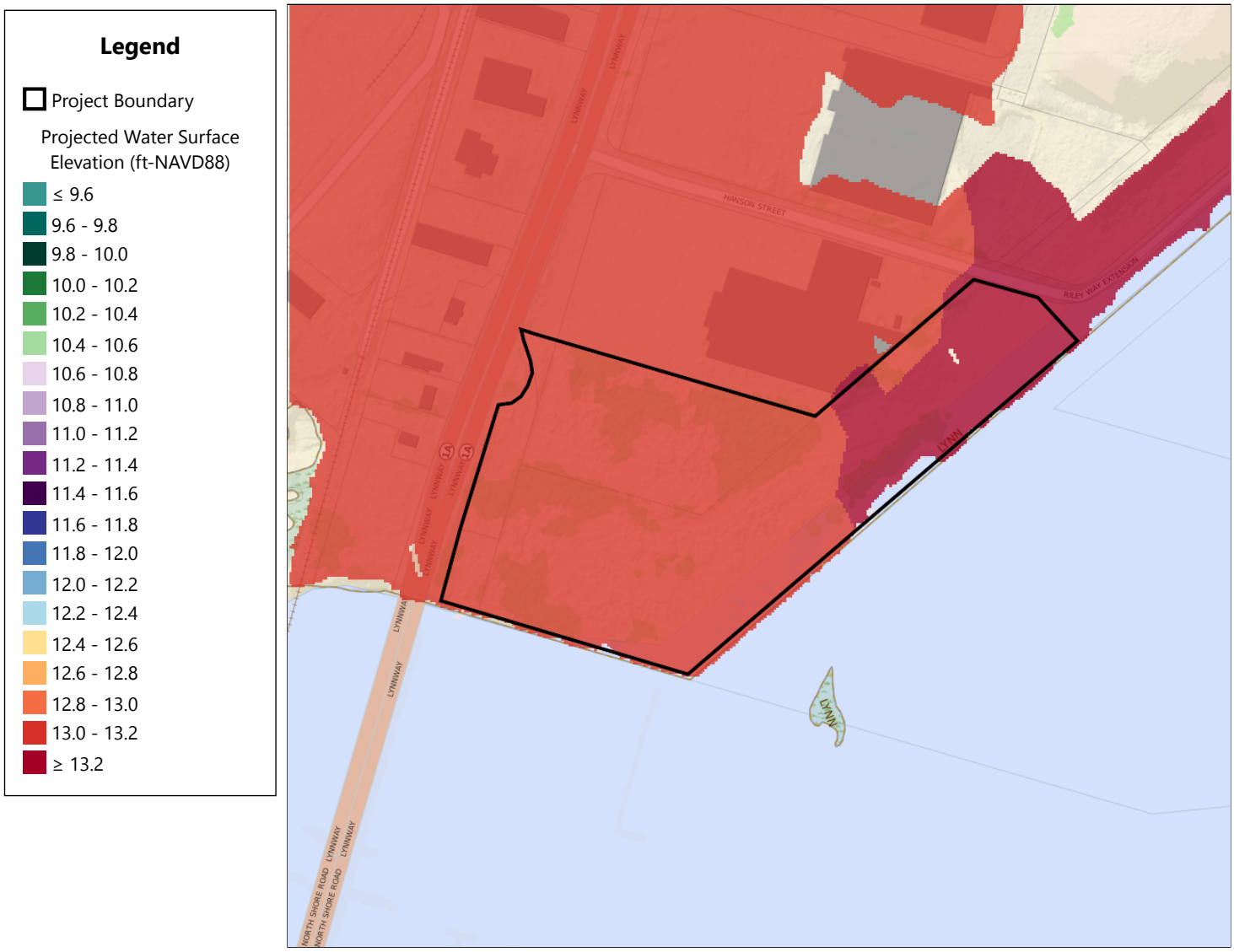
Project Name: 830 Lynnway
Location (Town): Lynn

0.05 0.1 0.25 Miles

Created by: agood9412
Date Created: 5/19/2023
Tool Version: 1.3

N

Asset Name	Planning Horizon	Return Period	Max	Min	Area Weighted Average (ft-NAVD88)
Mixed-Use Buildings	2050	2% (50-yr)	11.4	11.1	11.2



Climate Resilience Design Standards Tool:
Sea Level Rise/Storm Surge Design Criteria
Projected Water Surface Elevation Map: 2070, 2% (50-yr)

Project Name: 830 Lynnway
Location (Town): Lynn

0.05 0.1 0.25 Miles

Created by: agood9412
Date Created: 5/19/2023
Tool Version: 1.3

N

Asset Name	Planning Horizon	Return Period	Max	Min	Area Weighted Average (ft-NAVD88)
Mixed-Use Buildings	2070	2% (50-yr)	13.2	13.0	13.1

Project Inputs

Core Project Information

Name:	830 Lynnway
Given the expected useful life of the project, through what year do you estimate the project to last (i.e. before a major reconstruction/renovation)?	2075
Location of Project:	Lynn
Estimated Capital Cost:	$100,000,000
Who is the Submitting Entity?	Private Other Epsilon Associates Albert Good (agood@epsilonassociates.com)
Is this project being submitted as part of a state grant application?	No
Which grant program?	
What stage are you in your project lifecycle?	Planning
Is climate resiliency a core objective of this project?	Yes
Is this project being submitted as part of the state capital planning process?	No
Is this project being submitted as part of a regulatory review process or permitting?	Yes
Brief Project Description:	Please refer to the Project Description provided in the ENF.
Project Submission Comments:	

Project Ecosystem Service Benefits

Factors Influencing Output

- ✓ Project provides flood protection through nature-based solutions
- ✓ Project reduces storm damage
- ✓ Project recharges groundwater
- ✓ Project filters stormwater using green infrastructure
- ✓ Project improves water quality
- ✓ Project provides recreation

Factors to Improve Output

- ✓ Protect public water supply by reducing the risk of contamination, pollution, and/or runoff of surface and groundwater sources used for human consumption
- ✓ Incorporate strategies that reduce carbon emissions
- ✓ Incorporate nature-based solutions that sequester carbon carbon
- ✓ Increase biodiversity, protect critical habitat for species, manage invasive populations, and/or provide connectivity to other habitats
- ✓ Preserve, enhance, and/or restore coastal shellfish habitats
- ✓ Incorporate vegetation that provides pollinator habitat
- ✓ Identify opportunities to remediate existing sources of pollution
- ✓ Increase plants, trees, and/or other vegetation to provide oxygen production
- ✓ Mitigate atmospheric greenhouse gas concentrations and other toxic air pollutants through nature-based solutions
- ✓ Identify opportunities to prevent pollutants from impacting ecosystems
- ✓ Incorporate education and/or protect cultural resources as part of your project

Is the primary purpose of this project ecological restoration?

No

Project Benefits

Provides flood protection through nature-based solutions	Yes
Reduces storm damage	Yes
Recharges groundwater	Yes
Protects public water supply	No
Filters stormwater using green infrastructure	Yes
Improves water quality	Yes
Promotes decarbonization	No
Enables carbon sequestration	No
Provides oxygen production	No
Improves air quality	No
Prevents pollution	No
Remediates existing sources of pollution	No
Protects fisheries, wildlife, and plant habitat	No
Protects land containing shellfish	No
Provides pollinator habitat	No
Provides recreation	Yes
Provides cultural resources/education	No

Project Climate Exposure

Is the primary purpose of this project ecological restoration?	No
Does the project site have a history of coastal flooding?	Yes
Does the project site have a history of flooding during extreme precipitation events	Yes

(unrelated to water/sewer damages)?	
Does the project site have a history of riverine flooding?	No
Does the project result in a net increase in impervious area of the site?	Yes
Are existing trees being removed as part of the proposed project?	Yes

Project Assets

Asset: Mixed-Use Buildings
Asset Type: Typically Occupied
Asset Sub-Type: Mixed-use building
Construction Type: New Construction
Construction Year: 2025
Useful Life: 50

Identify the length of time the asset can be inaccessible/inoperable without significant consequences.
Building may be inaccessible/inoperable for more than a day, but less than a week after natural hazards events without consequences

Identify the geographic area directly affected by permanent loss or significant inoperability of the building/facility.
Impacts limited to site only

Identify the population directly served that would be affected by the permanent loss of use or inoperability of the building/facility.
Less than 10,000 people

Identify if the building/facility provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.
The building/facility provides services to populations that reside within Environmental Justice neighborhoods or climate vulnerable populations.

If the building/facility became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?
Inoperability of the building/facility would not be expected to result in injuries

If there are hazardous materials in your building/facility, what are the extent of impacts related to spills/releases of these materials?
There are no hazardous materials in the building/facility

If the building/facility became inoperable for longer than acceptable in Question 1, what are the impacts on other facilities, assets, and/or infrastructure?
Minor – Inoperability will not likely affect other facilities, assets, or buildings

If this building/facility was damaged beyond repair, how much would it approximately cost to replace?
Between $30 million and $100 million

Is this a recreational facility which can be vacated during a natural hazard event?
No

If the building/facility became inoperable for longer than acceptable in Question 1, what are the public and/or social services impacts?
Many alternative programs and/or services are available to support the community

If the building/facility became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?
No impact on surrounding natural resources is expected

If the building/facility became inoperable for longer than acceptable in Question 1, what are the impacts to government services (i.e. the building is not able to serve or operate its intended users or function)?
Loss of building is not expected to reduce the ability to maintain government services.

If the building/facility became inoperable for longer than acceptable in Question 1, what are the impacts to loss of confidence in government (i.e. the building is not able to serve or operate its intended users or function)?
No Impact

Report Comments

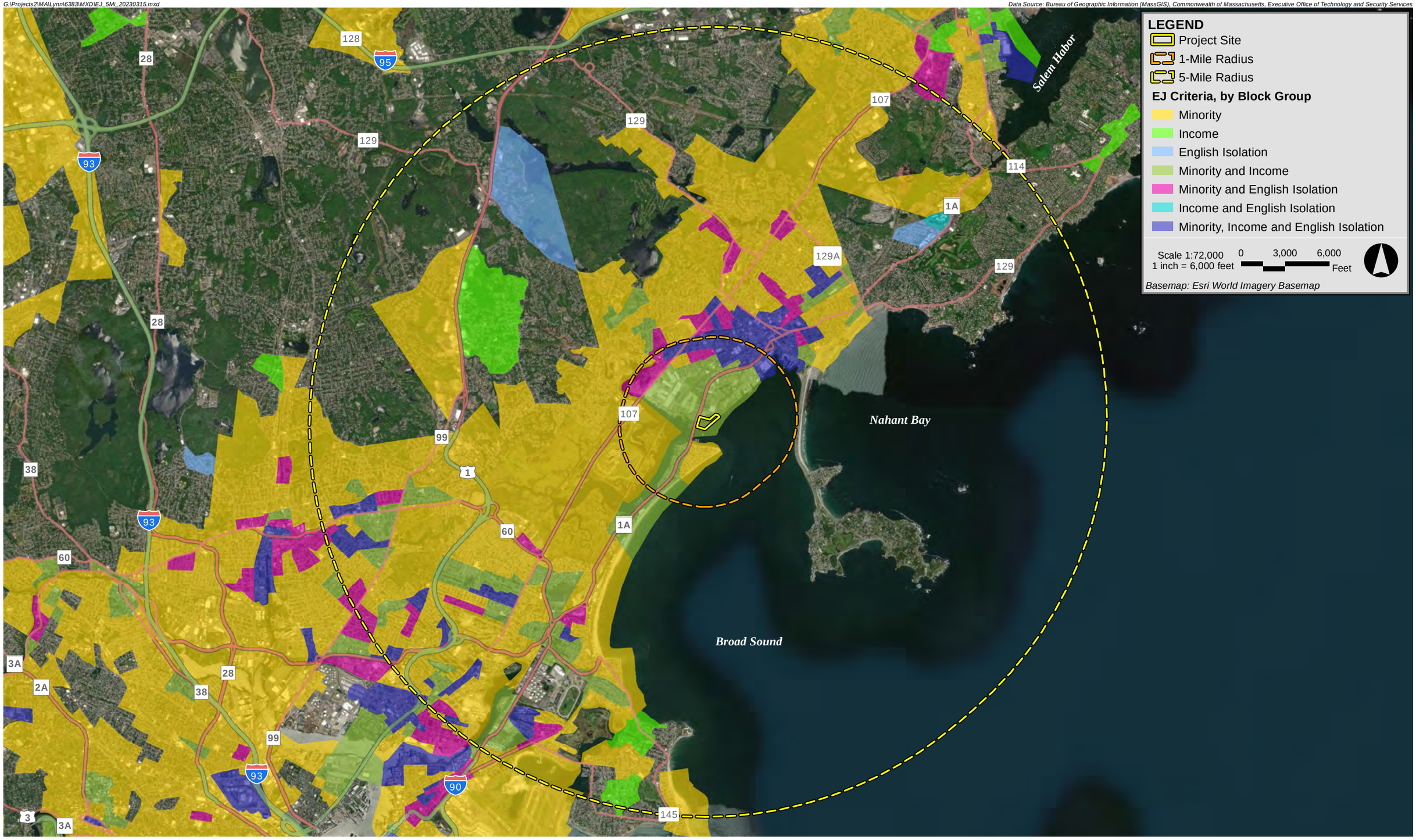
N/A

Attachment G

Environmental Justice

G:\Projects2\MA\Lynn\6383\MXD\EJ_5Mi_20230315.mxd

Data Source: Bureau of Geographic Information (MassGIS), Commonwealth of Massachusetts, Executive Office of Technology and Security Services



830 Lynnway Lynn, Massachusetts

Epsilon Associates Inc.

Figure 1

Environmental Justice Block Groups - 5 Mile Radius

Statewide Environmental Justice Community Based Organizations

First Name	Last Name	Title	Phone	Email	Affiliation
Julia	Blatt	Executive Director	(617) 714-4272	juliablatt@massriversalliance.org	Mass Rivers Alliance
Elvis	Mendez	Associate Director	508-505-6748	elvis@n2nma.org	Neighbor to Neighbor
Ben	Hellerstein	MA State Director	617-747-4368	ben@environmentmassachusetts.org	Environment Massachusetts
Claire	B.W. Muller	Movement Building Director	508 308-9261	claire@uumassaction.org	Unitarian Universalist Mass Action Network
Cindy	Luppi	New England Director	617-338-8131 x208	cluppi@cleanwater.org	Clean Water Action
Deb	Pasternak	Director, MA Chapter	617-423-5775	deb.pasternak@sierraclub.org	Sierra Club MA
Heather	Clish	Director of Conservation & Recreation Policy	(617) 523-0655	hclish@outdoors.org	Appalachian Mountain Club
Heidi	Ricci	Director of Policy	Not Provided	hricci@massaudubon.org	Mass Audubon
Kelly	Boling	MA & RI State Director	(617) 367-6200	kelly.boling@tpl.org	The Trust for Public Land
Kerry	Bowie	Board President	Not Provided	kerry@msaadapartners.com	Browning the GreenSpace
Nancy	Goodman	Vice President for Policy	Not Provided	ngoodman@environmentalleague.org	Environmental League of MA
Rob	Moir	Executive Director	Not Provided	rob@oceanriver.org	Ocean River Institute
Robb	Johnson	Executive Director	(978) 443-2233	robb@massland.org	Mass Land Trust Coalition
Staci	Rubin	Senior Attorney	617 350-0990	srubin@clf.org	Conservation Law Foundation
Sylvia	Broude	Executive Director	617 292-4821	sylvia@communityactionworks.org	Community Action Works

Indigenous Organizations

First Name	Last Name	Title	Phone	Email	Affiliation
Alma	Gordon	President	Not Provided	ribalcouncil@chappaquiddickwampanoag.or	Chappaquiddick Tribe of the Wampanoag Nation
Cheryll	Toney Holley	Chair	774-317-9138	crwritings@aol.com	Nipmuc Nation (Hassanamisco Nipmucs)
John	Peters, Jr.	Executive Director	617-573-1292	john.peters@mass.gov	Massachusetts Commission on Indian Affairs (MCIA)
Kenneth	White	Council Chairman	508-347-7829	acw1213@verizon.net	Chaubunagungamaug Nipmuck Indian Council
Melissa	Ferretti	Chair	(508) 304-5023	melissa@herringpondtribe.org	Herring Pond Wampanoag Tribe
Patricia	D. Rocker	Council Chair	Not Provided	rockerpatriciad@verizon.net	Chappaquiddick Tribe of the Wampanoag Nation, Whale Clan
Raquel	Halsey	Executive Director	(617) 232-0343	rhalsey@naicob.org	North American Indian Center of Boston
Cora	Pierce	Not Provided	Not Provided	Coradot@yahoo.com	Pocassett Wampanoag Tribe
Elizabth	Soloman	Not Provided	Not Provided	Solomon.Elizabeth@gmail.com	Massachusetts Tribe at Ponkapoag

Federally Recognized Tribes

First	Last	Title	Phone	Email	Affiliation	Notes
Bettina	Washington	Tribal Historic Preservation Officer	508-560-9014	thpo@wampanoagtribe-nsn.gov	Wampanoag Tribe of Gay Head (Aquinnah)	
Stockbridge-Munsee Tribe		Historic Preservation Manager	413-884-6048	THPO@Mohican-nsn.gov	Stockbridge-Munsee Tribe	**Only for projects in: Berkshire County, Agawam, Amherst, Athol, Charlemont,Chicopee, Easthampton, Gardner, Greenfield, Hadley, Heath, Hubbardston, Ludlow, Monroe, Northampton, Orange, Palmer, Rowe, Royalston, Southwick, Springfield, Sunderland, Ware, Wendell, West Springfield, Westfield**
Brian	Weeden	Chair	774-413-0520	Brian.Weeden@mwtribe-nsn.gov	Mashpee Wampanoag Tribe	

Local CBOs

First Name	Last Name	Title	Service Area	Phone Number	Email	Affiliation
David	Queeley	Director of Projects	Revere	Not Provided	david.queeley@mysticriver.org	Mystic River Watershed Association
Julie	Wormser	Deputy Director	Revere	Not Provided	julie.wormser@mysticriver.org	Mystic River Watershed Association
Norris	Guscott	Not Provided	Lynn	Not provided	nguscott@lynnma.gov	Lynn Food and Fitness Alliance
Mireille	Bejjani	Energy Justice Director	Lynn	Not provided	mbejjani8@gmail.com	Community Action Works

Environmental Justice Screening Form

Project Name	**830 Lynnway**
Anticipated Date of MEPA Filing	**May 31, 2023**
Proponent Name	**SEB Lynn Harbor Property LLC**
Contact Information (e.g., consultant)	**Erik Rexford** **Epsilon Associates, Inc.** **3 Mill & Main, Suite 250** **Maynard, MA 01754** **Phone: 978-897-7100** **Email: erexford@epsilonassociates.com**
Public website for project or other physical location where project materials can be obtained (if available)	**Proponent will provide information as it becomes available on the Project's website.**
Municipality and Zip Code for Project (if known)	**Lynn, MA 01905**
Project Type* (list all that apply)	**Residential, Commercial - Retail, Publicly Accessible Open Space**
Is the project site within a mapped 100-year FEMA flood plain? Y/N/yet unknown	**Yes**
Estimated GHG emissions of conditioned spaces if known (click **here** for GHG Estimation tool)	**3,150 (metric) tons per year CO2e**

Project Description

1. Provide a brief project description, including overall size of the project site and square footage of proposed buildings and structures if known.

   The Proponent proposes a mixed-use development that will include three multi-story residential buildings with ground-floor commercial space, access drives, vehicular parking, landscaping, publicly accessible open space, and stormwater management infrastructure. The Project is anticipated to include approximately 870,000 sf of residential use and 26,000 sf of commercial – retail use.

2. List anticipated MEPA review thresholds (301 CMR 11.03) (if known)

   - **301 CMR 11.03 (1)(b)2 - Creation of five or more acres of impervious area.**
   - **301 CMR 11.03(3)(a)1.b – Alteration of ten or more acres of any other wetlands.**
   - **301 CMR 11.03(3)(a)5 – Provided that a Chapter 91 License is required, new nonwater-dependent use of one or more acres of tidelands.**
   - **301 CMR 11.03(3)(b)1.a – alteration of coastal bank.**
   - **301 CMR 11.03(3)(b)1.e – New fill or structure in a velocity zone.**
   - **301 CMR 11.03 (6)(b)13 - Generation of 2,000 or more New adt on roadways providing access to a**

single location.

- **301 CMR 11.03 (6)(b)14 - Generation of 1,000 or more New adt on roadways providing access to a single location and construction of 150 or more New parking spaces at a single location.**
- **301 CMR 11.03 (6)(b)15 - Construction of 300 or more New parking spaces at a single location.**

3. List all anticipated state, local and federal permits needed for the project (if known)

Agency Name	Permit or Action*
Federal	
United States Environmental Protection Agency	National Pollutant Discharge Elimination System Construction General Permit (NPDES CGP)
United States Army Corps of Engineers	Individual Permit
State	
MassDOT	Access Permit
MassDEP	Waterways License, Water Quality Certificate
MassDCR	Access Permit
Municipal	
Zoning Board of Appeals	Zoning Overview-Comprehensive Permit
Lynn Conservation Commission	Order of Conditions

4. Identify EJ populations and characteristics (Minority, Income, English Isolation) within 5 miles of project site (can attach map from EJ Maps Viewer in lieu of narrative)

The Environmental Justice (EJ) Populations within 5 miles of the Project Site are depicted on the attached figure.

Using the EJ Maps Viewer that identifies "Languages Spoken in Massachusetts," the Proponent identified 51 census tracts with 5% or more of the population who do not speak English very well within five miles of the Project Site. These populations speak the following languages:

- **Spanish or Spanish Creole**
- **French Creole**
- **Russian**
- **Other Indic Language**
- **Mon-Khmer/Cambodian**
- **Arabic**
- **Portuguese or Portuguese Creole**
- **Chinese**

5. Identify any municipality or census tract meeting the definition of "vulnerable health EJ criteria"in the DPH EJ Tool located in whole or in part within a 1 mile radius of the project site

The Proponent identified three municipalities within one mile of the Project Site: Lynn, Saugus, and Revere. Using the DPH EJ Tool, two of these municipalities were identified as potentially suffering from environmentally related health burdens:

- **Lynn - childhood asthma and elevated childhood blood lead levels.**
- **Revere – childhood asthma and heart attack**

6. Identify potential short-term and long-term environmental and public health impacts that may affect EJ Populations and any anticipated mitigation

The Project is not anticipated to have a disproportionate adverse effect on nearby EJ populations. The Project will result in new vehicle trips per day and construction impacts typical of urban development projects. All impacts will be reviewed through MEPA and the various permitting programs and will be appropriately mitigated in accordance with applicable regulations.

7. Identify project benefits, including "Environmental Benefits" as defined in 301 CMR 11.02, that may improve environmental conditions or public health of the EJ population

- **Provide new opportunities for commercial and residential growth.**
- **Create substantial new publicly accessible open space and access to Lynn Harbor.**
- **Contribute to the economy of Lynn and the region.**
- **Provide significant new construction and long-term job opportunities.**

8. Describe how the community can request a meeting to discuss the project, and how the community can request oral language interpretation services at the meeting. Specify how to request other accommodations, including meetings after business hours and at locations near public transportation.

The Proponent is willing to meet with community members at times and locations that are convenient to the public. To request a meeting and any needed accommodations, contact Erik Rexford at Epsilon Associates, the environmental consulting firm assisting the Proponent during the Project's permitting process.

Erik Rexford
Phone: 978-897-7100
Email: erexford@epsilonassociates.com

Formulario de evaluación de justicia ambiental

Nombre del proyecto	**830 Lynnway**
Fecha prevista de presentación ante MEPA	**31 de mayo de 2023**
Nombre del proponente	**SEB Lynn Harbor Property LLC**
Información de contacto (p. ej., consultor)	**Erik Rexford** **Epsilon Associates, Inc.** **3 Mill & Main, Suite 250** **Maynard, MA 01754** **Teléfono: 978-897-7100** **Correo electrónico: erexford@epsilonassociates.com**
Sitio web público para el proyecto u otro lugar físico donde se pueden obtener materiales del proyecto (si están disponibles)	**El proponente proporcionará información a medida que esté disponible en el sitio web del proyecto.**
Municipio y código postal del proyecto (si se conoce)	**Lynn, MA 01905**
Tipo de proyecto* (indique todos los que correspondan)	**Espacio abierto residencial, comercial - minorista, accesible al público**
¿Se encuentra el sitio del proyecto dentro de un terreno inundable dentro de 100 años mapeado por la FEMA? S/N/Se desconoce	**Sí**
Emisiones estimadas de GEI de los espacios acondicionados, si se conocen (haga clic **aquí** para acceder a la herramienta de estimación de GEI)	**3150 toneladas CO2e (métricas) por año**

Descripción del proyecto

1. Proporcione una breve descripción del proyecto, incluido el tamaño total del sitio del proyecto y los pies cuadrados de los edificios y estructuras propuestos, si se conocen.

   El Proponente propone un desarrollo de uso mixto que incluirá tres edificios residenciales de varios pisos con espacio comercial en la planta baja, caminos de acceso, estacionamiento vehicular, paisajismo, espacios abiertos de acceso público e infraestructura de gestión de aguas pluviales. Se anticipa que el Proyecto incluirá aproximadamente 870,000 ft^2 de uso residencial y 26,000 ft^2 de uso comercial y minorista.

2. Indique los niveles de revisión anticipada de MEPA (301 CMR 11.03) (si se conocen).

   - **301 CMR 11.03 (1)(b)2 – Creación de cinco o más acres de área impermeable.**
   - **301 CMR 11.03(3)(a)1.b – Alteración de diez o más acres de cualquier otro humedal.**
   - **301 CMR 11.03(3)(a)5 – Siempre que se requiera una Licencia del Capítulo 91, nuevo uso no dependiente del agua de uno o más acres de marismas.**
   - **301 CMR 11.03(3)(b)1.a – Alteración del banco costero.**

- **301 CMR 11.03(3)(b)1.e – Nuevo relleno o estructura en una zona de velocidad.**
- **301 CMR 11.03 (6)(b)13 – Generación de 2000 o más intensidades medias diarias nuevas en caminos que brindan acceso a una sola ubicación.**
- **301 CMR 11.03 (6)(b)14 – Generación de 1000 o más intensidades medias diarias nuevas en carreteras que brindan acceso a una sola ubicación y construcción de 150 o más espacios nuevos de estacionamiento en una sola ubicación.**
- **301 CMR 11.03 (6)(b)15 – Construcción de 300 o más espacios nuevos de estacionamiento en un solo lugar.**

3. Enumere todos los permisos estatales, locales y federales previstos necesarios para el proyecto (si se conocen)

Nombre de la agencia	Permiso o acción*
Federal	
Agencia de Protección Ambiental de Estados Unidos	Permiso General de Construcción del Sistema Nacional de Eliminación de Descargas Contaminantes (NPDES CGP)
Cuerpo de Ingenieros del Ejército de Estados Unidos	Permiso individual
Estado	
MassDOT	Permiso de acceso
MassDEP	Licencia de vías navegables, certificado de calidad de agua
MassDCR	Permiso de acceso
Municipal	
Junta de Apelaciones de Zonificación	Descripción general de zonificación: permiso completo
Comisión de conservación de Lynn	Orden de condiciones

4. Identifique las poblaciones y características de justicia ambiental (EJ) (minoría, ingresos, aislamiento inglés) dentro de las 5 millas del sitio del proyecto (puede adjuntar un mapa desde la opción Visor de mapas de EJ en lugar de texto)

Las poblaciones de justicia ambiental (EJ) dentro de las 5 millas del sitio del proyecto se muestran en la figura adjunta.

Mediante el Visor de mapas de EJ que identifica los "Idiomas que se hablan en Massachusetts", el Proponente identificó 51 secciones censales con un 5 % o más de la población que no tiene un buen nivel de inglés dentro de las cinco millas del Sitio del Proyecto. Estas poblaciones hablan los siguientes idiomas:

- **Español o criollo español**
- **Ruso**
- **Mon-Khmer/Camboyano**
- **Portugués o criollo portugués**
- **Criollo francés**
- **Otro idioma índico**
- **Árabe**
- **Chino**

5. Identifique cualquier municipio o sección censal que cumpla con la definición de "criterios de población de EJ con salud vulnerable" en la Herramienta de EJ del Departamento de Salud Pública (DPH) ubicado en su totalidad o en parte dentro de un radio de 1 milla del sitio del proyecto

El Proponente identificó tres municipios dentro de una milla del Sitio del Proyecto: Lynn, Saugus y

Revere. Mediante la herramienta DPH EJ, se identificó a dos de estos municipios como potencialmente afectados por cargas de salud relacionadas con el medio ambiente:

- **Lynn: asma infantil y niveles elevados de plomo en la sangre infantil.**
- **Revere: asma infantil y ataque cardíaco**

6. Identifique los potenciales impactos a corto y largo plazo sobre el ambiente y la salud pública que pueden afectar a las poblaciones de EJ y cualquier mitigación prevista

No se anticipa que el Proyecto tenga un efecto adverso desproporcionado en las poblaciones cercanas de EJ. El Proyecto dará como resultado nuevos viajes de vehículos por día e impactos de construcción típicos de los proyectos de desarrollo urbano. Todos los impactos se revisarán a través de MEPA y los diversos programas de permisos y se mitigarán adecuadamente de acuerdo con las reglamentaciones aplicables.

7. Identifique los beneficios del proyecto, incluidos los "beneficios ambientales", tal como se definen en 301 CMR 11.02, que pueden mejorar las condiciones ambientales o la salud pública de la población de EJ

- **Brindar nuevas oportunidades de crecimiento comercial y residencial.**
- **Crear nuevos espacios abiertos de acceso público sustanciales y acceso a Lynn Harbor.**
- **Contribuir a la economía de Lynn y la región.**
- **Proporcionar nuevas construcciones significativas y oportunidades laborales a largo plazo.**

8. Explique que la comunidad puede solicitar una reunión para analizar el proyecto y que la comunidad puede solicitar servicios de interpretación de lenguaje oral en la reunión. Especifique cómo solicitar otras adaptaciones, incluidas reuniones fuera del horario laboral y en lugares cercanos al transporte público.

El Proponente está dispuesto a reunirse con miembros de la comunidad en momentos y lugares que sean convenientes para el público. Para solicitar una reunión y las adaptaciones necesarias, comuníquese con Erik Rexford de Epsilon Associates, la firma de consultoría ambiental que asiste al Proponente durante el proceso de obtención de permisos del Proyecto.

Erik Rexford
Teléfono: 978-897-7100
Correo electrónico: erexford@epsilonassociates.com

ទំរង់បំពេញ ការត្រួតពិនិត្យយុត្តិធម៌បរិស្ថាន

ឈ្មោះផែនការ	**830 Lynnway**
កាលបរិច្ឆេទបានរំពឹង នៃការប្តឹង MEPA	**ថ្ងៃទី 31 ខែឧសភា 2023**
ឈ្មោះអ្នកគាំទ្រ	**SEB Lynn Harbor Property LLC**
ព័ត៌មានទំនាក់ទំនង (ដូចជា អ្នកប្រឹក្សា)	**Erik Rexford** **Epsilon Associates, Inc.** **3 Mill & Main, Suite 250** **Maynard, MA 01754** **ទូរស័ព្ទ៖ 978-897-7100** **អ៊ីមែល៖ erexford@epsilonassociates.com**
គេហទំព័រសាធារណៈ សំរាប់ផែនការ ឬទីកន្លែងជាក់ស្តែងផ្សេងទៀត ដែលសំភារៈរបស់ផែនការអាចយកបាន (បើសិនមាន)	**អ្នកគាំទ្រនឹងផ្តល់ព័ត៌មាន ខណៈវាក្លាយជាមាន នៅលើគេទំព័ររបស់ផែនការ។**
ធានី និងស៊ីបកូដ សំរាប់ផែនការ (បើសិនដឹង)	**Lynn, MA 01905**
ប្រភេទផែនការ* (ចុះរាយទាំងអស់ ដែលពាក់ព័ន្ធ)	**លំនៅដ្ឋានប្រជាជន, ពាណិជ្ជកម្ម - លក់រាយ, កន្លែងចំហសាធារណជនអាចចេញចូល**
តើទីតាំងផែនការ ឋិតនៅក្នុងផែនទី 100 ឆ្នាំ នៃដីទំនាប FEMA ឬទេ? បាទចាស/ទេ/មិនទាន់ដឹង	**បាទចាស**
ការបញ្ចេញសារធាតុ GHG បានស្មាន នៃកន្លែងមានលក្ខណៈ បើបានដឹង (ចុចត្រង់នេះ សំរាប់ប្រដាប់ស្មាន GHG)	**3,150 តោន (ខ្នាតម៉ែត្រ) CO2e មួយឆ្នាំ**

ការពណ៌នាផែនការ

1. ផ្តល់ការរៀបរាប់ផែនការត្រួសៗ រួមទាំងទំហំហួសខ្នាត នៃទីតាំងផែនការ និងទំហំហ្វីតក្រឡា នៃអាគារបានស្នើ និងរចនាសម្ព័ន្ធ បើបានដឹង។ **អ្នកគាំទ្រស្នើសុំការសង់ប្រើចំរុះគ្នា ដែលនឹងបញ្ចូល អាគារលំនៅដ្ឋានប្រជាជនបីជាន់ ដោយមានកន្លែងស្មើដី សំរាប់ពាណិជ្ជកម្ម, អាចបើកបរបាន, ចំណតរថយន្ត, ទស្សនីយ៍ភាព, កន្លែងចំហសាធារណជនអាចចេញចូល, និងហេដ្ឋារចនាសម្ព័ន្ធចាត់ចែងជំនន់ទឹកភ្លៀង។ ផែនការគឺបានរំពឹងបញ្ចូលដីទំហំ ប្រហែល 870,000 ហ្វីតក្រឡា នៃការប្រើជាលំនៅដ្ឋានប្រជាជន និង 26,000 ហ្វីតក្រឡា សំរាប់ប្រើជាពាណិជ្ជកម្ម –លក់រាយ។**
2. បញ្ជីនៃ MEPA បានរំពឹង ពិនិត្យមើលព្រំខណ្ឌ (301 CMR 11.03) (បើបានដឹង) • **301 CMR 11.03 (1)(b)2 - ការបង្កើតតំបន់មិនជ្រាបទឹក ចំនួនប្រាំអារ៉ ឬច្រើនជាង។** • **301 CMR 11.03(3)(a)1.b – ការកែដីសើមផ្សេងទៀត ចំនួនដប់អារ៉ ឬច្រើនជាង។** • **301 CMR 11.03(3)(a)5 – បានផ្តល់ថា អាជ្ញាប័ណ្ណ ជំពូក 91 គឺបានតម្រូវ, ពុំមានទឹកថ្មី-ពឹងលើការប្រើដីលេចទឹកពេលទឹកជោរ ចំនួនមួយអារ៉ ឬច្រើនជាង។** • **301 CMR 11.03(3)(b)1.a – ការកែឆ្នេរខ្សាច់។** • **301 CMR 11.03(3)(b)1.e – បំពេញថ្មី ឬរចនាសម្ព័ន្ធ ក្នុងតំបន់មានល្បឿន។** • **301 CMR 11.03 (6)(b)13 - ការបង្កបង្កើតការធ្វើដំណើរថ្មី ជាមធ្យមរាល់ថ្ងៃ 2,000 គ្រឿង ឬច្រើនជាង ថែមលើផ្លូវថ្នល់ដែលផ្តល់ការចេញចូល ទៅទីកន្លែងតែមួយ។**

- **301 CMR 11.03 (6)(b)14 - ការបង្កបង្កើតការធ្វើដំណើរថ្មី ជាមធ្យមរាល់ថ្ងៃ 1,000 គ្រឿង ឬច្រើនជាង ចែមលើផ្លូវថ្នល់ផ្តល់ការចេញចូលទៅទីកន្លែងតែមួយ និងការសង់កន្លែងចតឡានថ្មី 150 ឬច្រើនជាង នៅទីកន្លែងតែមួយ។**
- **301 CMR 11.03 (6)(b)15 - ការសង់កន្លែងចតឡានថ្មី 300 ឬច្រើនជាង នៅទីកន្លែងតែមួយ។**

3. ចុះរាយរដ្ឋទាំងអស់ដែលបានរំពឹង រួមទាំងសំបុត្រអនុញ្ញាត ថ្នាក់មូលដ្ឋាន និងសហព័ន្ធ ដែលត្រូវការសំរាប់ផែនការ (បើបានដឹង)

ឈ្មោះភ្នាក់ងារ	**សំបុត្រអនុញ្ញាត ឬវិធានការ***
រដ្ឋបាលសហព័ន្ធ	
ភ្នាក់ងារការពារបរិស្ថានសហរដ្ឋ/United States Environmental Protection Agency	ប្រព័ន្ធជាតិកំចាត់ការបញ្ចេញធាតុពុល សំបុត្រអនុញ្ញាតស្តាបនាទូទៅ (National Pollutant Discharge Elimination System Construction General Permit, NPDES CGP)
កងទ័ពសហរដ្ឋនៃវិស្វករ/United States Army Corps of Engineers	សំបុត្រអនុញ្ញាតជាបុគ្គល
រដ្ឋ	
MassDOT	សំបុត្រអនុញ្ញាតចេញចូល
MassDEP	អាជ្ញាប័ណ្ណផ្លូវទឹក, សញ្ញាប័ត្រគុណភាពទឹក
MassDCR	សំបុត្រអនុញ្ញាតចេញចូល
ធានី	
គណៈឧទ្ធរណ៍នៃសង្កាត់	សំបុត្រអនុញ្ញាតពិនិត្យមើលសង្កាត់ទូលំទូលាយ
គណៈកម្មការអភិរក្ស Lynn	បទបញ្ជានៃលក្ខខ័ណ្ឌ

4. សំគាល់ប្រជាជន EJ និងបុគ្គលិកលក្ខណៈ (ជនជាតិភាគតិច, ប្រាក់ចំណូល, ការដាច់ឡែកពីអង់គ្លេស) បិតក្នុង 5 ម៉ៃ នៃទីតាំងផែនការ (អាចដាក់ភ្ជាប់ផែនទី មកពី ប្រដាប់មើលផែនទី EJ ជាជំនួសការបរិយាយ)

ប្រជាជននៃ យុត្តិធម៌បរិស្ថាន (Environmental Justice, EJ) បិតក្នុង 5 ម៉ៃ នៃទីតាំងផែនការ ដែលបានពណ៌នា នៅលើរូបភាពភ្ជាប់មកជាមួយ។

ការប្រើប្រដាប់មើលផែនទី EJ ដែលសំគាល់ថា "ភាសាបាននិយាយក្នុងរដ្ឋម៉ាស្សាជូសេត្ត" អ្នកគាំទ្របានសំគាល់ ស្ថិតិការជំរឿនមនុស្ស 51 មានប្រជាជន 5% ឬច្រើនជាង ដែលមិនចេះនិយាយភាសាអង់គ្លេសបានល្អ បិតក្នុងប្រាំម៉ៃ នៃទីតាំងផែនការ។
ប្រជាជនទាំងនេះនិយាយភាសាខាងក្រោម៖

- **អេស្ប៉ាញ៉ុល ឬ អេស្ប៉ាញ៉ុល-ក្រេអូល**
- **រុស្ស៊ី**
- **មន-ខ្មែរ/ខ្មែរ**
- **ព័រទុហ្គី ឬ ព័រទុហ្គី-ក្រេអូល**
- **បារាំង-ក្រេអូល**
- **ភាសាឥណ្ឌាផ្សេងទៀត**
- **អារ៉ាប់**
- **ចិន**

5. សំគាល់ធានីណាមួយ ឬស្ថិតិការជំរឿនមនុស្ស ជួបការឲ្យអត្ថន័យនៃ "លក្ខណៈសុខភាព EJ ងាយរងគ្រោះ" នៅក្នុង ប្រដាប់ DPH EJ បិតនៅក្នុងផ្នែកទាំងមូល ឬផ្នែកខ្លះ ក្នុងចំងាយ 1 ម៉ៃ គ្រប់ទិស នៃទីតាំងផែនការ។

អ្នកគាំទ្របានសំគាល់ឃើញធានីបី បិតក្នុងមួយម៉ៃ នៃទីតាំងផែនការ៖ Lynn, Saugus, និង Revere។ ការប្រើប្រដាប់ DPH EJ ធានីទាំងបីនេះ ត្រូវបានសំគាល់ជាអាចរងទុក្ខ ពីបន្ទុកសុខភាព ទាក់ទងនឹងបរិស្ថាន៖

- **Lynn – កុមារវ័យមានជំងឺហឺត និងកុមារវ័យ បានកើនកម្រិតជាតិសំណក្នុងឈាម។**
- **Revere – កុមារវ័យមានជំងឺហឺត និងគាំងបេះដូង។**

6. សំគាល់ឃើញអាចប៉ះទង្គិចយូរអង្វែង និងពេលខ្លី និងសុខភាពសាធារណៈ ដែលអាចនឹងទង្គិចដល់ប្រជាជន EJ និងការបន្ទូរបន្ថយអ្វីមួយបានរំពឹង។

ផែនការគឺមិនបានរំពឹងមានឥទ្ធិពលអាក្រក់ មិនសមរម្យ នៅជិតប្រជាជន EJ ទេ។ ផែនការនឹងបណ្តាលឲ្យមានដំណើរថ្មី តាមរថយន្តមួយថ្ងៃៗ និងការស្តាបនា ជាធម្មតាប៉ះទង្គិច ផែនការវឌ្ឍនកម្មទីក្រុង។ ការប៉ះទង្គិចទាំងអស់ នឹងបានពិនិត្យមើលតាមរយៈ MEPA និងកម្មវិធីអនុញ្ញាតផ្សេងៗទៀត ហើយនឹងបានបន្ទូរបន្ថយយ៉ាងសមរម្យ ដោយស្របជាមួយបញ្ញត្តិជាធរមាន។

7. សំគាល់អត្ថប្រយោជន៍នៃផែនការ រួមទាំង "អត្ថប្រយោជន៍បរិស្ថាន" ដូចបានឲ្យអត្ថន័យក្នុងច្បាប់ 301 CMR 11.02 ដែលអាចនឹងលើកកំពស់លក្ខណៈបរិស្ថាន ឬសុខភាពសាធារណៈនៃប្រជាជន EJ។

- **ផ្តល់ឱកាសថ្មី សំរាប់ការលូតលាស់ពាណិជ្ជកម្ម និងប្រជាជនមូលដ្ឋាន។**
- **បង្កើតកន្លែងចំហសាធារណជនអាចចេញចូលថ្មីមាំទាំ និងចេញចូលទៅ Lynn Harbor។**
- **ផ្តល់សេដ្ឋកិច្ចឲ្យក្រុង Lynn និងភូមិភាគ។**
- **ផ្តល់ការស្តាបនាថ្មីខ្លាំងក្លា និងឱកាសការងារយូរលង់។**

8. រៀបរាប់របៀបសហគមន៍អាចស្នើសុំ កិច្ចប្រជុំមួយ ដើម្បីពិភាក្សាអំពីផែនការ និងរបៀបសហគមន៍អាចស្នើសុំ សេវាបកប្រែភាសាផ្ទាល់មាត់នៅពេលប្រជុំ។ បញ្ជាក់របៀបស្នើសុំការសំរបសំរួលផ្សេងទៀត រួមទាំងកិច្ចប្រជុំបន្ទាប់ពីម៉ោងធ្វើការ នៅឯទីកន្លែងជិតយានជំនិះសាធារណៈ។

អ្នកគាំទ្រគឺសុខចិត្តជួបជាមួយសមាជិកសហគមន៍ តាមពេលវេលា និងទីកន្លែង ដែលងាយស្រួលដល់សាធារណជន។ ដើម្បីស្នើសុំកិច្ចប្រជុំមួយ និងការសំរបសំរួលអ្វីមួយដែលត្រូវការ សូមទាក់ទង Erik Rexford នៅ Epsilon Associates ជាក្រុមហ៊ុនប្រឹក្សាបរិស្ថានកំពុងជួយអ្នកគាំទ្រ អំឡុងពេលនីតិវិធីការអនុញ្ញាត របស់ផែនការ។

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