



6383/830 Lynnway

December 20, 2025

Eva Vaughan | Environmental Analyst
Massachusetts Environmental Policy Act Office
100 Cambridge Street, 10th Floor
Boston, MA 02114
Via Email: Eva.Vaughan@mass.gov

Subject: EEA #16776 – 830 Lynnway, Lynn

Dear Ms. Vaughan

Thank you for extending the comment period to January 10, 2025, and for providing an opportunity to submit the enclosed materials that clarify certain information included in the above-referenced Project's Draft Environmental Impact Report (DEIR) submitted to your office on October 25, 2024.

After further discussions and meetings with staff at the Executive Office of Energy and Environmental Affairs, Massachusetts Department of Environmental Protection (DEP), and the Massachusetts Office of Coastal Zone Management (CZM), the Project team has prepared the following materials.

Attachment 1 - Correct version of the Project's shoreline restoration concept diagram.

The correct diagram, which was included in Appendix D of the DEIR, replaces Figure 7-6 included in Chapter 7 of the DEIR and depicts the Proponent's Preferred Alternative for the restoration of the shoreline fronting Lynn Harbor. Section 7.5.2 of the DEIR describes this correct diagram.

At the request of DEP staff, this diagram now also identifies:

- The top of Coastal Bank on each section and in plan view.
- The limit of existing Coastal Beach.
- The anticipated limit of work for installation of the fiber roll array.
- The anticipated limit of work for the proposed nourishment of Coastal Beach.

Please note that there are no other changes to Section 7.5.2 of the DEIR, which apart from Figure 7-6 accurately describes the Preferred Alternative for the restoration of the shoreline fronting Lynn Harbor. The preferred alternative was developed in consultation with CZM prior to filing the DEIR.

The Proponent continues to evaluate feedback provided by DEP, including techniques to achieve the intended top of bank profile (*i.e.*, the extent of sand nourishment at the Coastal Bank shown on Section B-B of Attachment 1).

Also included in Attachment 1 are updated grading plans that conform to the shoreline restoration concept diagram.

Attachment 2 – At the request of DEP staff, the Proponent has prepared a preliminary description of protocols to install the fiber rolls within the existing grade, stabilization and planting of the disturbed soils, and a brief description of ongoing maintenance of the disturbed area.

Attachment 3 – At the request of DEP staff, the Proponent has prepared additional analysis of wetland resource areas clarifying how the overall approach to the shoreline conforms with performance standards of the Massachusetts Wetlands Protection Act.

Attachment 4 – The Proponent is pleased to include a proposed Public Involvement Plan (PIP) that was developed in consultation with the City of Lynn. The Proponent is committed to a public private partnership that will advance the City’s vision for residential and commercial development, and a new public waterfront park and promenade connecting downtown Lynn all the way to the South Harbor. One of the primary objectives of the enclosed PIP is to effectively engage with local communities and to solicit input and feedback from the public about the Project. To meet these objectives, during the permitting and redevelopment of the Project Site, the Proponent intends to undertake specific public involvement activities, provide timely notification of public meetings, and solicit feedback from the community. These efforts are further described in the PIP.

On behalf of the Proponent, Epsilon is grateful for the thoughtful feedback and guidance provided by staff and leadership at the Executive Office of Energy and Environmental Affairs and the consulting agencies. Thank you for the opportunity to provide the enclosed materials and we look

forward to working with you during the MEPA review process and the Certificate to be issued on January 17, 2025.

Sincerely,

EPSILON ASSOCIATES, INC.

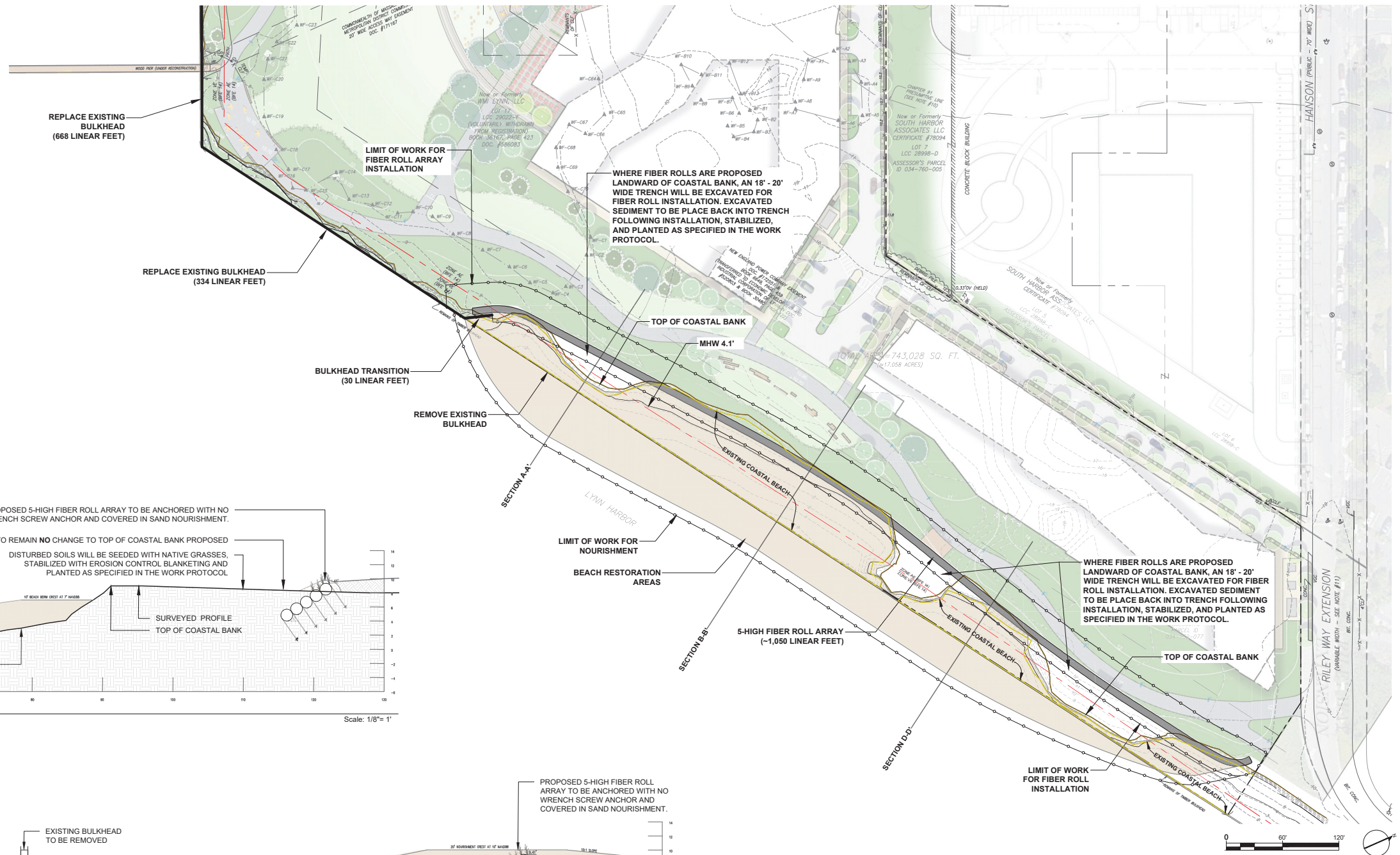


Erik Rexford
Associate

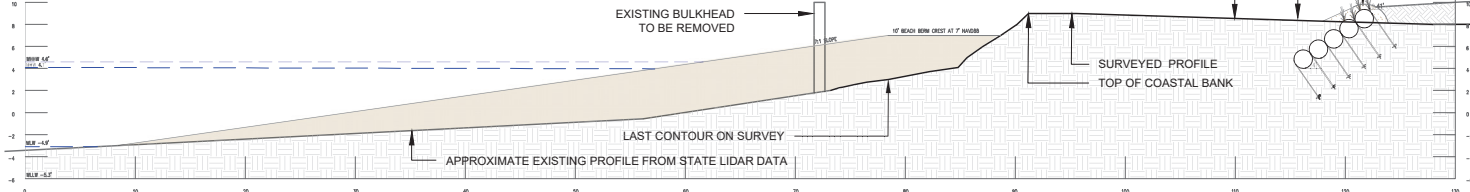
cc: Abe Menzin, Noah Maslan, Matthew Curtin (SEB Lynn Harbor Property, LLC)
Christian Regnier, Goulston & Storrs
James Cowdell, Executive Director, Economic Development & Industrial Corporation of Lynn
Aaron Clausen, Principal Planning Director, City of Lynn

Attachment 1

Shoreline Restoration Concept Diagram and Grading Plans

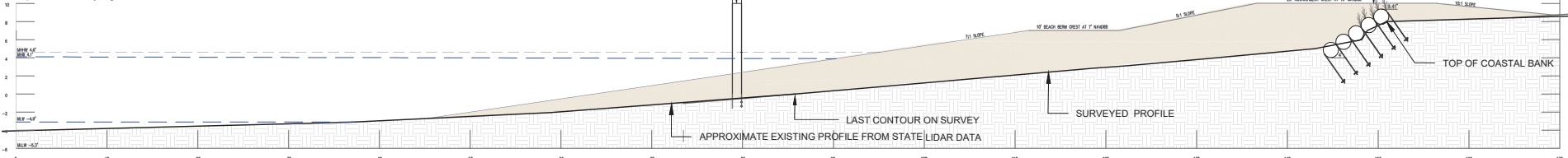


NOTE: MHHW and MLW elevation were referenced from Buzzards Bay National Estuary Program Interactive Tidal Datum Viewer
<https://buzzardsbay.org/technical-data/tidal-datums-ma/interactive-tidal-datum-viewer/>



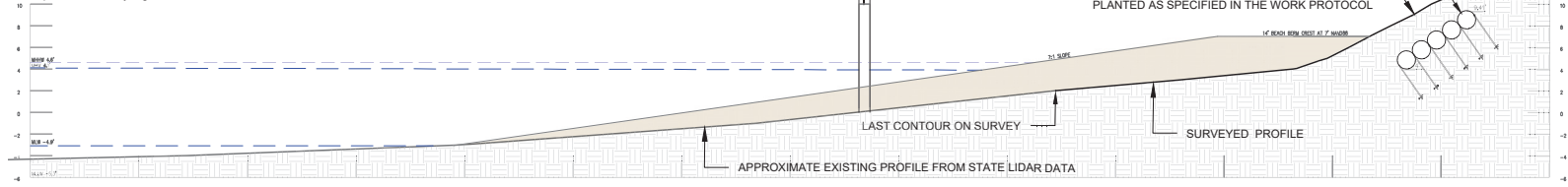
2 SECTION A-A' - 5-HIGH FIBER ROLL ARRAY CONCEPT
 DETAIL PROVIDED BY WILKINSON ECOLOGICAL DESIGN, SPECIALISTS IN COASTAL STABILIZATION CONSTRUCTION
 U.S. PATENT #11,492,771 - #11,306,455
 Scale: 1/8" = 1'

NOTE: MHHW and MLW elevation were referenced from Buzzards Bay National Estuary Program Interactive Tidal Datum Viewer
<https://buzzardsbay.org/technical-data/tidal-datums-ma/interactive-tidal-datum-viewer/>



3 SECTION B-B' - 5-HIGH FIBER ROLL ARRAY CONCEPT
 DETAIL PROVIDED BY WILKINSON ECOLOGICAL DESIGN, SPECIALISTS IN COASTAL STABILIZATION CONSTRUCTION
 U.S. PATENT #11,492,771 - #11,306,455
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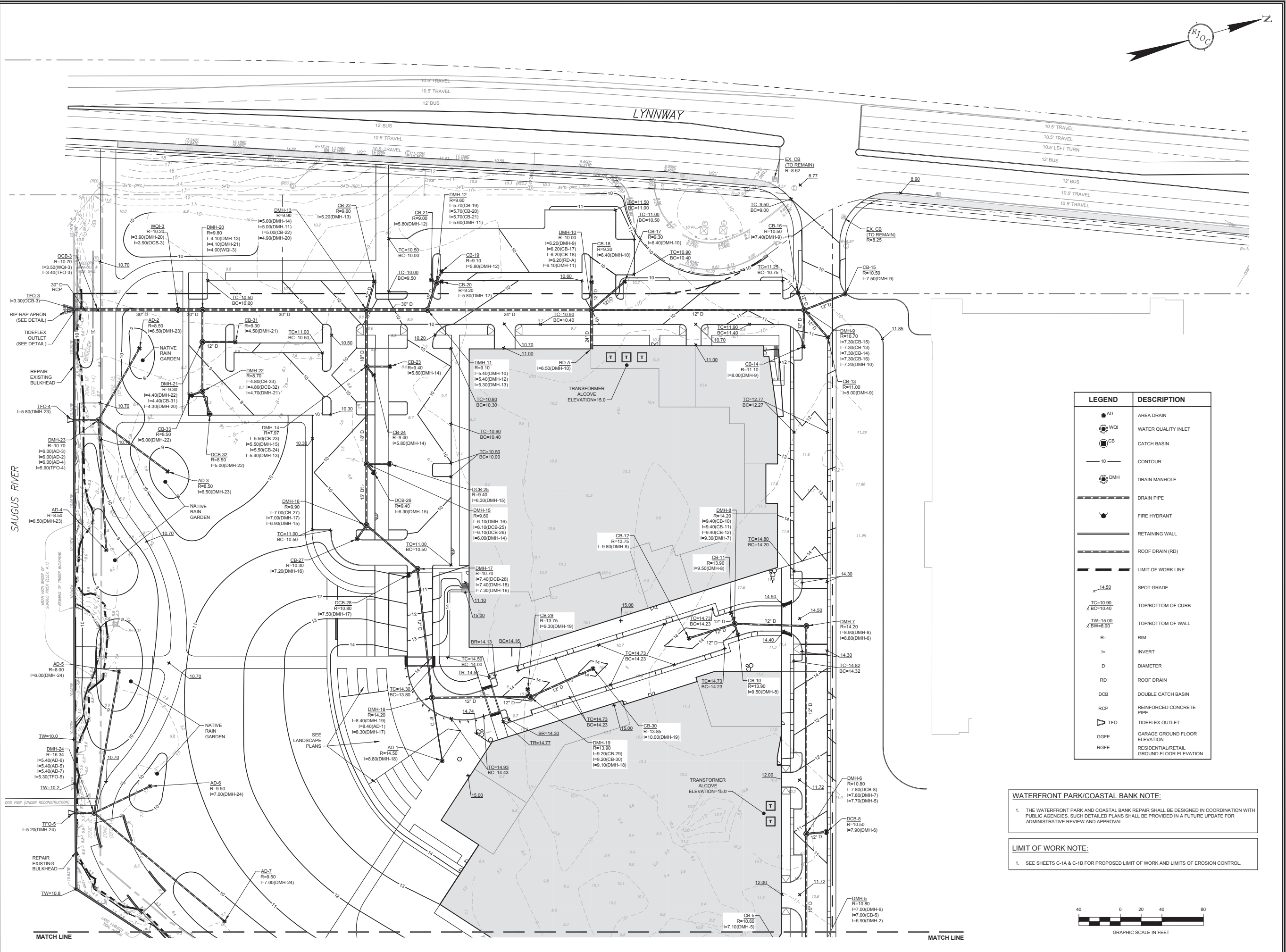


4 SECTION D-D' - 5-HIGH FIBER ROLL ARRAY CONCEPT
 DETAIL PROVIDED BY WILKINSON ECOLOGICAL DESIGN, SPECIALISTS IN COASTAL STABILIZATION CONSTRUCTION
 U.S. PATENT #11,492,771 - #11,306,455
 Scale: 1/8" = 1'

1 CONCEPT DIAGRAM
 Scale: 1" = 60'



Drawing name: G:\MAL\Ym\Eden Properties\830 Lynnway\Main\21064 C-2 Grading and Drainage Plan.dwg
Dec 16, 2024 - 11:01am



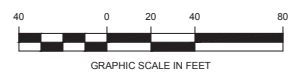
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	WATER QUALITY INLET
	CATCH BASIN
	CONTOUR
	DRAIN MANHOLE
	DRAIN PIPE
	FIRE HYDRANT
	RETAINING WALL
	ROOF DRAIN (RD)
	LIMIT OF WORK LINE
	SPOT GRADE
	TOP/BOTTOM OF CURB
	TOP/BOTTOM OF WALL
	RIM
	INVERT
	DIAMETER
	ROOF DRAIN
	DOUBLE CATCH BASIN
	REINFORCED CONCRETE PIPE
	TIDEFLEX OUTLET
	GARAGE GROUND FLOOR ELEVATION
	RESIDENTIAL/RETAIL GROUND FLOOR ELEVATION

WATERFRONT PARK/COASTAL BANK NOTE:

1. THE WATERFRONT PARK AND COASTAL BANK REPAIR SHALL BE DESIGNED IN COORDINATION WITH PUBLIC AGENCIES. SUCH DETAILED PLANS SHALL BE PROVIDED IN A FUTURE UPDATE FOR ADMINISTRATIVE REVIEW AND APPROVAL.

LIMIT OF WORK NOTE:

1. SEE SHEETS C-1A & C-1B FOR PROPOSED LIMIT OF WORK AND LIMITS OF EROSION CONTROL.



NO.	DATE	REVISION
3	12/20/2024	ISSUED FOR SUPPLEMENTAL DER
2	05/10/2024	ISSUED FOR DER
1	01/09/2024	ISSUED FOR PRICING
NO.	DATE	REVISION

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

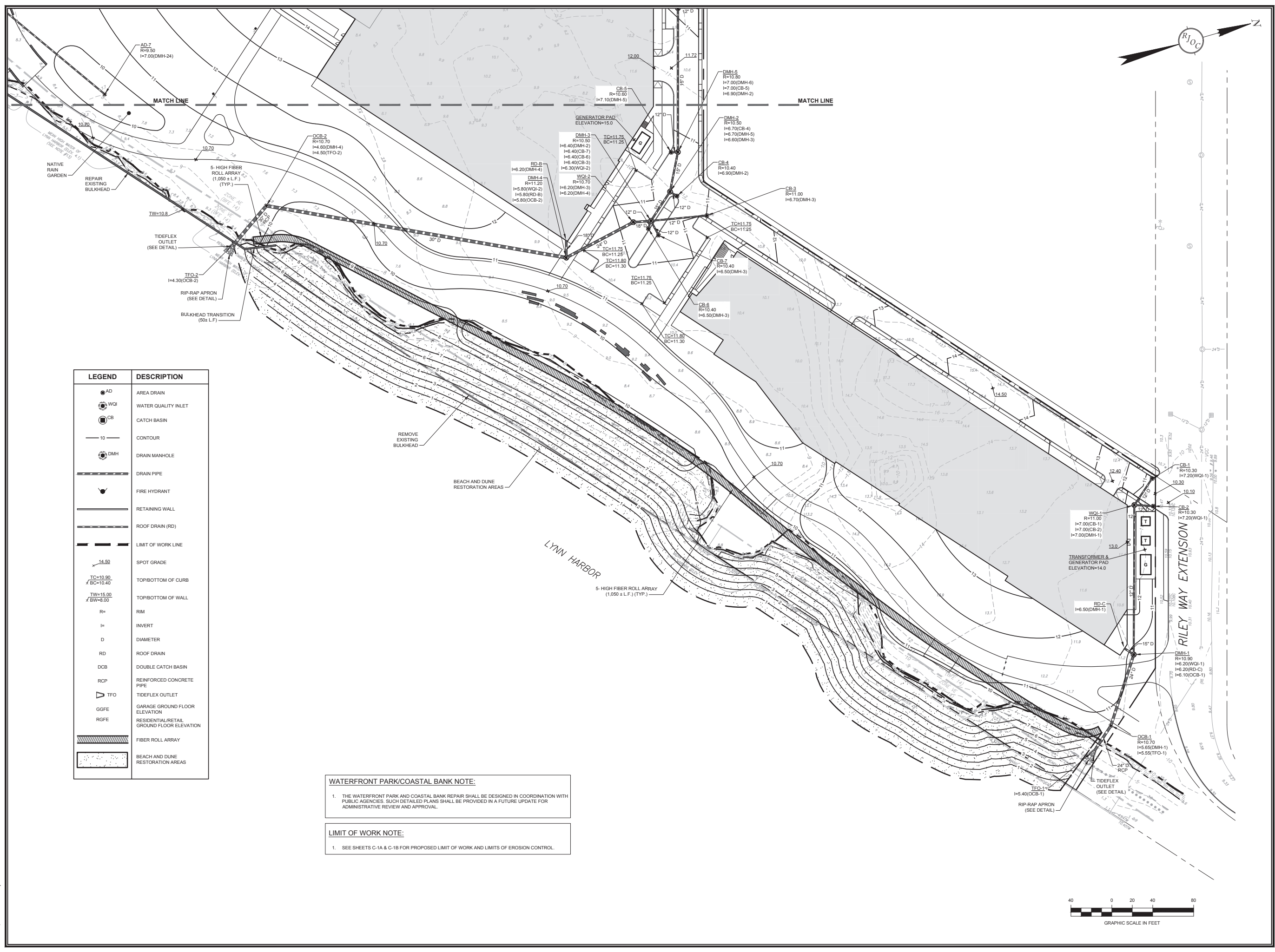
PREPARED FOR:
SEB LYNN HARBOR PROPERTY LLC
c/o SAMUELS & ASSOCIATES
136 BROOKLINE AVENUE
BOSTON, MA 02215
617-247-3434

830 LYNNWAY
LYNN, MA

DESIGNED BY: MAC
DRAWN BY: MRC
REVIEWED BY: M/JN
SCALE: 1"=40'
DATE: 05/30/2023
DRAWING NAME:

GRADING AND DRAINAGE PLAN

DRAWING NUMBER:
C-2A
PROJECT NUMBER:
21064



LEGEND	DESCRIPTION
	AREA DRAIN
	WATER QUALITY INLET
	CATCH BASIN
	CONTOUR
	DRAIN MANHOLE
	DRAIN PIPE
	FIRE HYDRANT
	RETAINING WALL
	ROOF DRAIN (RD)
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	DOUBLE CATCH BASIN
	REINFORCED CONCRETE PIPE
	TIDEFLEX OUTLET
	GARAGE GROUND FLOOR ELEVATION
	RESIDENTIAL/RETAIL GROUND FLOOR ELEVATION
	FIBER ROLL ARRAY
	BEACH AND DUNE RESTORATION AREAS

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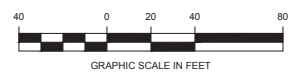
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 DRAWN BY: MCR
 REVIEWED BY: M,M,N
 SCALE: 1"=40'

DATE: 05/30/2023
 DRAWING NAME:

GRADING AND DRAINAGE PLAN

DRAWING NUMBER:
C-2B

PROJECT NUMBER:
 21064



Attachment 2

Preliminary Protocols for Fiber Roll Installation, Stabilization, and Planting

WILKINSON

ECOLOGICAL DESIGN

28 Lots Hollow Road | Orleans, MA 02653

Tel:(508)255-1113 | Fax:(508)255-9477

Preliminary Protocols for fiber roll installation, stabilization, and planting

830 Lynnway - Lynn, MA

December 20, 2024

Installation of fiber roll array

Access for all machines and materials for installation will be from upland portions of the site to the project area. Where fiber rolls are proposed landward from the top of Coastal Bank, site preparation will include the excavation of an 18' - 20' wide trench. The three locations of excavation have been included on the revised Concept Diagram (dated 12/20/2024). All sediment would be placed back into the trenches and stabilized to pre-construction conditions and slope angles immediately following installation, as described below. Where fiber rolls are proposed on the existing Coastal Bank, only minor grading is needed to install the first row of rolls at the elevations shown on the Concept Diagram.

The array will be installed at a 1.5:1 slope angle, beginning with the lowest course of fiber rolls and continuing up gradient. A layer of 900-gram coir blanket will encapsulate the fiber rolls to provide protection from ultra-violet degradation. The fiber rolls will be secured with no wrench screw anchors attached to galvanized aircraft cables, spaced 2.5' +/- across the face of the fiber rolls into undisturbed soils as the array is constructed. All fiber rolls will be identified with stainless steel tags noting the name and phone number of the installer and the address of the installation location.

Stabilization and Planting

Immediately following installation, all disturbed sediment from the face of Coastal Bank to the landward edge of disturbed sediments will be seeded with the specified native grasses and stabilized with 100% biodegradable erosion control blankets. The specified native shrubs will then be planted through the erosion control blankets. A temporary irrigation system may be installed to provide supplemental water for the establishment period of the native plantings. This will encourage rapid colonization of the seeded and planted species within the first three years. The irrigation system will be disconnected and removed from the project area following the establishment of the plantings.

Native Grass Seed Mixture

<u>Common Name</u>	<u>Latin Name</u>
Autumn Bentgrass	<i>Agrostis perennans</i>
Broomsedge	<i>Andropogon virginicus</i>
Creeping Red Fescue	<i>Festuca rubra</i>
Crinkle hairgrass	<i>Deschampsia flexuosa</i>
Fox Sedge	<i>Carex vulpinoides</i>
Purple Love Grass	<i>Eragrostis spectabilis</i>
Little Bluestem	<i>Schizachyrium scoparium</i>
Virginia Wildrye	<i>Elymus virginicus</i>

Native Shrub Planting

<u>Common Name</u>	<u>Latin Name</u>	<u>Size</u>	<u>Density</u>
Bayberry	<i>Morella pensylvanica</i>	#1 - tubling	12' O.C. in clusters
Beach Plum	<i>Prunus maritima</i>	#1 - tubling	12' O.C. in clusters

Ongoing Maintenance

Maintenance of the fiber rolls, associated plants, and bioengineering materials is critical to ensure a longer lifespan of the erosion management strategy. The project includes annual maintenance, as well as regular monitoring throughout the storm season to ensure extra maintenance and repairs will be undertaken when needed. The project will be monitored after significant winter storms to assess the need for minor maintenance activities. Maintenance may include the tightening of anchor cables and repositioning of fiber rolls. After maintenance work is complete, work areas will be restored to their previous condition, and any debris generated from maintenance work will be removed from the site.

Attachment 3

Wetlands Compliance Summary

1.0 Introduction

The following section supplements and clarifies the compliance review of the Preferred Shoreline stabilization option for the on-site wetland resource areas of: Coastal Beach, Coastal Bank and Riverfront Area that was presented in Chapter 7 of the Draft Environmental Impact Report (DEIR). Other resources are present on and adjacent to the Project Site as described in the DEIR, however no work is proposed in Land Under the Ocean or Land Containing Shellfish and there are no performance standards for Land Subject to Tidal Action (LSTA) and Land Subject to Coastal Storm Flowage (LSCSF).

As noted in the Project's Environmental Notification Form (ENF), the Project Site is the subject of Waterways License No. 958 issued by the Department of Public Works (predecessor agency to MassDEP) approving, among other things, the construction of the bulkhead [coastal engineering structure (CES)] and the placement of fill behind the CES. Construction of the bulkhead and filling of the site was authorized by the Massachusetts General Court in 1927. Furthermore, License No. 958 was made irrevocable by Chapter 924 of the Acts of 1971. As noted in the comment letter on the DEIR submitted by the MassDEP Waterways Program, in-kind replacement of licensed structures and fill is allowed under the maintenance provisions of the Waterways Regulations (310 CMR 9.22(1)(a)) or if there are any material changes to that which is being maintained or replaced, it may meet the Minor Project Modification provisions at 310 CMR 9.22(3).

The preferred shoreline stabilization described in the DEIR and developed after consulting with CZM staff includes: (1) replacing the existing, Licensed bulkhead along the Saugus River and for approximately 334 feet along the Lynn Harbor in-kind and in-place; and (2) stabilizing the remainder of the harbor shoreline using a nature-based treatment. The Proponent will continue to consult with regulatory agencies on the regulatory pathway for the shoreline repairs in advance of filing the FEIR and as part of the preparation of appropriate permit applications.

The in-kind bulkhead replacement is permissible pursuant to the Wetlands Protection Act (WPA) because:

1. It is replacing the existing Licensed bulkhead and fill (authorized c. 1928) and constructed circa 1930 which pre-dates the WPA [10.30(3)].
2. The in-kind replacement bulkhead will not change the wave action along the shoreline line as compared to existing conditions. There are no beaches adjacent to or nearby the bulkhead along the river, and the terminus of the bulkhead along the harbor includes an angled return (best available measure) to minimize effects to the adjacent beach along the harbor shoreline [10.30(3)(a)].
3. Upon further analysis the sinkhole along the riverfront should be regulated as LSTA and not Coastal Beach as described more fully below in Section 2.1. However, even if it were treated as Coastal Beach, the in-kind replacement bulkhead meets the performance standard for Coastal Beach and is allowed per 10.27(3) because the in-kind replacement bulkhead is allowed pursuant to 10.30(3)(a).

The nature-based stabilization proposed along the Lynn Harbor waterfront is allowed pursuant to the WPA because:

1. The use of a fiber roll array is not a CES and thus is allowed pursuant to 10.30(3).
2. Beach nourishment is allowed on a Coastal Beach in accordance with 10.27(5).
3. The beach nourishment template extends onto the seaward tidal flat. Beach nourishment is water-dependent and will not adversely affect water circulation, grain size (compatible materials will be used), or water quality [10.27(6)].

1.1 Shoreline Existing Conditions Assessment

The shoreline at the Project Site, located within Lynn Harbor, is adjacent to the Saugus River along the south side of the Project Site and fronts Broad Sound along the easterly side of the Project Site. The existing shoreline consists of a Licensed bulkhead, which varies in structural condition. Along the northernmost reach of the Broad Sound shoreline, planned to be stabilized using a nature-based design, the bulkhead is degraded and only has dilapidated piles that remain with virtually no vertical structure above the substrate (as opposed to the southernmost reach of Broad Sound and the Saugus River where the bulkhead is intact with only isolated damage). Along this reach, the historically placed dredged spoils have eroded, and Coastal Beach has developed landward of the bulkhead remains. This Broad Sound portion of the shoreline is dominated by wave driven coastal processes. The reach fronted only by bulkhead remains is compatible with enhancing the existing coastal resources via nature-based approaches, such as beach nourishment and reinforced vegetative planting, to establish a more resilient waterfront. Along this reach the bulkhead remnants can be removed.

In the southernmost stretch of the Broad Sound shoreline, the bulkhead is intact and is retaining the historically placed dredged spoils and supports upland area. If this reach of the generally intact bulkhead were removed the fill material would immediately become de-stabilized. Along this stretch of shoreline repairs to, or replacement of, the existing bulkhead are warranted.

Along the Saugus River shoreline, the bulkhead is also generally in better structural condition than the northernmost extent of the Broad Sound shoreline. There are some areas where sediment and upland material has seeped through the existing bulkhead under higher water level conditions. This section of the shoreline along the Saugus River is dominated by tidal and storm surge based current driven processes. During coastal storm and/or heavy precipitation discharge conditions, elevated water levels and strong currents can produce significant erosional pressures along the Lynn waterfront shoreline. This represents a significantly different coastal process than occurring along the Broad Sound shoreline. The bulkhead along this inlet has been in place for about a century, and the tidal estuary inlet has reached an equilibrium state (albeit anthropogenically influenced). Removal of all or a portion of the bulkhead along a tidal estuary and river has a high probability of destabilizing this equilibrium established over the past nearly 100 years, and could result in significant erosion risks and consequences to this portion of the shoreline. Destabilizing the northern shoreline by removing the bulkhead along the Saugus River, especially after the bulkhead being in place for nearly a century may result in inlet migration, severe

episodic erosional events (during a coastal storm event) to this shoreline, with damage to public facilities and infrastructure including DCR's Lynn Harbor Fishing Pier, the General Edwards Bridge, and the northern approach of the Lynnway. Tidal and storm hydrodynamics in a coastal inlet are highly dynamic and inlet shorelines can be highly unstable. It is not recommended to remove the bulkhead in these locations along the river or the southernmost reach of Broad Sound, given the public facilities and infrastructure that would become susceptible to storm damage.

2.0 Compliance with Performance Standards

The Project Site has two distinct shorelines and stabilization treatments:

1. the Saugus River and immediate harbor front (approximately 334 feet) at the confluence with the river is fronted by a primarily intact and functioning bulkhead, see the photos below of the bulkhead along the river from the DCR's Willis Fishing Pier facing west and from the Lynnway facing east. The existing bulkhead will be replaced in-kind; and
2. the northmost reach of the Lynn Harbor shoreline on the project site that is fronted by a dilapidated bulkhead, will be stabilized using beach nourishment fronting the bank with buried fiber roll array landward of the bank, *i.e.*, a nature-based shoreline stabilization.

The following compliance review is presented for each resource area.



Photo: *Saugus River Bulkhead, 2022*



Photo: Saugus River Bulkhead, 2024

2.1 Saugus River Shoreline

There is a small “sinkhole” landward of a short section of partly damaged bulkhead along the Saugus River observed in the field and is noticeable as a depression on the project topographic survey plan. This sinkhole has been further examined and the clarification is presented in this document that the small sinkhole is more accurately regulated solely as LSTA as further explained below.

Land Subject to Tidal Action is defined as: “... *land subject to the periodic rise and fall of a coastal water body, including spring tides.*”

Coastal Beach is defined 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 bankline or the seaward edge of existing human-made structures, when these structures replace one of the above lines, whichever is closest to the ocean.*”

The sink hole is approximately 1,800 s.f. located between the bulkhead line and the toe of the adjacent slope. The floor of the sinkhole is approximately el. +3 to +4 feet NAVD88, *i.e.*, a shelf of sediment held in place by the intact lower portion of the bulkhead fronting this sinkhole. The tidal range along the Saugus River is 9.0± feet (MLW -4.9 feet NAVD88 – MHW +4.1 feet NAVD88). Since the floor of the sinkhole is separated from the river by the intact lower bulkhead and is a shelf of sediment at the higher tidal range, the sinkhole is best and more accurately regulated as LSTA. This sinkhole was identified as being both Coastal Beach and LSTA in the DEIR. There are no performance standards for LSTA. While the Proponent’s analysis concludes the area is LSTA, in order to present a conservative analysis, the scope of work was evaluated for compliance with the performance standards for Coastal Beach as that is more restrictive

and that compliance review demonstrates the in-kind bulkhead replacement meets the more stringent environmental review criteria.

As noted above, this area should be categorized as LSTA, however, if the sinkhole is regulated as Coastal Beach by the issuing authority during the permitting process, the in-kind replacement of the licensed and primarily intact bulkhead meets the performance standard for Coastal Beach and Coastal Bank, as described below.

2.1.1 Coastal Beach (310 CMR 10.27)

The Saugus River shoreline is fronted by a functional timber bulkhead for the majority of its length. At the location of a partly damaged section of bulkhead the aforementioned sinkhole has developed. Some of the dredged spoils contained by the bulkhead have been washed out, forming the sinkhole. This sinkhole should be regulated solely as LSTA. However, even if the area is considered to be Coastal Beach and the performance standards for Coastal Beach were applied, replacing the functioning bulkhead in-place and in-kind complies with performance standards as outlined below.

The state wetlands regulation at 310 CMR 10.27(2) includes the following conditions:

“When a coastal beach is determined to be significant to storm damage prevention, flood control, or protection of wildlife habitat, 310 CMR 10.27(3) through (7) shall apply.”

As discussed below, the preferred shoreline stabilization measures will comply with the state regulations for Coastal Beach found at 10.27(3) through (7).

310 CMR 10.27(3) – Performance Standard

“Any project on a coastal beach, except any project permitted under 310 CMR 10.30(3)(a), shall not have an adverse effect by increasing erosion, decreasing the volume or changing the form of any such coastal beach or an adjacent or downdrift coastal beach.”

Project Compliance: As further described in DEIR Section 7.6.2, the preferred alternative along the Saugus River, and approximately 334 feet along Lynn Harbor is replacing the functional bulkhead.

The in-kind replacement bulkhead is allowed pursuant to 10.30(3) because it is not a new bulkhead –see discussion below– thus replacing the bulkhead and filling the sinkhole behind the bulkhead is allowed. Further, there are no coastal beaches along the northern bank of the Saugus River adjacent to or downdrift from the Project Site, thus there are no beaches that can be altered by the replacement bulkhead.

310 CMR 10.27(4) – Performance Standard

“Any groin, jetty, solid pier or other such solid fill structure which will interfere with littoral drift, in addition to complying with 310 CMR 10.27(3), shall be constructed as follows:

- (a) *It shall be the minimum length and height demonstrated to be necessary to maintain beach form and volume. In evaluating necessity, coastal engineering, physical oceanographic and/or coastal geologic information shall be considered.*
- (b) *Immediately after construction any groin shall be filled to entrapment capacity in height and length with sediment of grain size compatible with that of the adjacent beach.*
- (c) *To transfer sediments to the downdrift side of the inlet or shall be periodically dredged to provide beach nourishment to ensure that downdrift or adjacent beaches are not starved of sediments.”*

Project Compliance: Not applicable, this standard addresses structures perpendicular to the shoreline, and no structures perpendicular to the shoreline are proposed.

310 CMR 10.27(5) – Performance Standard

“Notwithstanding 310 CMR 10.27(3), beach nourishment with clean sediment of a grain size compatible with that on the existing beach may be permitted.”

Project Compliance: Not applicable, no beach nourishment is proposed along the Saugus River.

310 CMR 10.27(6) – Performance Standard

“In addition to complying with the requirements of 310 CMR 10.27(3) and 10.27(4), a project on a tidal flat shall if water-dependent be designed and constructed, using best available measures, so as to minimize adverse effects, and if non-water-dependent, have no adverse effects, on marine fisheries and wildlife habitat caused by:

- (a) *alterations in water circulation,*
- (b) *alterations in the distribution of sediment grain size, and*
- (c) *changes in water quality, including, but not limited to, other than natural fluctuations in the levels of dissolved oxygen, temperature or turbidity, or the addition of pollutants.”*

Project Compliance: Work in or immediately adjacent to tidal flat is limited to in-kind bulkhead replacement; 668± feet of the Saugus River and 334± feet along the harbor at the confluence with the river. The in-kind replacement bulkhead will have no effect on the water circulation, grain size or water quality of the Saugus River as compared to the existing conditions.

310 CMR 10.27(7) – Performance Standard

“Notwithstanding the provisions of 310 CMR 10.27(3) through 10.27(6), no project may be permitted which will have any adverse effect on specified habitat sites or rare vertebrate or invertebrate species, as identified by procedures established under 310 CMR 10.37.”

Project Compliance: There is mapped habitat along the Saugus River waterfront extending 270± east of the General Edwards Bridge. The boundary appears to coincide with the existing timber bulkhead. Bulkhead replacement will be performed from the upland, and the Proponent will coordinate with the NHESP during the permitting process to identify any additional conditions to avoid a take of state-listed species.

2.1.2 Coastal Bank (310 CMR 10.30)

The state wetlands regulation at 310 CMR 10.30 includes the following conditions:

“When a coastal bank is determined to be significant to storm damage prevention or flood control because it supplies sediment to coastal beaches, coastal dunes or barrier beaches, 310 CMR 10.30(3) through (5) shall apply.”

“When a coastal bank is determined to be significant to storm damage prevention or flood control because it is a vertical buffer to storm waters, 310 CMR 10.30(6) through (8) shall apply.”

The Coastal Bank along the Saugus River is fronted by a functional timber bulkhead and is considered a vertical buffer to storm waters only. A sinkhole has formed landward of the bulkhead in a small section that is partly damaged and allowed some dredge spoils to wash out from behind the bulkhead. A low reveal bank is observable landward of functioning bulkhead. This loss of dredged spoils landward of the bulkhead forming this low reveal bank, except for the sinkhole, appears to be the result of longitudinal sheet flow along the landward face of the bulkhead eroding dredge spoils along the landward face of bulkhead to low spots, and not the result of erosion caused by storm waters or wave action. As noted in Section 2.1, the floor of the sinkhole is separated from the river by the intact lower bulkhead and is a shelf of sediment at the higher tidal range.

“When a coastal bank is determined to be significant to storm damage prevention or flood control because it supplies sediment to coastal beaches, coastal dunes or barrier beaches, 310 CMR 10.30(3) through (5) shall apply.” Following is a review of 10.30(3) through (5).

310 CMR 10.30(3) – Performance Standard

“No new bulkhead, geotextile tube, seawall, groin or other coastal engineering structure shall be permitted on such a coastal bank except that such a coastal engineering structure shall be permitted when required to prevent storm damage to buildings constructed prior to the effective date of 310 CMR 1.21 through 10.37 or constructed pursuant to a Notice of Intent filed prior to the effective date of 310 CMR 10.21 through 10.37 (August 10, 1978), including reconstructions of such buildings subsequent to the effective date of 310 CMR 10.21 through 10.37, provided that the following requirements are met:

(a) a coastal engineering structure or modification thereto shall be designed and constructed so as to minimize, using best available measures, adverse effects on adjacent or nearby coastal beaches due to changes in wave action, and

(b) *the applicant demonstrates that no method of protecting the building other than the proposed coastal engineering structure is feasible.*

(c) *Protective planting designed to reduce erosion may be permitted."*

Project Compliance: The Project involves in-kind replacement of the existing licensed timber bulkhead and fill that was authorized circa 1928. The existing timber bulkhead to be replaced functions to contain the dredged spoils and prevent erosion of the dredged spoils placed behind the bulkhead. The coastal bank fronted by the functioning bulkhead is not a sediment source to nearby coastal beaches, dunes or barrier beach.

The in-kind replacement bulkhead (replacing a generally intact bulkhead) will not change the wave action along the river or harbor shoreline as compared to existing conditions. There are no beaches adjacent to or nearby the bulkhead along the river, and the terminus of the replacement bulkhead along the harbor includes an angled return (best available measure) to minimize effects to the adjacent beach along the harbor shoreline (10.30(3)(a).

310 CMR 10.30(4) - Performance Standard

"Any project on a coastal bank or within 100 feet landward of the top of a coastal bank, other than a structure permitted by 310 CMR 10.30(3), shall not have an adverse effect due to wave action on the movement of sediment from the coastal bank to coastal beaches or land subject to tidal action."

Project Compliance: Not applicable. This bulkhead is a vertical buffer to storm waters only and the in-kind replacement bulkhead is permissible pursuant to 10.30(3).

310 CMR 10.30(5) - Performance Standard

"The Order of Conditions and the Certificate of Compliance for any new building within 100 feet landward of the top of a coastal bank permitted by issuing authority under M.G.L. c. 131, § 40 shall contain the specific condition: 310 CMR 10.30(3), promulgated under M.G.L. c. 131, § 40, requires that no coastal engineering structure, such as a bulkhead, revetment, or seawall shall be permitted on an eroding bank at any time in the future to protect the project allowed by this Order of Conditions."

Project Compliance: N.A. this is an in-kind bulkhead replacement.

"When a coastal bank is determined to be significant to storm damage prevention or flood control because it is a vertical buffer to storm waters, 310 CMR 10.30(6) through (8) shall apply." Following is review of 10.30(6) through (8)

310 CMR 10.30(6) - Performance Standard

"Any project on such a coastal bank or within 100 feet landward of the top of such a coastal bank shall have no adverse effects on the stability of the coastal bank."

Project Compliance: The in-kind replacement bulkhead will be designed to maintain the stability of the Coastal Bank landward of the existing bulkhead for the long-term use of the adjacent land as a public waterfront park.

310 CMR 10.30(7) - Performance Standard

“Bulkheads, geotextile tubes, seawalls, groins or other coastal engineering structures may be permitted on such a coastal bank except when such bank is significant to storm damage prevention or flood control because it supplies sediment to coastal beaches, coastal dunes, and barrier beaches.”

Project Compliance: As described above, the Coastal Bank is fronted by a functioning CES such that those portions of the bank serve only as a vertical buffer to storm waters only. Thus, the replacement bulkhead will continue to serve as a vertical buffer of storm waters.

310 CMR 10.30(8) - Performance Standard

“Notwithstanding the provisions of 310 CMR 10.30(3) through (7), no project may be permitted which will have any adverse effect on specified habitat sites of rare vertebrate or invertebrate species, as identified by procedures established under 310 CMR 10.37.”

Project Compliance: There is mapped habitat along the Saugus River waterfront extending approximately 270 feet east of the General Edwards Bridge. The boundary appears to coincide with the timber bulkhead. Bulkhead replacement will be performed from the upland, and the Proponent will coordinate with the NHESP during the permitting process to identify any additional conditions to avoid a take of state-listed species.

2.1.3 Riverfront Area (310 CMR 10.58)

Because the bulkhead and fill were authorized by a Waterways License issued prior to 1973 and because the proposed work will be subject to a Waterways License, this Project is exempt from 310 CMR 10.58 (1) through (5) per 10.58(6)l which reads: *(i) Structures and activities subject to a M.G.L. c. 91 waterways license or permit, or authorized prior to 1973 by a special act, are exempt, provided the structure or activity is subject to jurisdiction and obtains a license, permit, or authorization under 310 CMR 9.00: Waterways.*

2.2 Lynn Harbor Shoreline

2.2.1 Coastal Beach (310 CMR 10.27)

“When a coastal beach is determined to be significant to storm damage prevention, flood control, or protection of wildlife habitat, 310 CMR 10.27(3) through (7) shall apply.”

Coastal Beach areas are located landward of the non-functioning timber bulkhead along the Lynn Harbor shoreline as described in the DEIR. The beach areas are comprised of dredge spoils that have become exposed and deposited in the intertidal zone. The beach areas are presumed significant to storm damage prevention, flood control and wildlife habitat. The function of storm damage prevention and flood control interests are affected by the presence of the remnant timber bulkhead fronting the beach areas; while the urban location and prior site disturbances affect the interest of wildlife habitat. As discussed below,

the preferred shoreline stabilization measures will comply with the state regulations for Coastal Beach found at 10.27(3) through (7).

310 CMR 10.27(3) – Performance Standard

“Any project on a coastal beach, except any project permitted under 310 CMR 10.30(3)(a), shall not have an adverse effect by increasing erosion, decreasing the volume or changing the form of any such coastal beach or an adjacent or downdrift coastal beach.”

Project Compliance: The approximately 334-foot segment of the replacement bulkhead is permissible pursuant to 10.30(3)(a) as described above.

The proposed nature-based shoreline (beach berm and buried fiber rolls) is allowed per 10.27(5) as a beach nourishment activity. Nourishment is allowed “notwithstanding” 10.27 (3) and (4) – beach nourishment allows for the positive change to the beach form, i.e., nourishment, as per 10.27(3) because it will:

- (1) decrease erosion;
- (2) increases beach volume by placing approximately 10,000 cubic yards of compatible sediment by grain size onto the beach;
- (3) improves the beach form to augment capacity of the beach to provide storm damage prevention and flood control because the sloped beach can better absorb wave energy as water flows up the sloped beach face as compared to the existing conditions;
- (4) will not adversely affect any other adjacent or downdrift beach because the placement of approximately 10,000 cubic yards of sediment to nourish the beach will add sediment to the littoral system making it available to nearby beaches.

310 CMR 10.27(4) – Performance Standard

“Any groin, jetty, solid pier or other such solid fill structure which will interfere with littoral drift, in addition to complying with 310 CMR 10.27(3), shall be constructed as follows:

- (a) *It shall be the minimum length and height demonstrated to be necessary to maintain beach form and volume. In evaluating necessity, coastal engineering, physical oceanographic and/or coastal geologic information shall be considered.*
- (b) *Immediately after construction any groin shall be filled to entrapment capacity in height and length with sediment of grain size compatible with that of the adjacent beach.*
- (c) *To transfer sediments to the downdrift side of the inlet or shall be periodically redredged to provide beach nourishment to ensure that downdrift or adjacent beaches are not starved of sediments.”*

Project Compliance: Not applicable, this standard addresses structures perpendicular to the shoreline.

310 CMR 10.27(5) – Performance Standard

“Notwithstanding 310 CMR 10.27(3), beach nourishment with clean sediment of a grain size compatible with that on the existing beach may be permitted.”

Project Compliance: The nature-based shoreline is beach nourishment and will use clean sand from off-site sources, and the borrow grain size specification will be based on comparison to the native grain sizes analysis, which will be conducted prior to beach nourishment. Per standard practices, the sand to be used will be equal to or slightly coarser than the existing median grain size.

310 CMR 10.27(6) – Performance Standard

“In addition to complying with the requirements of 310 CMR 10.27(3) and 10.27(4), a project on a tidal flat shall if water-dependent be designed and constructed, using best available measures, so as to minimize adverse effects, and if non-water-dependent, have no adverse effects, on marine fisheries and wildlife habitat caused by:

- (a) alterations in water circulation,*
- (b) alterations in the distribution of sediment grain size, and*
- (c) changes in water quality, including, but not limited to, other than natural fluctuations in the levels of dissolved oxygen, temperature or turbidity, or the addition of pollutants.”*

Project Compliance: Beach nourishment allowed as per 10.27(5) is allowed notwithstanding the provision of 10.27(3) and no perpendicular structure regulated by 10.27(4) is proposed. Thus, beach nourishment that extends on to adjacent mud flat is allowed provided it meets 10.27(6) (a) – (c). The nature-based shoreline treatment is water-dependent and this design is the best available non-structural measure to stabilize the shoreline. The proposed beach nourishment exceeds the “minimize” standard for water-dependent projects and meets the “no adverse effect” because it will not:

- (a) change water circulation along the shoreline and in Lynn Harbor.
- (b) alter grain because sediment of compatible grain size will be used to nourish the beach-based sediment grain size analysis to be conducted prior to construction and as conditions through project permits.
- (c) Change water quality, as the beach nourishment will use clean sediment.

310 CMR 10.27(7) – Performance Standard

“Notwithstanding the provisions of 310 CMR 10.27(3) through 10.27(6), no project may be permitted which will have any adverse effect on specified habitat sites or rare vertebrate or invertebrate species, as identified by procedures established under 310 CMR 10.37.”

Project Compliance: There is no mapped Estimated Habitat of rare Wetlands Wildlife or Priority Habitats in Lynn harbor along this section of the shoreline.

2.2.2 Coastal Bank (310 CMR 10.30)

“When a coastal bank is determined to be significant to storm damage prevention or flood control because it supplies sediment to coastal beaches, coastal dunes or barrier beaches, 310 CMR 10.30(3) through (5) shall apply.’

The Coastal Bank along Lynn Harbor, fronted by a non-functioning CES, exhibits erosion caused by storm waters, thus it is considered a sediment source (eroded dredge spoils) to the littoral drift system. The following sections describe how the nature-based shoreline treatment complies with 310 CMR 10.30(3) through (5).

310 CMR 10.30(3) – Performance Standard

“No new bulkhead, geotextile tube, seawall, groin or other coastal engineering structure shall be permitted on such a coastal bank except that such a coastal engineering structure shall be permitted when required to prevent storm damage to buildings constructed prior to the effective date of 310 CMR 1.21 through 10.37 or constructed pursuant to a Notice of Intent filed prior to the effective date of 310 CMR 10.21 through 10.37 (August 10, 1978), including reconstructions of such buildings subsequent to the effective date of 310 CMR 10.21 through 10.37, provided that the following requirements are met:

- (a) a coastal engineering structure or modification thereto shall be designed and constructed so as to minimize, using best available measures, adverse effects on adjacent or nearby coastal beaches due to changes in wave action, and*
- (b) the applicant demonstrates that no method of protecting the building other than the proposed coastal engineering structure is feasible.*
- (c) Protective planting designed to reduce erosion may be permitted.”*

Project Compliance: The approximately 334-foot-long section of in-kind bulkhead replacement is addressed above as part of the in-kind bulkhead replacement compliance for the Saugus River.

The non-structural shoreline treatment (*i.e.*, nature-based treatment) described in the DEIR along the remainder of the Lynn Harbor waterfront is not a CES and thus complies with 10.30(3).

310 CMR 10.30(4) - Performance Standard

“Any project on a coastal bank or within 100 feet landward of the top of a coastal bank, other than a structure permitted by 310 CMR 10.30(3), shall not have an adverse effect due to wave action on the movement of sediment from the coastal bank to coastal beaches or land subject to tidal action.”

Project Compliance: The beach berm (beach nourishment) will continue to provide sediment of compatible grain size to the littoral system and provide sediment to nearby coastal beaches and land subject to tidal action.

310 CMR 10.30(5) - Performance Standard

“The Order of Conditions and the Certificate of Compliance for any new building within 100 feet landward of the top of a coastal bank permitted by issuing authority under M.G.L. c. 131, § 40 shall contain the specific condition: 310 CMR 10.30(3), promulgated under M.G.L. c. 131, § 40, requires that no coastal engineering structure, such as a bulkhead, revetment, or seawall shall be permitted on an eroding bank at any time in the future to protect the project allowed by this Order of Conditions.”

Project Compliance: Standard acknowledged. No CES is proposed along the Lynn Harbor waterfront to be stabilized with the nature-based treatment.

3.0 Conclusion

The treatments proposed to stabilize the shoreline and to maintain the access to and use of the DCR’s Willis Fishing Pier, and for the construction and maintenance of a waterfront park along the river and harbor was designed to comply with the WPA and its implementing Regulations.

As noted in Section 1.1, removal of all or a portion of the bulkhead along a tidal estuary and river has a high probability of destabilizing the equilibrium established over the past nearly 100 years, and could result in significant erosion risks and consequences to this portion of the shoreline. Destabilizing the northern shoreline by removing the bulkhead along the Saugus River, especially after the bulkhead being in place for nearly a century may result in inlet migration, severe episodic erosional events (during a coastal storm event) to this shoreline, with damage to public facilities and infrastructure including DCR’s Willis Fishing Pier, the General Edwards Bridge, and the northern approach of the Lynnway. Tidal and storm hydrodynamics in a coastal inlet are highly dynamic and inlet shorelines can be highly unstable. It is not recommended to remove the bulkhead in these locations, (*i.e.*, along the river or the southernmost reach of Broad Sound) given the public facilities and infrastructure that would become susceptible to storm damage.

As noted, the existing timber bulkhead and fill was constructed circa 1930 pursuant to an Act of the Legislature and a subsequent Waterways License which was made irrevocable by Chapter 924 of the Acts of 1971.

Wetland resource areas on and proximate to the Project Site are: Land Under the Ocean, Coastal Beach, Coastal Bank, Land Subject to Tidal Action, Land Subject to Coastal Storm Flowage and Riverfront Area.

As described in Section 2.1, there is a small sink hole landward of the bulkhead along the Saugus River. Whereas the sinkhole is separated from the Saugus River by the intact lower portion of the bulkhead, forming a shelf of sediment at the higher tidal range, the sinkhole is best regulated as LSTA. Nonetheless, should the sinkhole be regulated as Coastal Beach by the issuing authority during the permitting process, the in-kind replacement bulkhead meets the performance standard for Coastal Beach and Coastal Bank.

The preferred shoreline stabilization described in the DEIR and as clarified herein includes: (1) replacing the existing, Licensed bulkhead along the Saugus River and for approximately 334 feet along the Lynn Harbor in-place; and (2) stabilizing the remainder of the harbor shoreline using a nature-based treatment.

The in-kind bulkhead replacement is permissible pursuant to 310 CMR 10.30(3) because:

1. It is replacing the existing Licensed bulkhead and fill (authorized c. 1928) and pre-dates the WPA [10.30(3)].
2. The in-kind replacement bulkhead will not change the wave action along the shoreline as compared to existing conditions. There are no beaches adjacent to or nearby the bulkhead along the river, and the terminus of the replacement bulkhead along the harbor includes an angled return (best available measure) to minimize effects to the adjacent beach along the harbor shoreline [10.30(3)(a)].
3. If the sinkhole (which is more appropriately regulated as LSTA) is regulated as Coastal Beach, replacing the licensed bulkhead and fill across the sinkhole is allowed per 10.27(3) because the in-kind replacement bulkhead meets the 10.30(3)(a) performance standard. However, as described above, the sinkhole is properly characterized as LSTA, which does not have a performance standard, and such replacement of the licensed bulkhead and fill is allowable in such area.

The nature-based stabilization proposed along the Lynn Harbor waterfront is allowed pursuant to the WPA because:

1. The use of the proposed fiber array is not a CES and thus is allowed pursuant to 10.30(3).
2. Beach nourishment is allowed on a Coastal Beach in accordance with 10.27(5).
3. The beach nourishment template extends onto the seaward tidal flat is water-dependent and will not adversely affect water circulation, grain size (compatible materials will be used), or water quality [10.27(6)].

Attachment 4

Proposed Public Involvement Plan

PUBLIC INVOLVEMENT PLAN

SEB Lynn Harbor Property LLC (the Proponent) is committed to a public private partnership that will advance the City's vision for residential and commercial development, and a new public waterfront park and promenade connecting downtown Lynn all the way to the South Harbor. The proposed project at 830 Lynnway will provide up to 850 desperately needed housing unit, including 10% permanently income restricted, approximately 26,000 sf of retail and/or restaurant use, and associated site improvements (the Project). The Proponent also intends to dedicate approximately 8 acres of privately owned land to the public and use its project management expertise to oversee the design, permitting, and construction of a climate resilient open space that will be dedicated for public use and access. The Proponent's unprecedented commitment of private land to public use will have a profound and positive impact on the future of the Lynn waterfront and will enhance the quality of life for the people who live, work, and recreate in this community.

To inform the public about the Project, the status of the design and permitting the South Harbor Redevelopment Project, and the opportunities for public involvement, the Proponent has developed this Public Involvement Plan (PIP).

One of the primary objectives of this PIP is to effectively engage with local communities and to solicit input and feedback from the public about the Project. To meet these objectives, during the permitting and redevelopment of the Project Site, the Proponent intends to undertake specific public involvement activities, provide timely notification of public meetings, and solicit feedback from the community.

Public Involvement Activities

The Proponent will provide Project-specific information to the public through:

- The establishment of a publicly accessible online information repository that will host documents submitted during the MEPA review process and a link to provide input.
- Public informational meetings that provide an overview of the project and an opportunity for public input. In partnership with the City of Lynn, the meetings will also provide an opportunity to engage the community to help develop the design and programming for the proposed Waterfront Park. The first such meeting, held virtually, shall occur prior to the Proponent submitting the Final Environmental Impact Report.
- The development and maintenance of a notification list (Appendix 1) that will include all identified persons to whom public notices of public meetings and other information about the Project will be distributed.
- Timely advance notification to the mailing list for MEPA filings and events for public involvement.

Notification of Project Milestones, Events, and Submissions

The Proponent intends to provide timely notification to the notification list for environmental reports submitted under the Massachusetts Environmental Policy Act (MEPA). Notification of MEPA submissions will include a version of the Project Fact Sheet (see Attachment 2 for template of FEIR Project Fact Sheet) providing a short summary of the application submission, information about Environmental Justice populations in proximity to the Project Site, information on where and how the document can be accessed, and contact information for relevant members of the Project team. Upon request, translations of the notification and fact sheet will be provided, including for Spanish and Mon-Khmer languages.

Soliciting Public Input

The Proponent intends to provide opportunities for public input regarding the Project by holding public informational meetings about the project, and working in partnership with the City of Lynn, will engage the community to provide input as the design and programming of the proposed public Waterfront Park progresses. The meetings will be convened to ensure that the Waterfront Park's design and programming meets the community's vision and needs. The Proponent, in partnership with the City of Lynn, will hold an initial virtual community meeting prior to filing the Final Environmental Impact Report, and subsequent meetings will be held as the design progresses.

Notices announcing public informational meetings will be sent via electronic mail to individuals on the Notification List (Attachment 1), as may be updated, so that the meeting notices will be received ten days in advance of the meeting. Notices will also be published in *The Daily Item*, *La Voz* and on the Project's website no fewer than ten calendar days before the scheduled public meeting date.

Upon request five business days in advance of the public meeting date, the Proponent will make reasonable accommodations to provide interpretation services at public meetings.

APPENDIX 1 NOTIFICATION LIST

The following Notification List will be used to announce upcoming public meetings, information and public comment periods, and the availability of documents in the information repository. Anyone interested in being added to or removed from the Mailing List will be accommodated by contacting: erexford@epsilonassociates.com or calling 978-897-7100

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

Department of Environmental Protection
Attn: MEPA Coordinator
100 Cambridge Street, 9th Floor
Boston, MA 02114
helena.boccardo@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

Department of Environmental Protection
Waterways Regulation Program
Attn: Susan You
100 Cambridge Street, Suite 900
Boston, MA 02114
Dep.waterways@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
William.M.Simon@dot.state.ma.us

Massachusetts Historical Commission
The MA Archives Building
220 Morrissey Boulevard
Boston, MA 02125 (*Hard Copy*)

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

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
Forest.Schenck@mass.gov

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

Massachusetts Water Resource Authority
Attn: MEPA Coordinator
100 First Avenue
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 of Lynn City Council
3 City Hall Square
Lynn, MA 01901
tyoung@lynnma.gov

City of Lynn Planning Board
3 City Hall Square
Lynn, MA 01901
jchiappini@lynnma.gov

City of Lynn Conservation Commission
3 City Hall Square
Lynn, MA 01901
jcerulli@lynnma.gov

City of Lynn Board of Health
3 City Hall Square
Lynn, MA 01901
edagostino@lynnma.gov

Conservation Law Foundation
Attn: Margaret L. Sullivan, Senior Attorney
62 Summer Street
Boston, MA 02110

Lynch, Desimone & Nylén, LLP
Attn: Richard A. Nylén Jr., Esq.
10 Post Office Square, Suite 970N
Boston, MA 02109

Massachusetts Port Authority
Attn: Joel Andres Barrera, Director
One Harborside Drive, Suite 200S
East Boston, MA 02128
jbarrera@massport.com

Massachusetts Water Resources Commission
Attn: Vandana Rao
100 Cambridge Street
Boston, MA 02114

Lynn United for Change
Attn: Isaac Simon Hodes and Florida De La Cruz
112 Exchange Street
Lynn, MA 01901

Mass Senior Action
108 Myrtle Street
Quincy, MA 02171
Pam@masenioraction.org

Lynn Chamber of Commerce
583 Chestnut Street, Unit #8
Lynn, MA 01904
director@greaterlynnchamber.com

North Shore Latino Business Association
33 Sutton Street
Lynn, MA 01901
nslatinobusinessasso@comcast.net

Lynn Kayak and Sail
GrealishF@lynnschools.org

Raw Arts
37 Central Square
Lynn, MA 01901
rosario@rawartworks.org

ATTACHMENT 2 PROJECT FACT SHEET

FACT SHEET
830 Lynnway - FEIR
Mixed-Use Development Project
Lynn Harbor, Lynn

SEB Lynn Harbor Property, LLC has filed a **Final Environmental Impact Report** pursuant to the Massachusetts Environmental Policy Act (MEPA) for a proposed mixed-use development at 830 Lynnway in Lynn, Massachusetts.

Location Information

830 Lynnway, Lynn, Essex County, Massachusetts.

Project Information

The Applicant proposes to redevelop the Project Site into a mixed-use development consisting of three buildings with residential and commercial uses, roadways, open space and public amenities, site grading, and utility systems.

The Project requires review pursuant to MEPA (EEA # 16776, [Environmental Monitor](#)) documenting that the Project adequately and properly complies with MEPA. The Project also requires review pursuant to:

- Massachusetts Wetlands Protection Act and will submit Notice of Intent to the City of Lynn Conservation Commission
- M.G.L. Chapter 91 and the Waterways Regulations at 310 CMR 9.00 and must apply for and receive a Chapter 91 license.

Summary of the Final Impact Report

[To be developed]

Environmental Justice Populations

The Project Site is located within and proximate to communities that include EJ Populations based on the Minority, Income, and English Isolation criteria as established in the [2021 EEA EJ Policy](#). The language map identifies Spanish or Spanish Creole (25.9%) and MonKhmer/Cambodian (7.9%) for languages spoken within certain census tracts within one mile of the Project Site. See mapping tool at [Environmental Justice Populations in Massachusetts](#). Enter the address "830 Lynnway, Lynn" in the search bar labeled "find address or place." Please also see the attached [Figure X] identifying EJ Populations based on the above referenced criteria.

The Proponent is also 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

Epsilon Associates, the environmental consulting firm assisting the Proponent during the Project's permitting process.

Phone: 978-897-7100

Email: erexford@epsilonassociates.com

The Proponent will make reasonable accommodations to provide interpretation/translation services to limited English proficient individuals free of charge.

The Proponent is actively conducting outreach to State, Regional, and Local Agencies, and to Environmental Justice community-based organizations to assist in reaching designated EJ populations as part of the MEPA process. This Project Fact Sheet will be translated into Spanish, MonKhmer, and other languages upon request and will be available on the Project website at: [www.xxxxxxx.com]

Public Participation and Comment

The Final Environmental Impact Report and other Project documents are available for public viewing electronically at the [EEA MEPA Environmental Monitor](#)

If you need assistance accessing documents at the link provided, please contact erexford@epsilonassociates.com or if you do not have access to email, please leave a message at (978) 897-7100 and you will be contacted with alternative options.