

Revised Master Plan for the Lynn Waterfront Planning Area—Public Meeting #1

Lynn Housing Authority Meeting Room

65 members of the public in attendance

Introduction by Jim Cowdell from EDIC/Lynn

Focus40 Plan overview by Scott Hamway from MassDOT

- Focus40 is the 25-year investment plan to position the MBTA to meet the needs of the Greater Boston region in 2040. Final draft by the end of the year. We organized the plan around programs and priority places. The programs section is a list of investments by mode of transportation plus higher-level ideas. Lynn was identified as an urban gateway since it is beyond the end of the subway but could support commuter rail investment. Lynn will score better on our investment evaluation. We are planning to do a targeted transit plan for Lynn.
- The Focus40 public comment period ends on October 22, 2018. Visit <https://www.mbtafocus40.com/> to comment.
- MassDOT is also midway through the MBTA Rail Vision Plan which is evaluating commuter rail schedules.
- Question (Q): Is the website available in multiple languages?
 - SH: Spanish and English

Presentation by Matthew Littell and Andrew Nahmias from Utile on the existing conditions.

Questions & Comments

Questions from members of the public are labeled “Q” and comments are labeled “C” below.

Q: A recurring problem from these master plan processes is that there isn't sufficient multilingual outreach to our diverse populations. I would like to hear your plan to address this.

- We're building off the public engagement of past plans, including the recent Open Space Master Plan, we don't have the budget to do extensive outreach, but we could look for ways to hold meetings in different formats and locations and looking into a broader advertisement.

Q: (1) Have you had outreach from National Grid? I see them doing work regularly, and they're the most significant player on the Lynnway. As a public utility, they have a responsibility to support a public planning effort. (2) We don't really use the waterfront in the way the Designated

Present

Jim Cowdell, Mary Jane Smalley—EDIC/Lynn
Peter Capano, Brian Field, John Walsh, Richard Starbard, Meaghen Hamill representing Mayor Thomas McGee, Sheri Washington representing Senator Brendan P. Crighton, Marvin Hyppolite representing Congressman Seth Moulton—Elected Officials
Scott Hamway, Alexandra Markiewicz—MassDOT
Kennan Lagreze, Matthew Littell, Andrew Nahmias—Utile

Port Area (DPA) intends. It was eliminated in Beverly. Maybe there's a way to shrink the DPA because of a lack of marine uses.

- (1) We're extremely aware of how important they are and have reached out to them.
- (2) The State tends to be very conservative about conceding DPA area. There are ways to nuance use and to thread the needle with open space. We have already started discussions with the Massachusetts Department of Environmental Protection (MassDEP) MassDEP wants to ensure there are places reserved for marine industrial uses in the future, but we can try to balance this desire with the public opinion.

Q: If you do an amendment could retail and other uses be allowed in the DPA? We should try for diverse business and retail uses near the waterfront.

- I don't know if we can eliminate the DPA. Under certain circumstances, other uses are allowances for supporting uses. It's a possibility, and we will investigate.

C: We should invest in training the younger population with scholarship money in future forms of energy production.

Q: Are there plans for housing?

- There are private development intentions on the South Harbor parcel and a permit for the Minco site. We haven't yet addressed housing. We are certainly looking at housing as playing an important role in this plan.

C: Lynn doesn't have a function hall or meeting space with enough parking. It would help us grow as a City if this was planned either through a hotel development or another project type.

C: The council does not support a hotel.

Q: What is the plan to reach out to National Grid?

- We have reached out and will continue to reach out.

Q: How much of the landfill is in the DPA?

- Approximately 40% of the landfill.

Q: Does the DPA restrict you from having a continuous walkway between both ends of the site?

- Lateral access across the DPA is typically not permitted because they conflict with industrial uses. However, there are ways to provide alternative access and some short pieces of lateral access.

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Boston, MA 02111
(617) 423-7200
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Q: I drive the Lynnway every day, and there's a unique smell on a regular basis. How will that affect development on the waterfront?

- One of the very early goals is to create appropriate buffers between new uses and traditional industrial uses.

Q: Who adopts this plan and what's the procedure?

- The City Council will vote to adopt the plan. Then the portion of the plan associated with the MHP amendment must get ratified by MassDEP.

Q: How much leeway does the city council have to negotiate with developers to get funding for public investment?

- You should speak directly with your elected officials. The ability to leverage private development for public funding varies from community to community. Part of our study looks at this at a high level to try to understand what sorts of public benefits are feasible. Part of that public benefit will be baked into this MHP and will likely include a few key open spaces.

Do you have a slide about the impacts of this proposal?

This planning area is surrounded by the lowest income census tracts in the city. There's a growing concern about how economic development will affect these families.

- Impacts are not officially a part of our scope. They require in-depth marketing analysis. Our economic development consultant can generally guide the team at a very high level.

Q: Will any of the plans include improvements to public transportation in this area?

- We're looking at intersection designs in this project, but most of the public transit is off this site. The ferry is a win/win as a desirable use for a DPA, so we do not foresee advocating for a change to the ferry terminal.

Q: Is the waterfront contaminated?

- There are some known contaminants in the landfill area, and there are discussions to cap it. I'm not sure if the State has studied this extensively.

Q: Do you think there's a scenario where development occurs with National Grid and the Wastewater Treatment Plant staying in place?

- We're assuming both are not moving. The most productive path is to think about ways of navigating around these uses.

Q: Have you worked with another community who's worked around utility companies like National Grid?

- I haven't worked for National Grid but have worked for other utility companies. They're not the most flexible organization and protect their assets very carefully. I can't predict how malleable they will be, but there are some interesting and achievable ideas for moving through the land they control.

Q: I live in Silsbee Street. My rent is \$585. Should I move?

- I couldn't predict, no.

C: I have concerns about climate resiliency and the impact of temperature changes to the ocean. We can't control the climate so how will we address this?

- The Lynn Coastal Resiliency Assessment was recently completed. It's a document to guide developers on how to construct the first two stories of buildings in the floodplain. We're trying to pull all the recent planning work together so that we can have a vibrant waterfront. Our dream and vision are for a continuous boardwalk.

The whole purpose of tonight is to take the first step.

Q: Do you see the South Boston Seaport as a model or cautionary tale? A recent Globe Spotlight story highlights the racial inequity in the Seaport. This resonates with Lynn where we had a signature park that was replaced by a market rate development.

- One of the reasons we need an MHP Amendment is because of the project you are referencing. It's holding up future development due to the open space requirements under the existing MHP.
- I view the Seaport as a cautionary tale. One of its failures was the creation of public space that doesn't really feel public and welcoming. We want to find ways for public space through the design and open space tools that we have at our disposal in this plan.

Break out tables where small groups can ask follow-up questions and submit written comments.

This memorandum represents our understanding of the events which transpired and the actions which were taken. If they do not conform to a recipient's understanding, prompt written notice must be communicated to the writer. If no corrections or objections are made, this memorandum will be relied upon as a factual interpretation of this meeting.

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