

Commonwealth of Massachusetts
Executive Office of Environmental
Affairs ■ MEPA Office

ENF Environmental
Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	<u>13965</u>
MEPA Analyst:	<u>Holly Johnson</u>
Phone: 617-626-	<u>21023</u>

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Blossom Street Waterfront Facility, Lynn, MA		
Street: Blossom Street, Lynn		
Municipality: Lynn, MA	Watershed:	
Universal Tranverse Mercator Coordinates:	Latitude: 42° 27' 17"	
	Longitude: 70° 27' 54"	
Estimated commencement date: 2008	Estimated completion date: 2010	
Approximate cost: \$3,500,000	Status of project design: 50 %complete	
Proponent: The Economic Development and Industrial Corporation of Lynn (EDIC/Lynn)		
Street: 3 City Hall Square, Lynn City Hall Room 307		
Municipality: Lynn	State: MA	Zip Code: 01901
Name of Contact Person From Whom Copies of this ENF May Be Obtained:		
Joseph Hanlon		
Firm/Agency: Bourne Consulting Engineering	Street: 184 West Central Street	
Municipality: Franklin	State: MA	Zip Code: 02038
Phone: 508-528-8133	Fax: 508-520-6671	E-mail: joe@bournece.com

Has this project been filed with MEPA before?

Yes (EOEA No. _____) No

Has any project on this site been filed with MEPA before?

Yes (EOEA No. _____) No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8)) 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

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): _____

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify _____) No

List Local or Federal Permits and Approvals: Order of Conditions, USACE Category II, Chapter 91 License, 401 Water Quality

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License <input checked="" type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: _____ _____ _____ _____
Total site acreage	3.5 acres			
New acres of land altered		0		
Acres of impervious area	2.51	.01	2.52	
Square feet of new bordering vegetated wetlands alteration		NA		
Square feet of new other wetland alteration		18765		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	1100	-1100	0	
Number of housing units	NA	NA	NA	
Maximum height (in feet)	NA	NA	NA	
TRANSPORTATION				
Vehicle trips per day	NA	NA	NA	
Parking spaces	NA	NA	NA	
WASTEWATER				
Gallons/day (GPD) of water use	NA	NA	NA	
GPD water withdrawal	NA	NA	NA	
GPD wastewater generation/ treatment	NA	NA	NA	
Length of water/sewer mains (in miles)	NA	NA	NA	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

- Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation

restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

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

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.) (See attached)

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))
___ Yes ___ X ___ No; if yes, specify each threshold:

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	___1100___	___-1100___	___0___
Roadways, parking, and other paved areas	___2.51 ac	___0.01 ac	___2.52 ac
Other altered areas (describe)	_____	_____	_____
Undeveloped areas	_____	_____	_____

B. Has any part of the project site been in active agricultural use in the last three years?
___ Yes ___ X ___ No; if yes, how many acres of land in agricultural use (with 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 DEM-approved forest management plan:

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? ___ Yes ___ X ___ No; if yes, describe:

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 ___

Blossom Street Waterfront Facility

Lynn, MA

EDIC PROJECT NO. 2457-G

I. EXECUTIVE SUMMARY

The City of Lynn, through its Economic Development and Industrial Corporation, is seeking to perform substantial improvements to the Blossom Street Waterfront Facility. The proposal will promote more recreational use of the boat ramp while still providing the ability for use by commercial vessels. It is also proposed to provide a removable ADA accessible excursion vessel docking facility. Shoreline reconstruction of the bulkhead will continue to allow for heavy cargo transfer.

The improvements are to include the following:

- Demolition of the existing building
- Creation of a pedestrian boardwalk
- Improvements to the existing bulkhead and shoreline
- Repairs and/or reconstruction of the boat ramp
- Development of ADA accessible float system for excursion and passenger vessels
- Reconfiguration of the parking lot to provide adequate parking for the proposed facility
- Improvements to the site including lighting, power and security surveillance
- Mitigation of stormwater runoff quality

The Blossom Street site will also be used to link a Harborwalk that will extend from Blossom Street northward to Lynn Heritage State Park.

The existing site facilities fall within the Lynn Designated Port Area and is the only City owned port facility in Lynn. The facility is badly deteriorated and is currently under-utilized. Existing operations at the site include commercial vessel launching at the boat ramp and the transfer of heavy cargo across the bulkhead. These operations need to be an integral part of any improvements to the site.

EDIC/Lynn seeks to make improvements to the site to provide a seasonal and ultimately a year-round passenger vessel operation that could utilize the site. In addition, EDIC also seeks to develop a Harborwalk to provide the community with connection along the water to the Lynn Heritage State Park. The Blossom Street site will play a critical role in providing parking and access to the waterfront for its citizens.

The project, as proposed, will require a full range of regulatory permits including Chapter 91, Notice of Intent, 401 Water Quality Certificate and USACE Permit. No permits have been acquired for the current proposal. The requirement for filing of this ENF is triggered by proposed alteration of a coastal beach and coastal bank.

Alternatives

BCE has developed six alternatives for the waterfront development. Five were developed for internal review and presented to regulatory agencies at a pre application meeting. In response to that meeting, a sixth alternative was developed to address concerns regarding

impact to habitat. In addition, this report reviews the no build option as a baseline for the project.

In addition to the Waterfront Alternatives, two alternatives are provided for the restoration of the upland portion of the site. The alternatives consider the parking available for In Kind Reconstruction and Expanded Bulkhead Alternatives.

Waterfront Development Alternatives (See Appendix A)

No – Build Alternative – Given the level of deterioration at the facility this option will result in increasingly rapid deterioration of the remaining structures, unsafe conditions and ultimate loss of use to the local fishing, marine and cargo industries within the City.

Alternative #1 – Rebuild In-Kind – while providing the lowest overall cost this option will restrict the expansion of site uses, as any expansion to accommodate ferry service will conflict with the limited cargo capabilities onsite.

Alternative #2, #4 and #4A – Bulkhead Expansion present similar alternatives for the expansion of the bulkhead. These alternatives propose to reconstruct the boat ramp within its existing footprint and expand the existing bulkhead towards the south along the toe of the placed rip rap and the north side of the boat ramp. Expansion will increase the waterfront access from 60' to 150' and allow for cargo transfer with addition of a new boating facility. These alternatives also provide an ADA berthing facility that can accommodate the mooring of three vessels up to 100 feet. In addition a wave attenuation fence would be required to protect the facility. Costs for these alternatives are similar and vary only based on the size and configuration of the proposed docks.

Alternative #3 – Boat Ramp Relocation – this alternative proposes an option which shifts the boat ramp to the north while extending the bulkhead to the southern property line. This option would then require filling of the existing boat ramp area, and provides an ADA berthing facility that can accommodate the mooring of three vessels up to 100 feet. A wave attenuation fence would also be proposed and would be located on the south side of the ramp which would provide protection for both the ramp and the berthing/mooring facility. This alternative has the highest cost but the expansion of the bulkhead on the west side has shallow water and is the least desirable alternative.

Alternatives #5 – Bulkhead Expansion / 2 Excursion Vessels (Preferred Alternative) – This alternative is similar to Alternative #2, #4 and #4A but has been revised in response to comments by MA Division of Marine Fisheries and CZM. The limit of dredging, and in particular the intertidal dredge area has been reduced and mitigation is provided for the loss of rip rap along the shore.

Upland Improvements - As part of each alternative the upland portion of the site will also require reconstruction including: demolition of the existing building, installation of drainage and reconstruction of the parking areas. The alternative portion of the upland reconstruction will consider whether reconstruction is limited to the site or will include reconstruction of Blossom Street.

Environmental Impacts

Environmental impacts associated with this project will be temporary. The proposed project will alter some intertidal area and coastal bank but the site is within a Designated Port Area and these resource areas were created as part of the decades of construction at this site. Onsite resource areas were previously altered by the construction of these facility and the City is proposing mitigation is the way of resource area restoration and continued water quality improvements within the Lynn Harbor

II. PROJECT DESCRIPTION

Existing Site

The site is located at the end of Blossom Street in Lynn (See Exhibits A & B). The existing facility is approximately 2.7 acres in size and consists of an abandoned building, a commercial boat ramp and a bulkhead wharf structure. The site is badly deteriorated. Historically, an access pier, ramp and floats were located out shore of the bulkhead and south of the boat ramp. However, the site was exposed to significant wind and wave conditions that resulted in the ultimate failure of these systems and the decision not to attempt to replace/maintain these features.

The upland area has a significant amount of parking area that is not utilized with a section that has been barricaded off to prevent access. The remaining area at the out shore (easterly) end of the property is under utilized but does see some limited boat ramp user traffic, a few people fishing along the bulkhead and some individuals who can utilize the spot to view the ocean without leaving their vehicles.

The access to the site is via Blossom Street which serves as a primary access to the KeySpan Gas site (formerly Boston Gas) to the west, the Mayo Group site located to the north as well as the sole access to the project site.

Specific marine structural features include a stone block seawall south of the boat ramp, a 45 foot wide commercial boat ramp, placed rip rap slope between boat ramp and steel bulkhead, steel bulkhead, dumped rip rap slope north of the steel bulkhead.

Site History

The investigation of the history of the site and available existing information revealed the following:

- The original construction of the existing site occurred in the 1970's with the construction of the seawall and the boat ramp.
- Although it was licensed in 1995, it is unclear when the steel bulkhead and rip rap were installed along the south face.. At this point in time the timber floats and access system were in poor condition. The building was present on site but was not used.
- In 1995 an investigation was performed with funding assistance from DEM Division of Waterways for the development of a vessel berthing area including proposed dredging of the area immediately north of the bulkhead. Although the project was licensed by DEP Waterways it was never constructed due to regulatory issues associated with impacts to the inter-tidal area (See Appendix B)

- The project received an Order of Conditions and 401 Water Quality Permit but was denied by the USACE due to impact to shellfish resources. (See Appendix B)
- In 1996 a project was performed through DEM Division of Waterways for the removal of a construction barge abandoned just north of the bulkhead area.
- In 2006 the site has limited use with no floats or float access system. The building remains abandoned and the shoreline structures are deteriorated with significant fill loss noted.

III. ALTERNATIVES

EDIC Lynn and BCE have developed a number of proposed alternatives to provide maximum public benefit while minimizing impacts. In developing alternatives for the rehabilitation of this site EDIC has set out series of goals to address regional community needs. These goals include:

- Rehabilitation is to promote more recreational use of the boat ramp
- Maintain the suitability of the boat ramp for use by commercial fishermen and marine businesses.
- Development of ADA accessible float system for excursion and passenger vessels
- Shoreline reconstruction of the bulkhead will allow for heavy cargo transfer. General Electric needs the ability to bring in a 150' barge oriented parallel to shore to offload turbines once or twice a year.
- Provide adequate access and utility services for a future building and for vessel operations.
- Provide connection point via a Harborwalk that will extend from Blossom Street northward to Lynn Heritage Park.
- Maximizing parking for vehicles associated with commuter or excursion vessel services as well as providing for boat trailers.
- Bring the site into compliance with DEP Stormwater Management Guidelines.

IV. MARINE FACILITY ALTERNATIVES

EDIC and BCE initially developed five conceptual design alternatives for the Blossom Street Shoreline Facilities. These alternatives were presented to representatives of various state and city agencies at a pre application meeting held at the site. As a result of comments received in response to the pre application review, an additional alternative, "Alternative 5" (the Preferred Alternative) was developed. Plans of the layouts can be seen in Exhibits B-G. These alternatives are further described below:

Alternative #1 – Rebuild In-Kind (see Exhibit C)

Alternative #1 is for replacement of existing shoreline structures. Boat ramp is to be removed and reconstructed within the same footprint. 36” drainage pipe that runs along the south side may require repositioning. Existing concrete beam wall along the northside of the ramp will be replaced with a concrete retaining wall. The placed rip rap slope south of the bulkhead would be removed and reinstalled. The existing bulkhead would also be replaced with a new bulkhead and tie back system installed directly outshore of the existing wall. The dumped rip rap which consists of old concrete pile cutoffs, along the north side of the bulkhead, would be removed and replaced with a placed rip rap slope. This alternative provides an ADA accessible facility that can be utilized by excursion vessels however it does not provide the ability to moor any vessels. Dredging within the inter-tidal area would be required. Conceptual construction cost estimates are summarized as follows:

Boat ramp:	\$ 297,000
Shoreline Work:	\$ 565,000
Dockage:	<u>\$1,248,000</u>
Construction Cost:	\$2,110,000

Alternative #2 – Bulkhead Expansion (see Exhibit D)

Alternative #2 is to reconstruct the boat ramp within its existing footprint and expand the existing bulkhead towards the south along the toe of the placed rip rap and the north side of the boat ramp. This expansion will require the removal of the existing placed rip rap that may be utilized elsewhere on the site. The rip rap area would then be filled in to meet site grade. Expansion will increase the waterfront access from 60’ to 150’. Alternative also takes into account providing an ADA berthing facility that can accommodate the mooring of three vessels up to 100 feet. Due to the location of the State Harbor Commission Line the berthing facility requires positioning along north side of property and pulling inshore within existing mud flat. In addition a wave attenuation fence would be required to protect the facility. Conceptual construction cost estimates are summarized as follows:

Boat ramp:	\$ 355,000
Shoreline Work:	\$ 855,000
Dockage:	<u>\$2,530,000</u>
Construction Cost:	\$3,740,000

Alternative #3 – Boat Ramp Relocation (see Exhibit E)

Alternative #3 provides an option which shifts the boat ramp to the north while extending the bulkhead to the southern property line. This option would then require filling of the existing boat ramp area. Existing drainage pipe would need to be extended through the proposed bulkhead. As in Alternative #2 this option takes into account providing an ADA berthing facility that can accommodate the mooring of three vessels up to 100 feet. A wave attenuation fence would also be proposed and would be located on the south side of the ramp which would provide protection for both the ramp and the berthing/mooring facility. Conceptual construction cost estimates are summarized as follows:

Boat ramp:	\$ 730,000
Shoreline Work:	\$ 620,000
Dockage:	<u>\$2,530,000</u>
Construction Cost:	\$3,880,000

Alternatives #4 – Bulkhead Expansion (see Exhibit F)

Alternative #4 (similar to Alt #2) is to reconstruct the boat ramp within its existing footprint and expand the existing bulkhead towards the south along the toe of the placed rip rap and the north side of the boat ramp. This expansion will require the removal of the existing placed rip rap that may be utilized elsewhere on the site. The rip rap area would then be filled in to meet site grade. Expansion will increase the waterfront access from 60' to 150'. Alternative also takes into account providing an ADA berthing facility that can accommodate the mooring of three vessels up to 100 feet. Due to the location of the Harbor Commission Line the berthing facility requires positioning along north side of property and positioning the facility at an angle to allow vessels to remain inshore of the Harbor Line while reducing the impacts to the existing mud flat. In addition a wave attenuation fence would be required to protect the facility. Conceptual construction cost estimates are summarized as follows:

Boat ramp:	\$ 355,000
Shoreline Work:	\$ 855,000
Dockage:	<u>\$2,270,000</u>
Construction Cost:	\$3,480,000

Alternatives #4a – Bulkhead Expansion (see Exhibit G)

Alternative #4a (similar to Alt #4) is to reconstruct the boat ramp within its existing footprint and expand the existing bulkhead towards the south along the toe of the placed rip rap and the north side of the boat ramp. This expansion will require the removal of the existing placed rip rap that may be utilized elsewhere on the site. This area would then be filled in to meet site grade. Expansion will increase the waterfront access from 60' to 150'. Alternative also takes into account providing an ADA berthing facility that can accommodate the mooring of three vessels up to 100 feet. Due to the location of the Harbor Commission Line facility requires positioning along north side of property and positioning the facility at an angle to allow vessels to remain inshore of the Harbor Line while reducing the impacts to the existing mud flat. ADA facility utilizes a two gangway system that reduces the amount of barge required as well as the dredge footprint. This allows for the resource impact areas to be nearly one to one. In addition a wave attenuation fence would be required to protect the facility. Conceptual construction cost estimates are summarized as follows:

Boat ramp:	\$ 355,000
Shoreline Work:	\$ 855,000
Dockage:	<u>\$2,390,000</u>

Construction Cost: \$3,600,000

Alternatives #5 – Bulkhead Expansion / 2 Excursion Vessels (see Exhibit H)
Preferred Alternative

Alternative #5 (similar to Alt #4A) was developed in response to comments from regulatory agencies after the preapplication meeting. The proposal is to reconstruct the boat ramp within its existing footprint and expand the existing bulkhead towards the south along the toe of the placed rip rap and the north side of the boat ramp. This expansion will require the removal of the existing placed rip rap that may be utilized elsewhere on the site. This area would then be filled in to meet site grade. Expansion will increase the waterfront access along the bulkhead from 60' to 150'. Alternative also takes into account providing an ADA berthing facility that can accommodate the mooring of two vessels 70 to 80 feet in length. Due to the location of the Harbor Commission Line facility requires positioning along north side of property and positioning the facility at an angle to allow vessels to remain inshore of the Harbor Line while reducing the impacts to the existing mud flat. ADA facility utilizes a two gangway system that reduces the amount of barge required as well as the dredge footprint. This allows for the resource impact areas to be nearly one to one. In addition a wave attenuation fence would be required to protect the facility. Conceptual construction cost estimates are summarized as follows:

Boat ramp:	\$ 355,000
Shoreline Work:	\$ 860,000
Dockage:	<u>\$2,290,000</u>
Construction Cost:	\$3,505,000

Upland Improvements - As part of each alternative the upland portion of the site will also require reconstruction including: demolition of the existing building, installation of drainage and reconstruction of the parking areas. The alternative portion of the upland reconstruction will consider whether reconstruction is limited to the site or will include reconstruction of Blossom Street. Conceptual construction cost estimates are summarized as follows:

Site Work Reconstruction - Two upland reconstruction alternatives are provided for a preliminary construction cost comparison. The alternatives are limited to reconstruction for Alternative 1, In kind Reconstruction(See Exhibit I) and reconstruction for Alternatives 2,3,4,4A & 5, Expansion of the Bulkhead (See Exhibit J). Under both options, Blossom Street is assumed to require complete reconstruction. These alternatives provide for the demolition and reconstruction of the existing pavement and infrastructure. Costs for modifications of the facilities including the bulkhead, boat ramp or fill behind the bulkheads are included under Marine Facility Alternatives. A number of assumptions are common to both options, including:

Pavement thickness within the parking area is assumed to be 3 ½” medium duty pavement.

Parking lot improvements require 530 linear feet of granite curb, as needed to control traffic. The remainder of the area is provided with landscaped edging.

- Pavement striping is 4” reflectorized paint.
 - Remove all curbs, trees, utility covers and islands
 - Asphalt pavement reclaimed as base course using cold planer
- Drainage installed, reset utility covers
Parking lot graded compacted and paved with 3.5” of pavement

Cost for either alternative will be similar:

Drainage Improvements:	\$ 96,000
Pavement Reconstruction:	\$ 235,300
Blossom Street Reconstruction:	<u>\$ 80,500</u>
Construction Cost:	\$ 412,000

V. EXISTING ENVIRONMENT

The site is badly deteriorated and in need of repair. If not revitalized the facility will continue to deteriorate and will have negative economic effects and present safety hazards. The steel bulkhead has exceeded its life expectancy and it will provide limited usefulness as a cargo loading facility. The boat ramp is crumbling at the bottom and concrete piles used to create the retaining wall along its edge are spalled and beginning to crumble, which may close the ramp if potential failure of the wall threatens the safety of the users. The riprap has failed around the site and has been supplemented with recycle stone and concrete rubble.

Upland sections of the site area also deteriorated. The facility building is abandoned and boarded up water damage is apparent and the roof appears to be caving in. The pavement has failed in several areas and loss of material around the drainage structures is causing significant settlement in front of the boat ramp. Erosion is evident around the perimeter of the parking area where the rubble riprap has been placed.

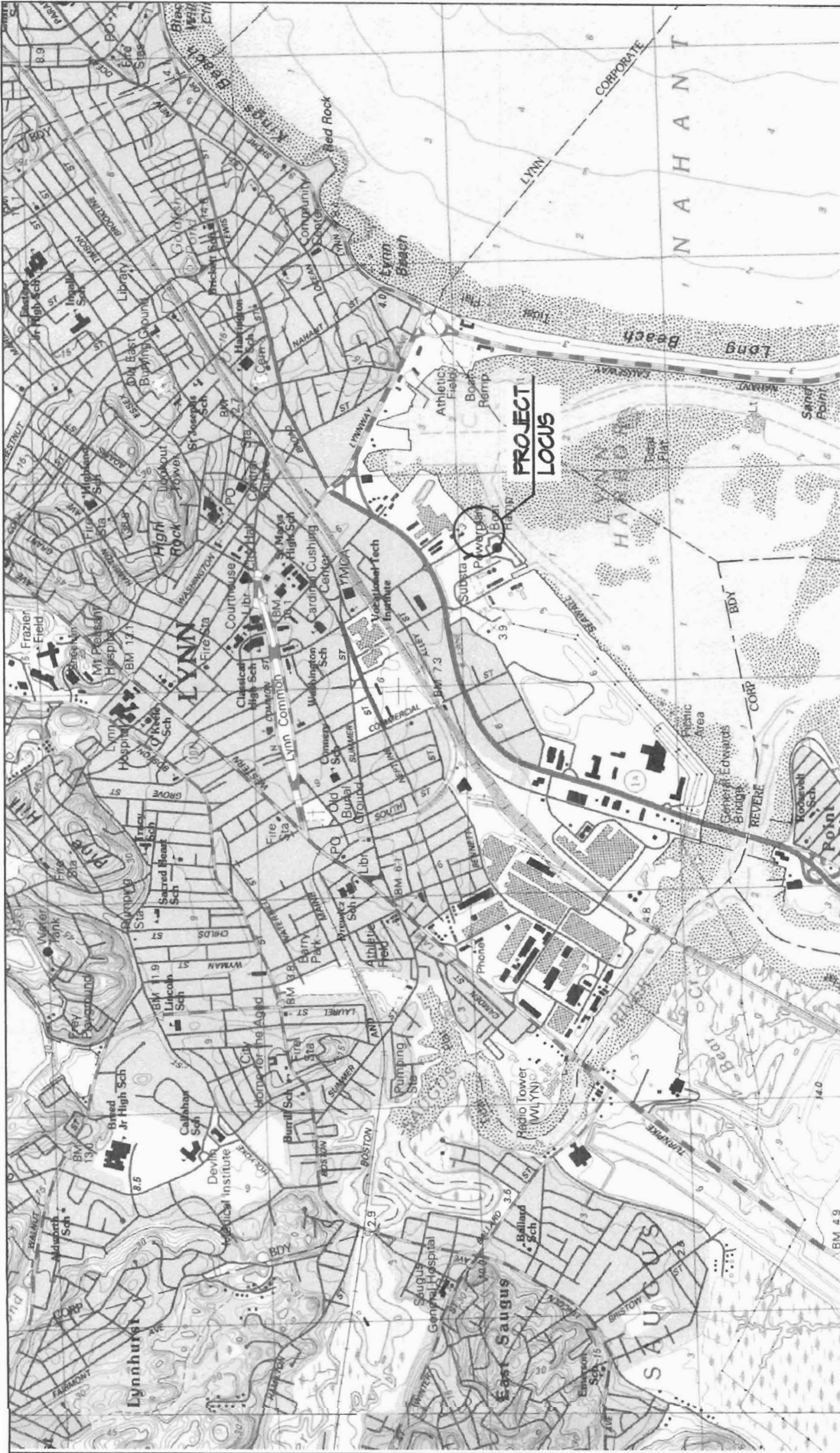
Security of the site is an ongoing problem with trash and litter being illegally dumped around the site. The City has cordoned off a section of the parking area to prevent dumping however the remainder of the site remains open for commercial loading and fishing / boating access.

Upland portions of the site support little in the way of habitat. The site is almost completely paved, with the exceptions of some overgrown parking lot islands. Animal life is restricted to seagulls/shorebird and the typical host of undesirable varmints found in waterfront dumpsites.

The waterfront portion of the site supports a variety of species. The bathymetry drops off at about a 2:1 slope, to about 20' deep at low water, just outshore of the facility. Lynn Harbor Support a variety of fish (See Summary of Essential Fish Habitat (EFH) Designation- (See Appendix C). The east side of the site is intertidal and, based on past studies supports soft shell clams (*Mya arenaria*) and blue mussels (*Mytilus edulis*).

The site is located at the end of Blossom Street, which feed directly into Route 1A. There is very little traffic at the site. Major users include boaters, sport fishermen, and a modest number of cars driven by people viewing the water. Adjacent to the site KeySpan Gas uses Blossom Street for access and egress. Blossom Street is a dead end, terminating at the site. While abutting properties to the east have designated space for installation of a Harborwalk connecting the site with Lynn Heritage State Park. However, no physical connection exists.

The site is one of the few waterfront properties owed by the City and the only facility available for development as a public waterfront access facility. Available utilities at the site include water and sewer, gas service is available approximately 350' up Blossom Street. The site does have approximately 300' of waterfront access on Lynn Harbor and provides an excellent view of the water.



USGS

Blossom St. Waterfront Facility
 EDIC/LYNN
 Lynn, MA
 Jan. 2007

BCE Bourne Consulting Engineering
 100 West Street, Suite 200
 Lynn, MA 01902
 Tel: (617) 255-3125 Fax: (617) 255-3077

USGS Map