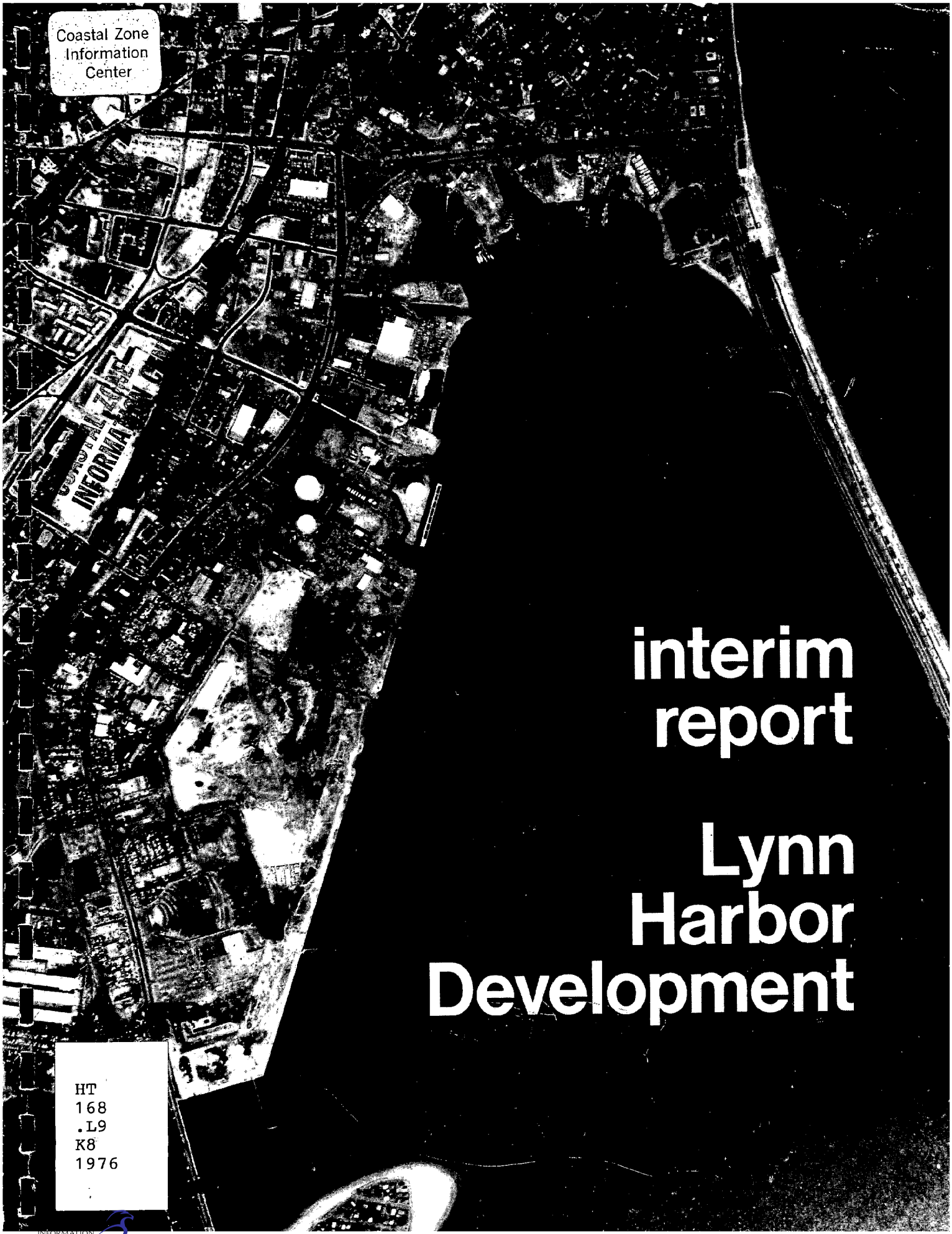
Coastal Zone
Information
Center



interim report

Lynn Harbor Development

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INTERIM REPORT ON LYNN HARBOR DEVELOPMENT

PREPARED BY:
MASSACHUSETTS INSTITUTE OF TECHNOLOGY

Charles Kubat, Department of Urban Studies and Planning

Norman Oliver, Department of Ocean Engineering

with support from the
NATIONAL OCEANIC AND ATMOSPHERIC ADMIN.
OFFICE OF SEA GRANT
GRANT NO. 04-6-158-4407

in cooperation with
Lynn Department of Community Development
Lynn Port Authority
Lynn Planning Department

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SEPTEMBER 1976

M.I.T. Sea Grant Prog.
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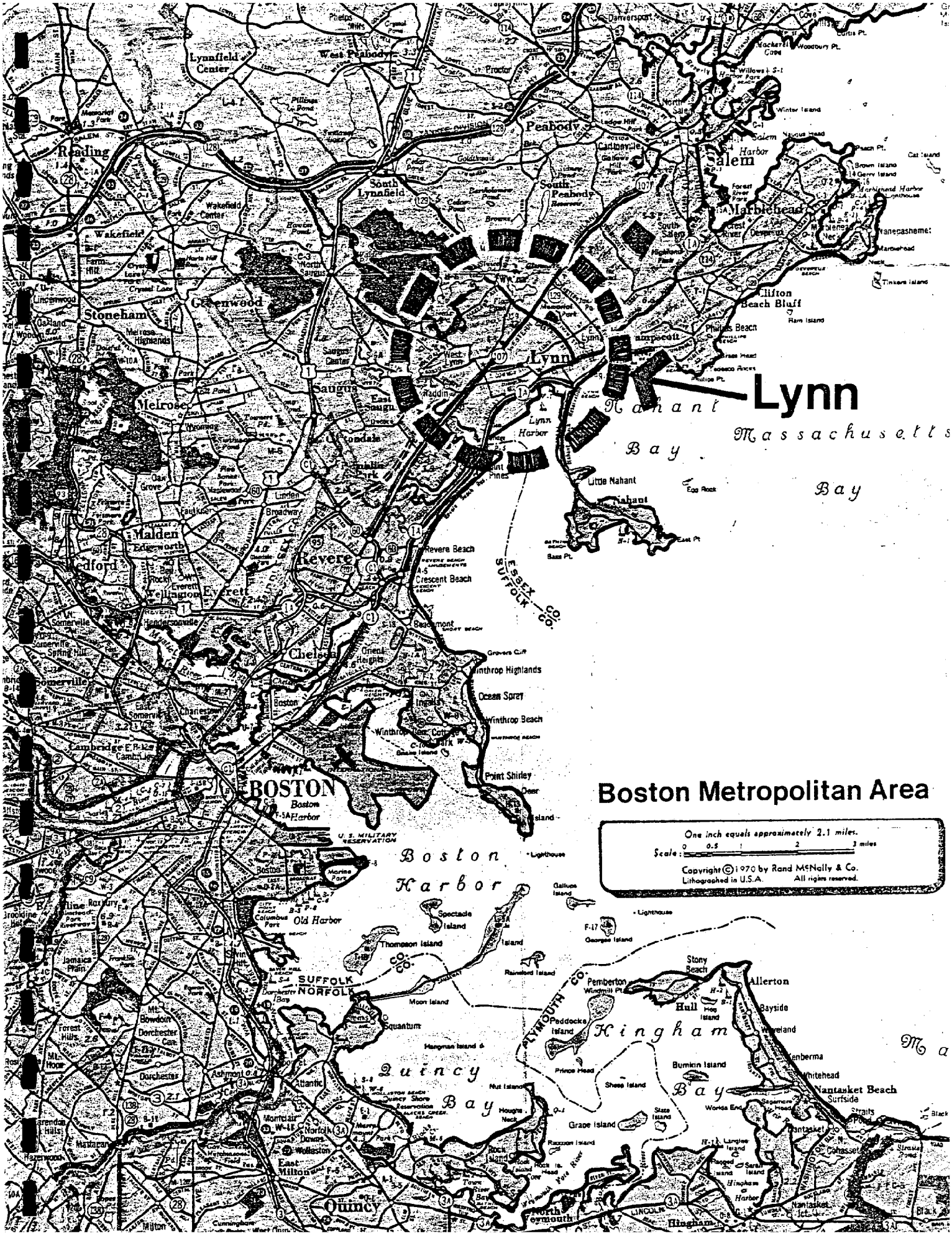
Boston Metropolitan Area
One inch equals approximately 2.1 miles.
Scale: 0 0.5 1 2 3 miles
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Lynn
Nahant Bay
Massachusetts Bay
Boston Harbor
Quincy Bay
Hingham Bay
Reading
Wakefield
Stoneham
Melrose
Malden
Medford
Everett
Revere
Chelsea
Somerville
Cambridge
BOSTON
Boston Harbor
Old Harbor
Roxbury
Dorchester
Quincy
Hingham
Hull
Salem
Marblehead
Peabody
Lynnfield Center
West Peabody
South Lynnfield
South Peabody
Saugus
Lynn Harbor
Little Nahant
Nahant
Revere Beach
Crescent Beach
Winthrop Highlands
Ocean Spray
Winthrop Beach
Point Shirley
Deer Island
Thompson Island
Spectacle Island
Moon Island
Squantum
Peddocks Island
Bumkin Island
Grape Island
Allerton
Bayside
Nantasket Beach
Surfside
Nantasket
Cohasset
Hingham Harbor
Clifton Beach Bluff
Phillips Beach
Nanepashemet
Winter Island
Marblehead Neck
Tinkers Island
Ram Island
Egg Rock
Stony Beach
Pemberton
Windmill Pt.
Georges Island
Gallops Island
Lighthouse
U.S. MILITARY RESERVATION
ESSEX CO.
SUFFOLK CO.
NORFOLK CO.
PLYMOUTH CO.
Mt. Bowdoin
Forest Hills
Mt. Hope
Dorchester Bay
Ashmont
Atlantic
Norfolk Downs
Wollaston
East Milton
North Weymouth
Hingham
Nantasket Jct.
Black

TABLE OF CONTENTS

Introduction	1
Conclusions	2
Development Opportunities Map	4
The Context	5
Harbor Filling Map	8
Long term Goals for Lynn Harbor Development	9
Problem Statement	9
The Harbor Today	11
Harbor Data Base	18
Harbor Development Information Base	24
Existing Harbor Use	27
Existing Structures Map	36
Commercial Wharf Illustrations	37,38
Addenda:	
# 1 - Overall Work Program	39
# 2 - Annotated Bibliography	44
# 3 - Preliminary Development Strategies excerpted from M.I.T. memo of June 16, 1976.	48

INTRODUCTION

The following report on Lynn Harbor is the result of continuing investigation into coastal zone planning and development policy by the Massachusetts Institute of Technology under the National Sea Grant Program. This specific interim report summarizes some of the information, analysis, and implementation of harbor development begun or completed during the summer of 1976, and follows an initial report from M.I.T. completed in May 1976.

The end result of this M.I.T. involvement will hopefully be suggestions for a public policy of harbor development based on analysis of existing resources, feasible development goals and public priorities. Although some of the initial work directed at the formation of a public policy of harbor development has been completed this summer, this report should be considered only as a working document to be used in the further analysis of resources and building of that policy. More detailed information than can be included here is available at M.I.T. and will continue to be developed over the next year of involvement by M.I.T.

Because it was decided that this report should not be redundant of other reports already available, the introductory section on the Lynn context is very brief and is only included for the benefit of the reader not familiar with Lynn. For a more detailed account of Lynn's history, economy, development of the harbor, etc., the reader is referred to one or more of the numerous sources listed in the attached annotated bibliography.

CONCLUSIONS

Three months of study of Lynn harbor characteristics and specific study of a limited number of development options including port facilities for off-shore oil, marinas and housing development lead to the following interim conclusions:

1. A coordinated work program (program for action) is needed. Harbor resources, development options and market, and community values need to be fully examined to lead to a priority mix of uses and a public policy of development implementation. One suggestion for this work program is included here, but should be added to or changed as time and resources become available. Some parts of this work program have been begun or nearly finished, some will take concerted efforts over a long period of time. Specific pieces of the work program should be further defined and put into proposal form for technical assistance funds from the Department of Commerce Economic Development Administration, or completed through institutional research groups like M.I.T., Boston University, etc.

2. An image of reasonable optimism and of "beginning" must be created. If one new desired development can be started, if an appropriate symbol of the harbor can be prominently displayed (for example painted on the white Boston Gas tank), if the media are able to inform citizens about potentials that need discussion and focus news articles on harbor activities when possible, if some place to sit on the grass, eat a lunch, and watch the harbor can be provided close to downtown, if some of these things are done there will be a "beginning". Analysis and study must go on simultaneously, but the community must sense that the harbor should be and can be thought about today. With this sense the community can begin the discussion needed to influence development policy.

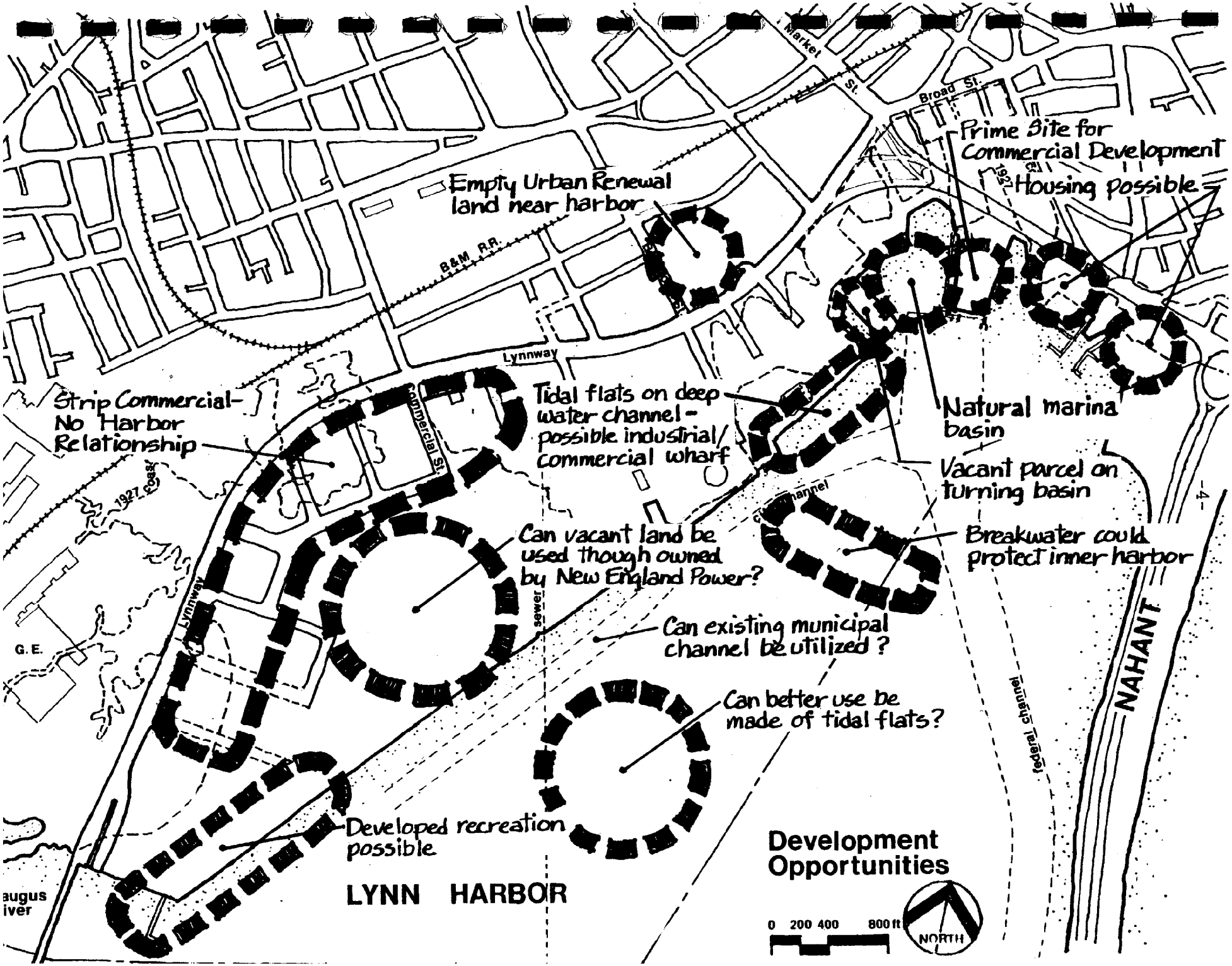
3. One major waterfront element missing from the harbor is commercially or publically available pier or wharf space. Immediate steps should be taken to: 1) create some such space where it will have maximum long term flexibility and minimum pollution impact, and to 2) protect any existing (even if run down but rehabilitable) pier space from filling or demolition. One bulkhead in particular is slowly being lost by adjacent fill activity.

4. Another major missing waterfront element is developable land packages. While several small, medium and large unused or underused parcels exist, acquiring ownership or development rights to them is complicated by multiple ownership and unwillingness to sell. The city should investigate property or development tax measures that would encourage development, planned area development zoning regulation that would make the planning of mixed uses on unique sites easier, or the creation of a municipal land bank that could assemble unused property through eminent domain and lease or sell it for selected development.

5. What happens on the harborfront is not independent of what happens at General Electric, in downtown revitalization, in reuse of the shoe loft buildings or in the development of the MBTA Blue line extension. Efforts should be made to coordinate the sympathetic development of each.

6. The effect of National Flood Insurance on beneficial harbor development should be analyzed.

7. The potential of a breakwater to shield a portion of the harbor from southerly storms and perhaps provide additional mooring or wharf space should be investigated.


Market St.
Broad St.
Prime Site for Commercial Development
Housing possible
Empty Urban Renewal land near harbor
B&M R.R.
Lynnway
Strip Commercial-No Harbor Relationship
Commercial St.
Tidal flats on deep water channel - possible industrial/commercial wharf
Natural marina basin
Vacant parcel on turning basin
Breakwater could protect inner harbor
Can vacant land be used though owned by New England Power?
Can existing municipal channel be utilized?
Can better use be made of tidal flats?
Developed recreation possible
G.E.
NAHANT
federal channel
LYNN HARBOR
Development Opportunities
0 200 400 800 ft
NORTH

THE CONTEXT

"The City of Lynn was originally settled in 1629, ... only nine years after the Pilgrims landed at Plymouth and one year prior to the settling of Boston."* In 1631 Lynn was incorporated as a town; and as a city in 1850.

"Located between the two great colonial cities of Boston and Salem, both of which were noted for their harbors and world-wide trade, the early citizens of Lynn chose to let their harbor remain undeveloped as long as they were prosperous in their farming and crafts. Due to a shallow harbor and lack of water power, Lynn never became a major shipbuilding and commerce center."* However, Lynn did become a major manufacturing center and made use of both its harbor and land transportation routes to support that industry in importing and exporting raw materials and products.

In 1634 the first iron smelting plant in America was started in Lynn, and 1635 saw the beginning of the shoe manufacturing industry that grew to make Lynn the nation's leading shoe producer by the late 19th century. Other industries such as General Electric also moved to Lynn, locating on a water-front accessible by coal barge, a major energy source of the time.

Over the years, mainly to facilitate the shipment of coal, both the Saugus River (western) channel and the main eastern Lynn channel were dredged. The Lynn channel was dredged first to 200 feet wide and 10 feet deep, then to 300 feet wide and 15 feet deep and then to 22 feet deep with a 550 feet wide turning basin in 1934. The U.S. Congress authorized a depth of 25 feet in 1935 and enlargements to the turning basin in 1954 but these improvements were not completed because of a lack of complementary locally financed improvements. These continuing channel improvements were justified by the eight coal piers served in 1900; the thirteen open pile piers and wharfs at the head of the harbor (5 for coal and coke, two for fish and lobster, one for lumber, two for miscellaneous goods), and the two Lynn Gas and Electric Co. wharfs for coal and oil receipt that were in place in 1940. Lynn Harbor was used to ship or receive 478,000 tons of coal, lumber, sand, oil, etc. in 1911 and 310,500 tons in 1945.**

Changes in technology and regional economics in the early 20th century helped cause the movement of the major part of the shoe industry out of Lynn. First, the railroads (Lynn factories and wharfs had no rail spur access) and later truck transportation offered lower shipping rates than barge transport. Second, the change in energy use from coal to oil and electricity helped free production from the coastal waterway.

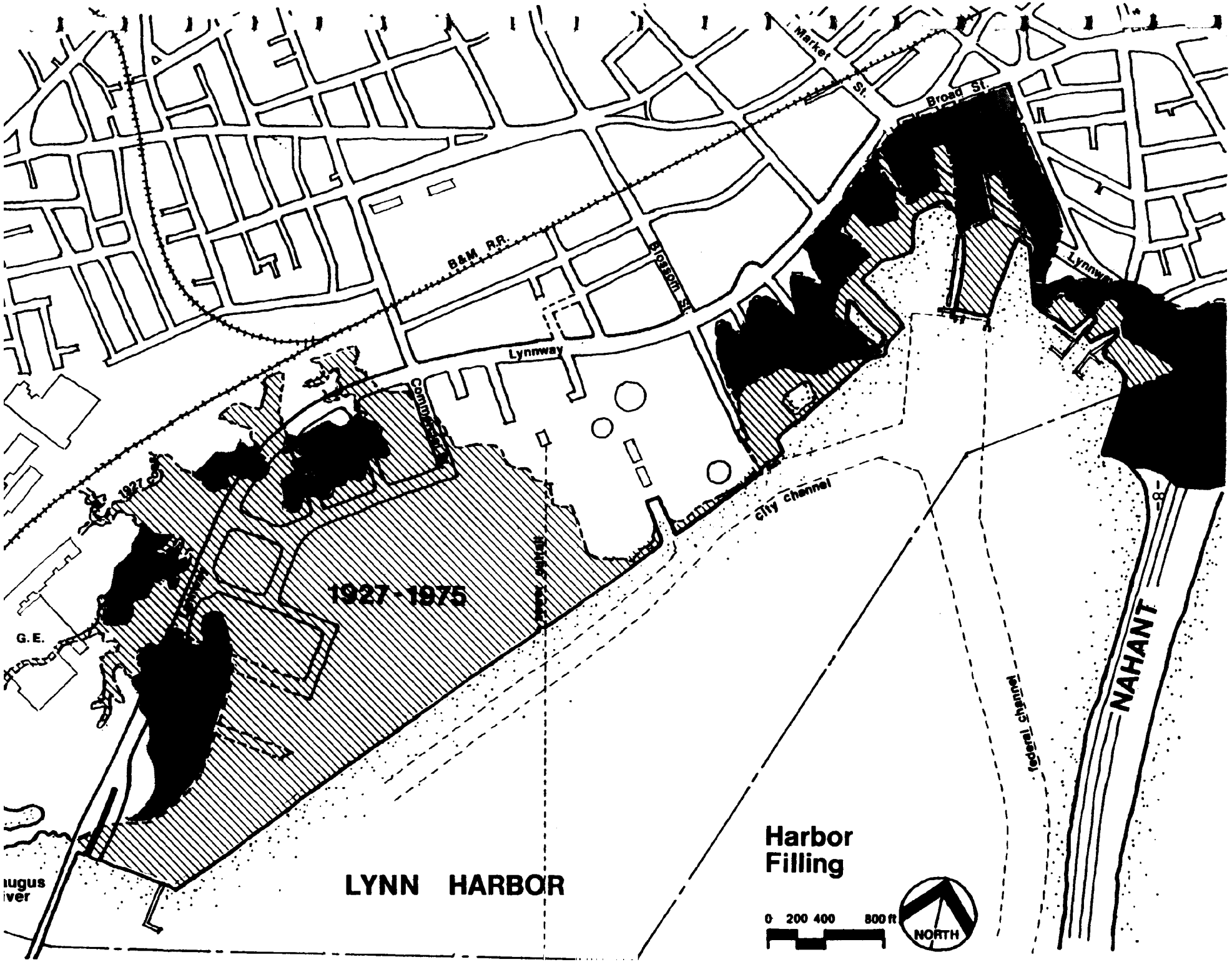
Increasing dependence on auto and truck transportation spurred the construction of the Lynnway, with its associated filling of areas of tidal flatlands and older wharf and pier areas on the inner harbor. The highway and its associated low density strip commercial development with some scattered industry further isolated the harbor from the more active residential and commerical center of Lynn. These changes have contributed to the present use and condition of the harbor. The major harbor activity today is sport fishing and recreational boating. Except for an occasional sea barge shipment by General Electric almost no commercial use of the harbor resource occurs.

Today with a population of approximately 78,000, Lynn is the second largest city on the Massachusetts coast. It is a strong manufacturing center (55 percent of the workforce is engaged in manufacturing) with total payrolls exceeding those of comparably sized cities. Lynn in 1973 actually had more jobs than the size of its work force (37,000 vs. 36,000), however, in line with national trends of declining jobs in manufacturing and the general decay of older cities, Lynn is losing approximately 400 manufacturing jobs per year. These losses in the maufacturing sector evertually contribute to declines in associated retail trade and wholesale sectors, compounded further by the increased competition of regional shopping centers. The population has been declining since 1950 with losses coming primarily from young families with children. Those remaining in Lynn tend to be poorer and less employable than their emmigrating counterparts. (Lynn has twice as many people on public assistance as the state average and in 1973, the latest figures available, unemployment ran twice the national average).***

*John Brown Associates, Comprehensive Open Space and Recreation Plan, Lynn, Massachusetts, February 1973, pp. 1-2.

**House of Representatives, "Document No 568, 81st Congress, 2nd Session," U.S. Army Corps of Engineers report on Lynn Harbor, pp. 11-13

***John Stetkar and Carl Cerco, Initial report -- Lynn Harbor 1976, May 1976, page 1.


Market St.
Broad St.
B&M R.R.
Blossom St.
Lynnway
Commercial St.
1927
1927-1975
G.E.
city channel
federal channel
NAHANT
LYNN HARBOR
Harbor Filling
0 200 400 800 ft
NORTH

LONG-TERM GOALS FOR LYNN HARBOR DEVELOPMENT

1. Increase employment opportunity in the harbor area,
2. Increase the tax base and property tax return from harbor land and water,
3. Increase recreational use and public awareness of the harbor as a unique limited and underutilized resource.

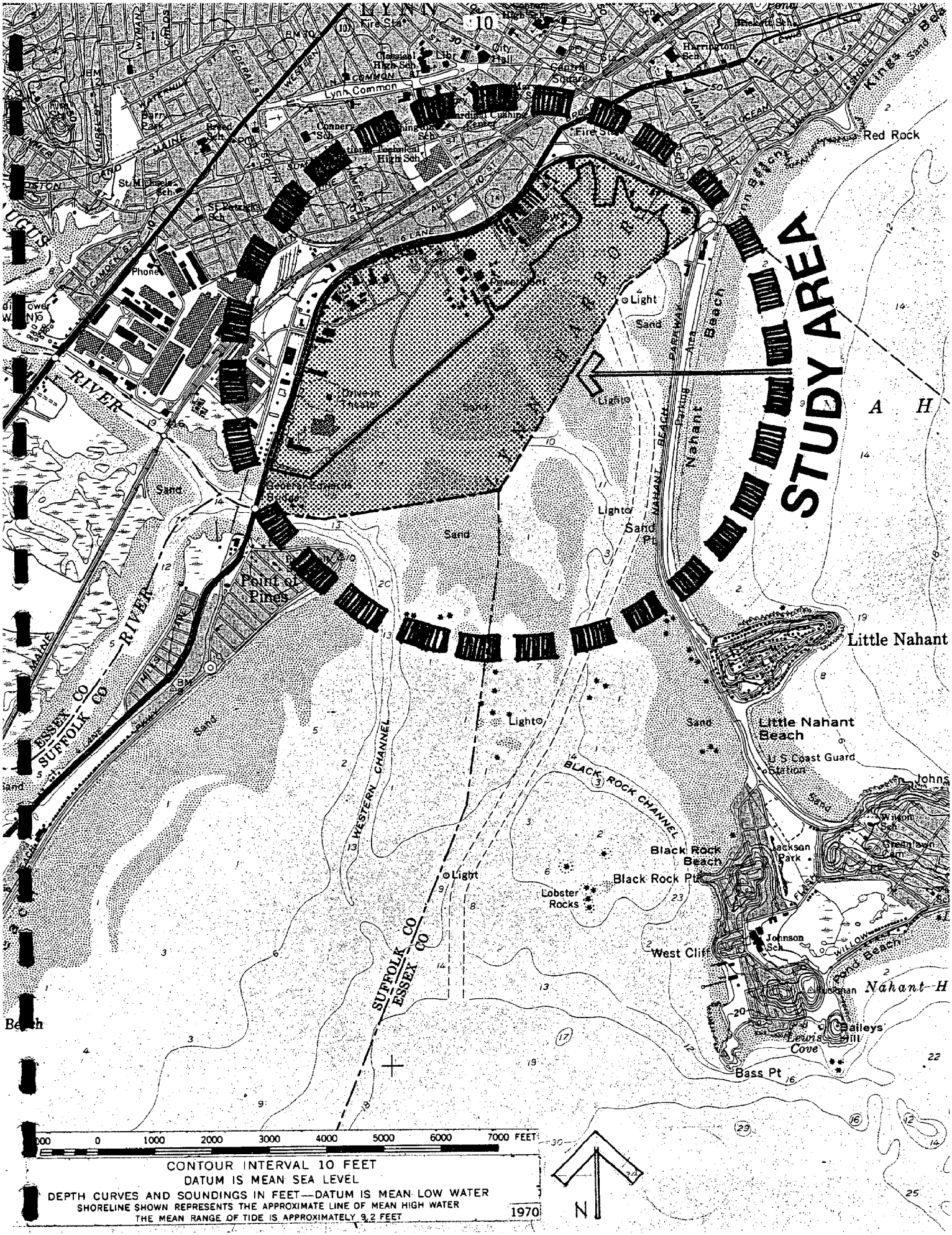
PROBLEM STATEMENT

Urban waterfronts are in a constant state of transition. Changes in land uses, land values, economic deman, transportation modes, industrial technologies, as well as public values and desires all contribute to the evolution of the waterfront. The challenge is not how to prevent or enforce change but how to manage it in a manner which makes best use of both natural and man-made waterfront resources to accommodate the diverse and evolving needs of the community.

The approach to optimizing development cannot be stated simply. No single public policy will provide the solution to all the problems that exist. Similarly, no one group can cope with all the complex issues inolved; cooperation among local organizations and government as well as with other levels of government is necessary. Further, no one land use is adequate for the entire waterfront. A balanced land use package incorporating industry, port facilities, recreation, commercial, and residential uses can best take advantage of the diverse characteristics of the waterfront.*

Therefore, given the current condition of the Lynn economy, the harbor land use and the long-term goals for the harbor, what is the highest and best economic mix of uses of the waterfront that also continues to preserve environmental assets and opportunities for the future population? Furthermore, what is the public policy that can control the implementation actions for this mix of uses and guide elected officials in their day to day choices between conflicting activities?

*New England River Basins Commission, Urban Waters Special Study, Skidmore Owings and Merrill and others, January 1975, pp. 138, 139.



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 9.2 FEET

1970

THE HARBOR TODAY

Lynn Harbor, a natural harbor, is ten miles by land and 14 miles by sea northeast of Boston. It is three miles long north and south, and 1 1/2 miles wide east and west, a large part of it being tidal flats exposed at low water. It is protected from east and southeast storms by Nahant, and southwest, west, northwest and northeast storms by the mainland.

There are three principal channels in Lynn Harbor. The western channel into the Saugus River, 12 feet deep; the main Lynn federal channel on the east leading to the inner harbor federal turning basin, approximately 19 to 22 feet deep; and the municipal channel, leading from the turning basin westerly to the Gas and Electric Company, 22 feet deep , and beyond along the filled New England Power Company property approximately 2,000 feet, 12 to 15 feet deep. The U.S. Army Corps of Engineers is currently preparing an updated survey of these channels, to be ready in October , 1976. Vessels having a 7,000 ton capacity, with drafts up to 26 feet, and length up to 375 feet have used the main channel without navigation difficulties.

There is an anchorage basin for yachts approximately 200 yards by 400 yards and 8 feet deep east of the turning basing, that contains municipal moorings for 200 boats , supervised by the Lynn Harbormaster. The mean and spring range of tide is 9.0 and 10.5 feet respectively.

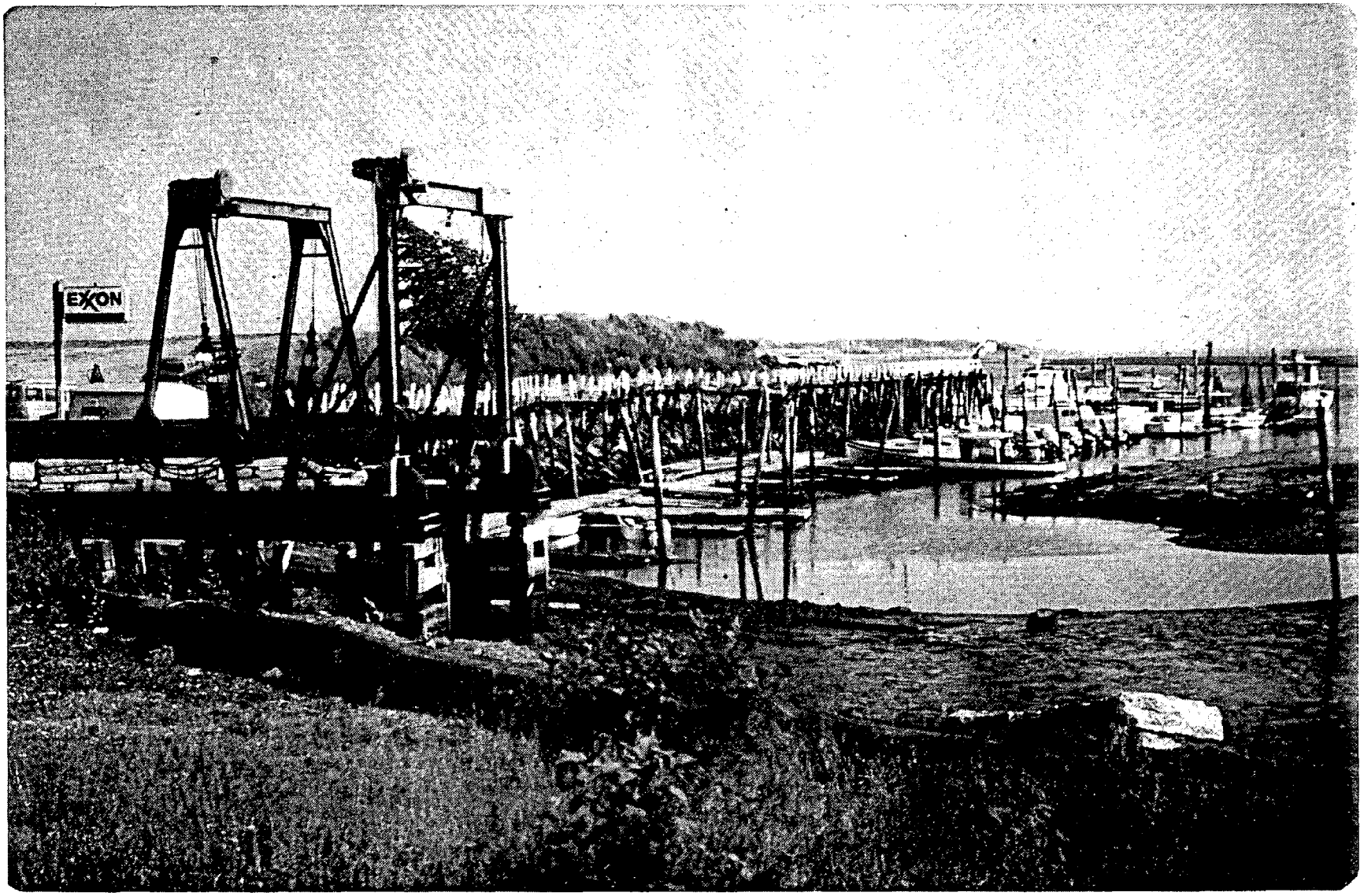
The area of the harbor chosen as the focus for analysis and development implementation is all upland area between highwater and the Lynnway, from the General Edwards Bridge(over the Saugus River) north and east to the Nahant line. Also included are all tidal flats and bottom areas from high water to the Lynn/ Nahant boundary line in the middle of the harbor. This study area has been selected because of its potential for development and because it roughly corresponds to the area that could become part of the future state coastal zone. Although no official coastal zone has been defined for Lynn as yet, this study area probably will overlap most of whatever final zone is established. Of the 7,671,113 square feet (175.9 acres included in the study area, the City of Lynn owns 760,158 square feet (10 percent) in the sewage pumping station and DPW garage tract, the public landing tract and in several small unusable parcels along the edge of the Lynnway.

The remaining 90 percent of the land is privately owned. Of the 1,937,760 square feet (44.5 acres) of tidal flats on the land side of the Massachusetts Harbor and Lan Commissioners line, the city owns 115,398 square feet (6 percent), the remainder are privately owned but lie primarily within the federal turning basin and yacht mooring basin areas. Between the Harbor and Land Commissioners line and the Lynn/Nahant town line in the middle of the harbor lies another approximately 10,775,000 square feet (247 acres) of tidal flats and bottom area that are owned by the Commonwealth but are available to the city through gift, purchase or eminent domain at any time for the purpose of abating sewage nuisance or improving the harbor. (Section 4, Chapter 606, Acts of 1910).

The harbor area, as underutilized as it appears to be today, currently provides Lynn with approximately $4.6M. of assessed property tax (after abatements) income (10.5 percent of Lynn's fiscal year 75-76 budget). In addition, business that list their main office within the harbor area account for the employment of approximately 2,200 people (approximately 6 percent of the total Lynn jobs) and do about $76,500,000 in gross sales. Most of this income is associated with the strip commercial development along the Lynnway.

Various public groups have searched for ways to improve Lynn's utilization of its harbor resource since 1900, most not succeeding very well. Development ideas have ranged from the creation of an ocean liner terminal to the creation of an artificial island breakwater to contain housing for several thousand people and multiple boat marinas. A summary of numerous current ideas is located in the initial M.I.T. report of May 1976 and M.I.T. memo dated June 16, 1976 and attached as an addendum.

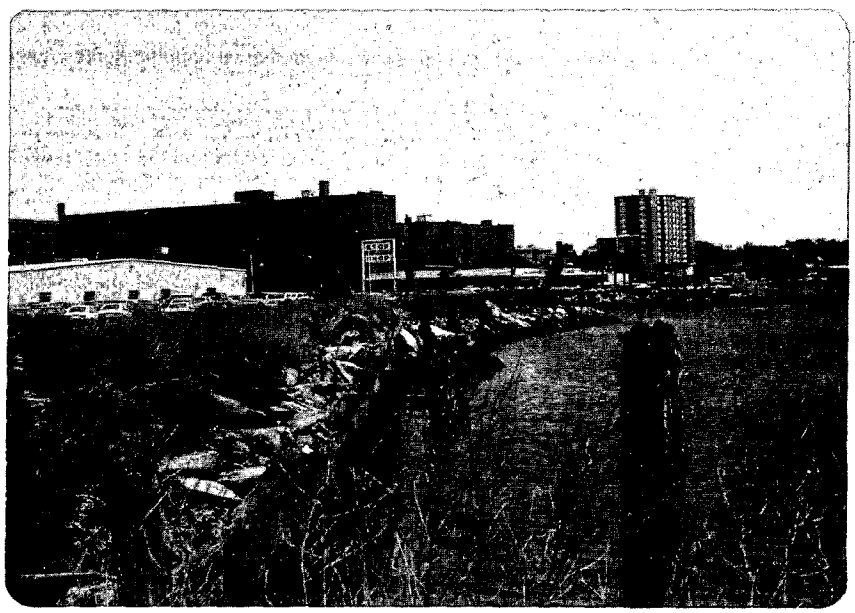
There has not been a void of ideas, only some difficulty finding ways of implementing the ideas. What is critical now is a realistic look at the market potential of development ideas matched with both the land resources Lynn harbor can offer and the desires of the larger community. With these elements Lynn can determine what mix of uses best suits its future and a strategy for implementation of these uses that identifies specific programs, funding sources and land use controls. With these elements positive development can move forward.



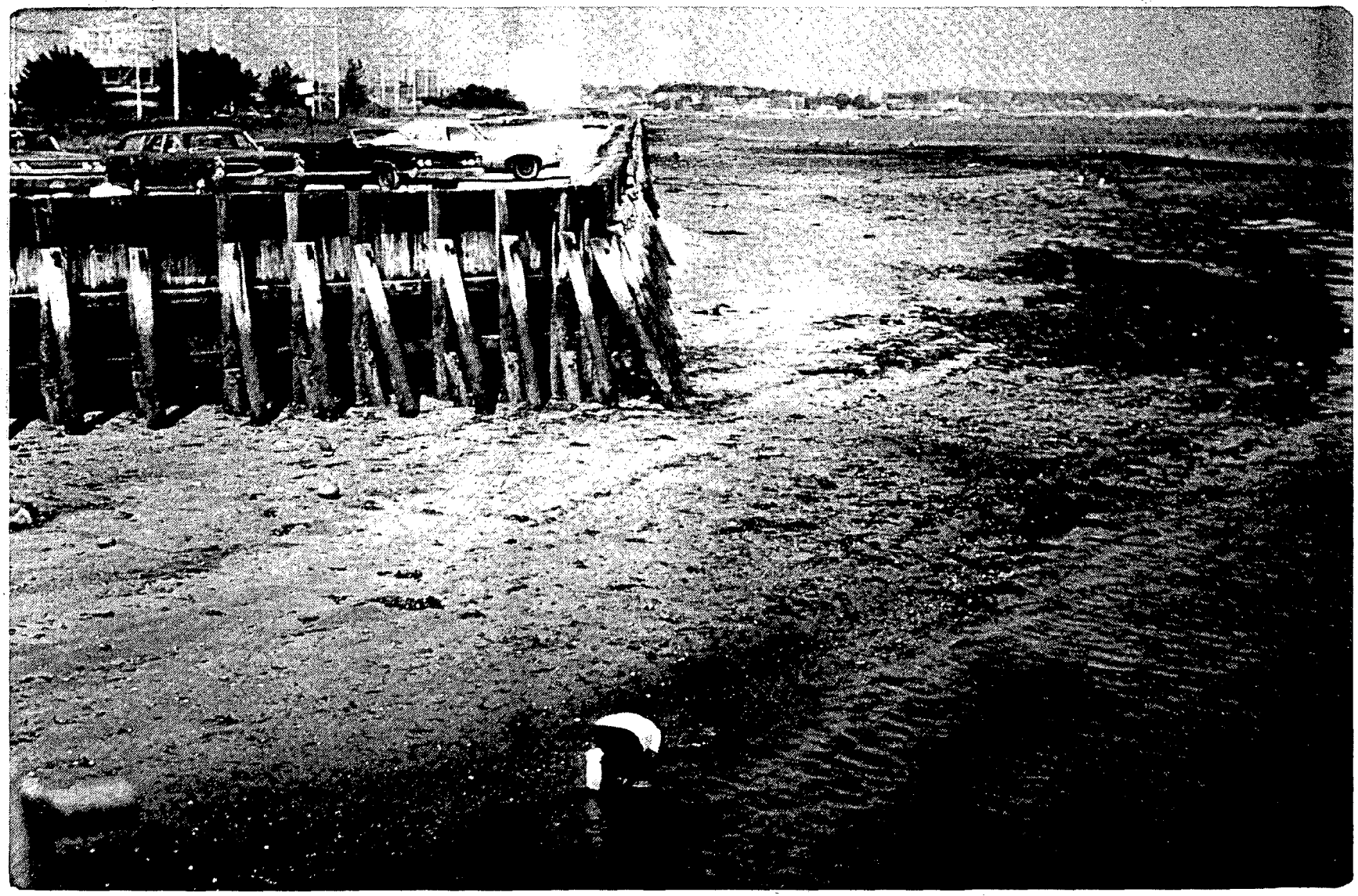
View of parcel 50-tidal flats currently owned by city of Lynn and used by Lynnway Marine

Public landing boat ramp-
retaining wall

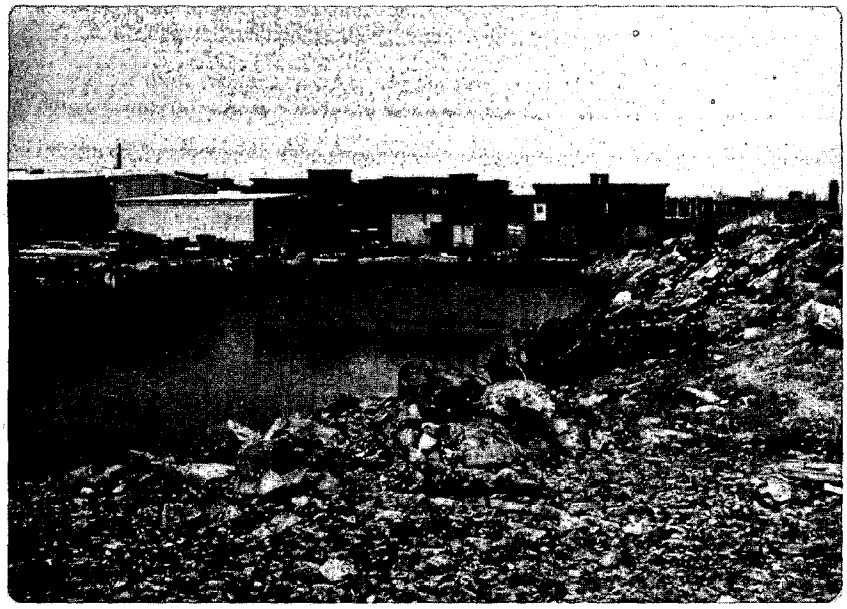
Old wharf on parcel 37



Water edge parcel 64

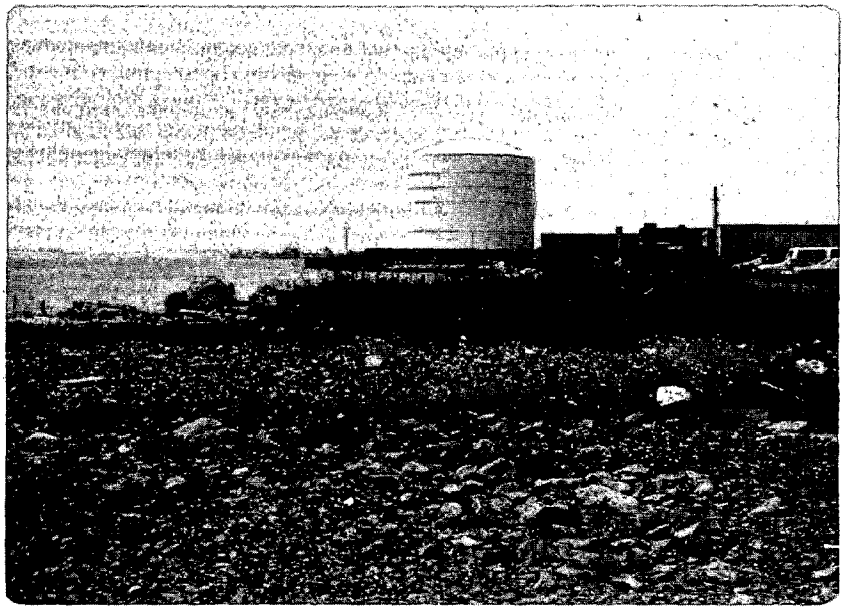


Saugus river end of New England Power Co . property - from MDC fishing pier.



Old barge slip (parcel 77) being closed off by fill

Lynn Yacht Club floats



Boston Gas LNG tank

Fishing next to
Lynn Yacht Club

Fishing on gas plant wharf

Swimming off old wharf
on parcel 37

HARBOR DATA BASE

The following information is the beginning of a harbor data base for all harbor properties. The harbor property data file lists the kind of information that is being gathered for the data base. This data file is being put onto a computer record in order to easily do multiple analysis of the information, update the information or access any particular information needed for planning or development proposals.

The map included is a Lynn Assessors map with current highwater shoreline and existing structures drawn in. This map identifies each parcel of land with a separate number even though for assessing purposes some numbers have been combined into one assessors account number on the Harbor Survey pages. The Harbor Survey pages following the map, although containing a few small errors, do list parcel owners. The next computer run will correct errors, list information in chronological parcel order, and identify each parcel number to eliminate confusion.

HARBOR PROPERTY DATA FILE

		Completion
1.	Parcel number	x
2.	Account number	x
3.	Street address	x
4.	Owner/address	x
5.	Area of parcel	x
6.	Assessed land value	x
7.	Assessed total value	x
8.	Current assessed tax	x
9.	Abatement amount	x
10.	Abatement type (code)	x
11.	In tax title/land court	x
12.	Sales price at last title change	
13.	Date of last title change	
14.	Number of people employed on the parcel (site) by job type	x
15.	Total sales volume	x
16.	Existing use of parcel by Standard Industrial Code	x
17.	Square footage of existing building	
18.	Construction/condition of existing building	
19.	Soil character or other description of parcel	
20.	Utilities on site	

Possible Future Additions

1. building/land leases existance
2. tenant name
3. type of lease
4. value of lease

LYNN, MASSACHUSETTS

HARBOR SURVEY

PCL	ACCT NO.	OWNER	LAND AREA	**LOCATION** PL	BLK	LT	SB	TYP	********** VALUE *** BUILDING	LAND
25	000000	COMM. OF MASS. MDC	2,258							
42	000000	COMM. OF MASS. MDC	11,142							
182	000000	COMM. OF MASS. MDC	33,794							
183	000000	COMM. OF MASS. MDC	19,011							
38	002159	AMERICAN OIL CO.	25251	14	749	25	00	C	31900	50500
39	002160	AMERICAN OIL CO.	95529	14	749	69	00	L		28660
27	003575	HENRY J. APRIL	15216	14	749	18	00	I	54340	22240
29	003600	HENRY J. APRIL	35244	18	749	19	00	L		7700
47	005040	WILLIAM AYLWARD	16854	20	749	30	00	C	37350	44850
65	010240	BEN'S TIRE CO. INC.	19905	20	749	44	00	I	52860	19900
130	010520	GRACE D. BERGSTROM	39780	85	754	08	00	C	17620	47740
97	014770	BOSTON GAS CO.	449,842 (1033a)	00	752	02	00	I		449890
101	014775	BOSTON GAS CO.	345,663	00	752	12	00	I		
118	021960	E.C. BLANCHARD CO.								
119	021970	E.C. BLANCHARD CO.								
173	023838	THOMAS CAPRI	40000	85	758	03	00	C	224880	40000
174	023839	THOMAS CAPRI	14000	85	758	04	00	L		14000
175	023841	THOMAS CAPRI	125464	85	758	05	00	L	34650	96920
95	024872	CASTLE REALTY CO. IN	41128	34	751	07	00	I	89230	59780
94	024873	CASTLE REALTY CO. IN	43637	34	751	13	00	I	2940	31350
128	025135	MARY H. CAWLINA	39,463	85	754	10	00	I	25960	37590
20	026893	CHRISTOPHER	42398	14	749	75	00	L	160	10220
18	026894	CHRISTOPHER	903	14	749	12	00	L		4920
71	027983	CLIFFORD REALTY TRUS	25551	20	749	50	00	L		19160
73	027984	LLOYD COFFIN JR.	106487	20	749	51	00	I	10760	30910
68	028647	LLOYD COFFIN JR.	14766	20	749	47	00	C	3750	51540
64	028648	LLOYD COFFIN JR.	56942	20	749	45	00	I	27660	56940
70	028649	LLOYD COFFIN JR.	26820	20	749	49	00	I	5110	25480
67	028650	LLOYD COFFIN JR.	6463	20	749	46	00	L		6460
63	028652	LLOYD COFFIN JR.	114190	20	749	42	00	L		19350
69	028653	LLOYD COFFIN JR.	7427	20	749	48	00	I		7060
120	028778	HENRY A. COHEN	5000	18	585	18	00	2	24870	10000
51	039250	JOSEPH DELLA PORTA	19314	20	749	31	00	C	17650	40630
46	039252	JOSEPH DELLA PORTA	12945	20	749	28	00	L		36950
52	039253	JOSEPH DELLA PORTA	15000	20	749	33	00	L		52310
124	041555	DAVID M. DINNER	5003	24	753	12	00	C	9500	20000
123	041560	DAVID M. DINNER	11378	24	753	13	00	I	24510	46780
121	041570	DAVID M. DINNER	1317	24	753	17	00	L		1580
122	041580	DAVID M. DINNER	12402	33	753	14	00	L		14880
88	047378	EASTERN SMELTING	20268	34	751	04	00	I	101020	22430
89	047379	EASTERN SMELTING	69560	34	751	05	00	C		42590
109	049885	F.J. REALTY TRUST	93117	33	753	20	00	I	115920	93120
113	049890	F.J. REALTY TRUST	23557	24	753	04	00	I	45760	56400
111	049899	F.J. REALTY TRUST	13096	24	753	02	00	L		39310
112	049901	F.J. REALTY TRUST	14872	24	753	03	00	L		40530
114	049902	F.J. REALTY TRUST	16705	33	753	05	00	L		20050
152	049903	F & M FAMILY TRUST	20000	85	755	04	00	C	52950	24000
168	051440	FAZIO REAL ESTATE	38870	85	757	03	00	C	195290	117200

LYNN, MASSACHUSETTS

HARBOR SURVEY

PCL	ACCT NO.	OWNER	LAND AREA	**LOCATION** PL	BLK	LT	SB	TYP	********** VALUE **** BUILDING	LAND
~~168~~	~~051440~~	~~FAZIO REAL ESTATE~~		~~85~~	~~757~~	~~03~~	~~00~~	~~C~~	~~195290~~	~~117200~~
135	054363	FORD LEASING	20001	85	754	03	00	C	309760	98600
~~137~~	~~054364~~	~~FORD LEASING~~	~~15203~~	~~85~~	~~754~~	~~05~~	~~00~~	~~L~~	~~2870~~	~~18240~~
142	054366	FORD LEASING	39463	85	754	12	00	L		47360
141	054367	FORD LEASING	20000	85	754	13	00	L	1610	24000
~~140~~	~~054368~~	~~FORD LEASING~~	~~20000~~	~~85~~	~~754~~	~~14~~	~~00~~	~~L~~	~~1610~~	~~24000~~
139	054369	FORD LEASING	20000	85	754	15	00	L	1190	24000
132	054370	FORD LEASING	3693	85	754	07	00	L	700	4430
~~134~~	~~054372~~	~~FORD LEASING~~	~~9030~~	~~85~~	~~754~~	~~02~~	~~00~~	~~L~~	~~2830~~	~~37790~~
138	054373	FORD LEASING	10550	85	754	06	00	L		12660
150	056168	BERNICE FRISCH	6013	85	755	02	00	L		18690
~~151~~	~~056175~~	~~BERNICE FRISCH~~	~~33084~~	~~85~~	~~755~~	~~03~~	~~00~~	~~C~~	~~27040~~	~~39700~~
85	056180	BERNICE FRISCH	9129	34	751	01	00	C	17640	38440
44	060985	GLADYS REALTY TRUST	51166	20	749	29	00	L		16380
~~49~~	~~061000~~	~~GLADYS REALTY TRUST~~	~~274018~~	~~20~~	~~749~~	~~32~~	~~00~~	~~L~~		~~98300~~
107	091030	CITY OF LYNN	392,035 ~~7000~~	~~90~~	~~227~~	~~06~~	~~00~~	~~1~~	~~17120~~	~~8080~~
66	091679	RICHARD GLEN REALTY	8557	20	749	43	00	C	106910	31750
~~58~~	~~094415~~	~~SAMUEL LISSACK~~	~~5865~~	~~20~~	~~749~~	~~38~~	~~00~~	~~C~~	~~19690~~	~~14810~~
57	094940	LLOYD ASSOCIATES INC	73600	20	749	36	00	C	218300	133530
56,56	094945	LLOYD ASSOCIATES INC	357307	20	749	37	00	L		56850
~~54~~	~~094946~~	~~LLOYD ASSOCIATES INC~~	~~11900~~	~~20~~	~~749~~	~~35~~	~~00~~	~~L~~		~~25630~~
53	094947	LLOYD ASSOCIATES INC	10700	20	749	34	00	L		37570
165	095365	SALVATORE LOMBARDO	78320	85	757	05	00	C	194880	117480
~~179~~	~~097350~~	~~LYNN BOWLING TRUST~~	~~147157~~	~~85~~	~~760~~	~~04~~	~~00~~	~~C~~	~~141730~~	~~133160~~
181	097351	LYNN CANTON REALTY	241998	85	760	06	00	C	804440	242000
180	097365	LYNN DISCOUNT REALTY	171640	85	760	05	00	C	439190	171640
~~167~~	~~097537~~	~~LYNN MINIT-MAN~~	~~3837~~	~~85~~	~~757~~	~~02~~	~~00~~	~~L~~		~~17520~~
176	097539	LYNN OPEN AIR THEATR	280000	85	759	02	00	C	55390	280000
177	097541	LYNN OPEN AIR THEATR	13578	85	759	01	00	L	860	25520
~~23~~	~~097970~~	~~LYNN YACHT CLUB~~	~~31579~~	~~14~~	~~749~~	~~16~~	~~00~~	~~C~~	~~31000~~	~~44320~~
22	097971	LYNN YACHT CLUB	102533	14	749	17	00	I	11500	23070
166	097983	LYNNWAY REALTY TRUST	5807	85	757	01	00	C		18570
~~32~~	~~097985~~	~~LYNNWAY TOWERS TRUST~~	~~46452~~	~~14~~	~~749~~	~~22~~	~~00~~	~~L~~		~~42370~~
6	097986	LYNNWAY TOWERS TRUST	18580	14	749	04	00	C	31530	46450
13	097987	LYNNWAY TOWERS TRUST	3222	18	749	08	00	L		6440
~~1~~	~~097988~~	~~LYNNWAY TOWERS TRUST~~	~~33065~~	~~18~~	~~749~~	~~01~~	~~00~~	~~L~~		~~66130~~
14,15	097989	LYNNWAY TOWERS TRUST	41842	14	749	89	00	L		10260
10,9	097990	LYNNWAY TOWERS TRUST	37730	14	749	88	00	L		9010
~~3,2~~	~~097991~~	~~LYNNWAY TOWERS TRUST~~	~~99925~~	~~14~~	~~749~~	~~85~~	~~00~~	~~L~~		~~24330~~
12	097992	LYNNWAY TOWERS TRUST	8688	18	749	06	00	L		21720
11	097993	LYNNWAY TOWERS TRUST	3000	18	749	07	00	L		6000
~~11~~	~~097993~~	~~LYNNWAY TOWERS TRUST~~	~~3000~~	~~18~~	~~749~~	~~07~~	~~00~~	~~L~~		~~6000~~
7,8	097994	LYNNWAY TOWERS TRUST	25580	14	749	87	00	L		6160
5,4	097995	LYNNWAY TOWERS TRUST	121227	14	749	86	00	L		29300
~~37~~	~~097996~~	~~THE LYNNWAY TRUST~~	~~30749~~	~~14~~	~~749~~	~~24~~	~~00~~	~~C~~	~~13840~~	~~31290~~
36	097997	THE LYNNWAY TRUST	47160	14	749	70	00	L		9430
40	097998	THE LYNNWAY TRUST	21053	14	749	68	00	L		4210
~~41~~	~~097999~~	~~THE LYNNWAY TRUST~~	~~3998~~	~~20~~	~~749~~	~~26~~	~~00~~	~~L~~		~~3500~~

LYNN, MASSACHUSETTS

HARBOR SURVEY

PCL	ACCT NO.	OWNER	LAND AREA	**LOCATION** PL	BLK	LT	SB	TYP	********** VALUE **** BUILDING	LAND
~~41~~	~~097999~~	~~THE LYNNWAY TRUST~~	~~3998~~	~~20~~	~~749~~	~~26~~	~~00~~	~~L~~		~~3500~~
99 33	098000	LYNNWAY TOWERS TRUST	636	14	749	21	00	L		100
100 31	~~098001~~	~~LYNNWAY TOWERS TRUST~~	~~64199~~	~~14~~	~~749~~	~~20~~	~~00~~	~~L~~		~~12420~~
102 96	103145	MASS. ELECTRIC CO.	205497 ~~3188~~	33	752	04	00	I	1719950	1719950
103 153	113380	JAMES S. MUNRO	59463	85	755	05	00	I	205000	71360
125	~~115801~~	~~NEW ENGLAND POWER CO~~	~~945859~~	~~85~~	~~752~~	~~10~~	~~00~~	~~L~~		~~283760~~
155	115802	NEW ENGLAND POWER CO	129841	85	752	09	00	L		38950
126	115803	NEW ENGLAND POWER CO	1682844	85	752	11	00	L		504850
127	~~115804~~	~~NEW ENGLAND POWER CO~~	~~111746~~	~~85~~	~~752~~	~~08~~	~~00~~	~~L~~		~~33520~~
75 78	118115	NO. AMERICAN PHILLIP	208075	20	749	57	00	I	3199140	104040
76 77	118116	NO. AMERICAN PHILLIP	553163	20	749	53	00	L		55380
79 80	~~118117~~	~~NO. AMERICAN PHILLIP~~	~~98434~~	~~20~~	~~749~~	~~52~~	~~00~~	~~I~~	~~70240~~	~~93510~~
81	118118	NO. AMERICAN PHILLIP	20675	20	749	54	00	I	47790	29210
82	118119	NO. AMERICAN PHILLIP	20167	20	749	55	00	I	48100	29210
~~83~~	~~118120~~	~~NO. AMERICAN PHILLIP~~	~~20801~~	~~20~~	~~749~~	~~56~~	~~00~~	~~I~~	~~45230~~	~~29320~~
84	118121	NO. AMERICAN PHILLIP	140319	34	750	01	00	I	716680	129740
26	128160	MICHAEL POMAKIS	1466	14	749	15	00	L		1000
~~145~~	~~135633~~	~~ROBERT LAST CORP~~	~~20000~~	~~85~~	~~755~~	~~09~~	~~00~~	~~I~~	~~81990~~	~~24000~~
144	137841	ROSE MARY TRUST	20000	85	755	08	00	C	179120	24000
143	137846	ROSE MARY TRUST	19463	85	755	07	00	L	1610	23360
~~115~~	~~138829~~	~~RUBBER & PLASTIC CO. 18/30~~	~~6359~~	~~24~~	~~753~~	~~06~~	~~00~~	~~I~~	~~50360~~	~~22160~~
116	138834	RUBBER & PLASTIC CO.	12131	24	753	09	00	L	1530	31930
161	142067	PAUL SCANGAS	5478	85	756	02	00	L		18060
~~170~~	~~142905~~	~~SEA CREST CADDILAC~~	~~177012~~	~~85~~	~~758~~	~~06~~	~~00~~	~~L~~	~~55760~~	~~133650~~
110	143187	NORA L. SEGALL	12159	24	753	01	00	C	5940	43270
34	143195	NORA A. SEGALL	29838	14	749	23	00	L		27030
~~35~~	~~143197~~	~~NORA A. SEGALL~~	~~36366~~	~~14~~	~~749~~	~~71~~	~~00~~	~~L~~		~~10910~~
87, 86	147855	DAVID SMITH CO. 55471	~~41663~~	~~34~~	~~751~~	~~03~~	~~00~~	~~I~~	~~296710~~	~~48410~~
147	149127	MILTON SOLOMAN	7876	85	755	11	00	L		9450
~~146~~	~~149128~~	~~MILTON SOLOMAN~~	~~20000~~	~~85~~	~~755~~	~~10~~	~~00~~	~~L~~		~~24000~~
60	152277	BENJAMINE STONE	11883	20	749	40	00	I	25660	25790
61	152278	BENJAMINE STONE	1520	20	749	41	00	L		1520
~~16~~	~~161771~~	~~VOLUNTEER YACHT CLUB~~	~~92227~~	~~14~~	~~749~~	~~91~~	~~00~~	~~C~~	~~30160~~	~~19850~~
17	161772	VOLUNTEER YACHT CLUB	34770	14	749	90	00	L		10430
165	164548	WEST LYNN CREAMERY	2924	85	756	05	00	L		3510
~~159~~	~~164549~~	~~WEST LYNN CREAMERY~~	~~31567~~	~~85~~	~~756~~	~~09~~	~~00~~	~~C~~	~~224760~~	~~47350~~
162	164550	WEST LYNN CREAMERY	20092	85	756	10	00	C		30140
164	164551	WEST LYNN CREAMERY	44382	85	756	04	00	C	154080	66570
~~158~~	~~164552~~	~~WEST LYNN CREAMERY~~	~~18019~~	~~85~~	~~756~~	~~08~~	~~00~~	~~C~~		~~21620~~
156	164553	WEST LYNN CREAMERY	46738	85	756	06	00	L	31880	56090
157	164558	WEST LYNN CREAMERY	43814							
~~117~~	~~168668~~	~~ANNA YAROWSKI~~	~~7522~~	~~24~~	~~753~~	~~10~~	~~00~~	~~C~~	~~28140~~	~~23400~~
43	169660	ZIGELBAUM TRUST	63499	14	749	67	00	L		12700
50	900890									
~~108~~	~~900990~~	~~CITY OF LYNN~~	~~148,373~~							
92	901110	CITY	48,195							
133	901300	CITY	51,451							
~~93~~	~~901302~~		~~44,265~~							

LYNN, MASSACHUSETTS

HARBOR SURVEY

PCL	ACCT NO.	OWNER	LAND AREA	**LOCATION** PL BLK LT SB TYP	********** VALUE * BUILDING	LAND
~~093~~	~~901382~~	~~CITY~~	~~44,765~~			
160	902370	CITY	6251			
~~163~~	~~902660~~	~~CITY OF LYNN~~	~~5834~~			
136	902730	CITY	3445			
149	902740	CITY	5876			
~~172~~	~~902750~~	~~LYNNWAY REALTY TRUST~~	~~5807~~			
171	902760	CITY	4066			

HARBOR DEVELOPMENT INFORMATION BASE

An important step in the assessment of development opportunity for Lynn Harbor is the gathering of relevant information about the land utilization and economics of potential development options. Only with such basic information will it be possible to analyze the fit between existing land and community resources and what resources these types of developments demand. The second important part of the relevant information are market demand analyses. The combination of both of these information areas will enable the evaluation of, first, what development directions are feasible from a land-space perspective and second, what options out of that group are feasible from a current and future market demand perspective. To this group of options can then be applied community values and desires for specific types of development or public use.

Of the entire range of development options and land uses, there must be some focus for analysis. One method of guiding the choice of waterfront uses to be analyzed is a hierarchy derived from the fundamental relationship between use and water. This priority list comes from the New England River Basins Commission's Urban Waters Special Study, prepared by Skidmore, Owings, and Merrill and others in 1975.

1. Water-dependent Uses: uses which require direct land-water interface.
   - port facilities and shipping
   - fishing, fish processing, boat yards, etc.
   - public access for water related recreation
   - irreplaceable freshwater and estuarine salt marshes, flood plains and wildlife refuges.
2. Water-using Uses: uses which require large volumes of water for industrial purposes or which make some use of water transportation but do not require direct waterfront interface
   - port storage of bulk fuel such as oil and gas
   - energy plants
   - sewage treatment plants
   - industry receiving or exporting material via water transportation

3. Complementary Uses: uses which draw on and positively influence urban waterfront quality and may be planned so as not to conflict with water dependent uses
   - commerical activities - fish markets, restaurants, retail stores
   - housing, if it provides or improves public access to and along the water's edge
   - scenic viewpoints and recreational open space
   - education oriented institutions
   - transportation that services higher priority uses
4. Low Priority Uses: uses that neither require nor complement water dependent uses and whose effect on scarce waterfront resources is neutral or detrimental. Their waterfront location has been determined by non-water-related economic factors such as good transportation and site access, cheap land, etc.
   - non-conforming industry and commercial uses such as automative sales lots, gasoline stations, junk yards
   - general store facilities
   - railroads or expressways that isolate large stretches of urban water frontage

For Lynn, development options chosen for analysis are primarily from the water-dependent use category and the complementary use category. Of water dependent uses minor port and shipping facilities related to offshore oil development, commercial fishing, fish processing and recreation marinas have been chosen to be explored. The water-using category does not offer much fertile ground for analysis because these uses already have large land holdings on the waterfront. However, general industrial waterfront requirements for General Electric, Boston Gas, New England Power Co., and any other existing industry should be documented. In the complementary use category, housing, motels and restaurants are to be analyzed. Of these development options a report is complete on port facilities related to offshore oil development, recreation marinas, and housing development (See appendix information). Considerable information has been collected on the other areas

but is not in report form yet. Market analyses on these selected options should also be begun as soon as possible.

EXISTING HARBOR USE

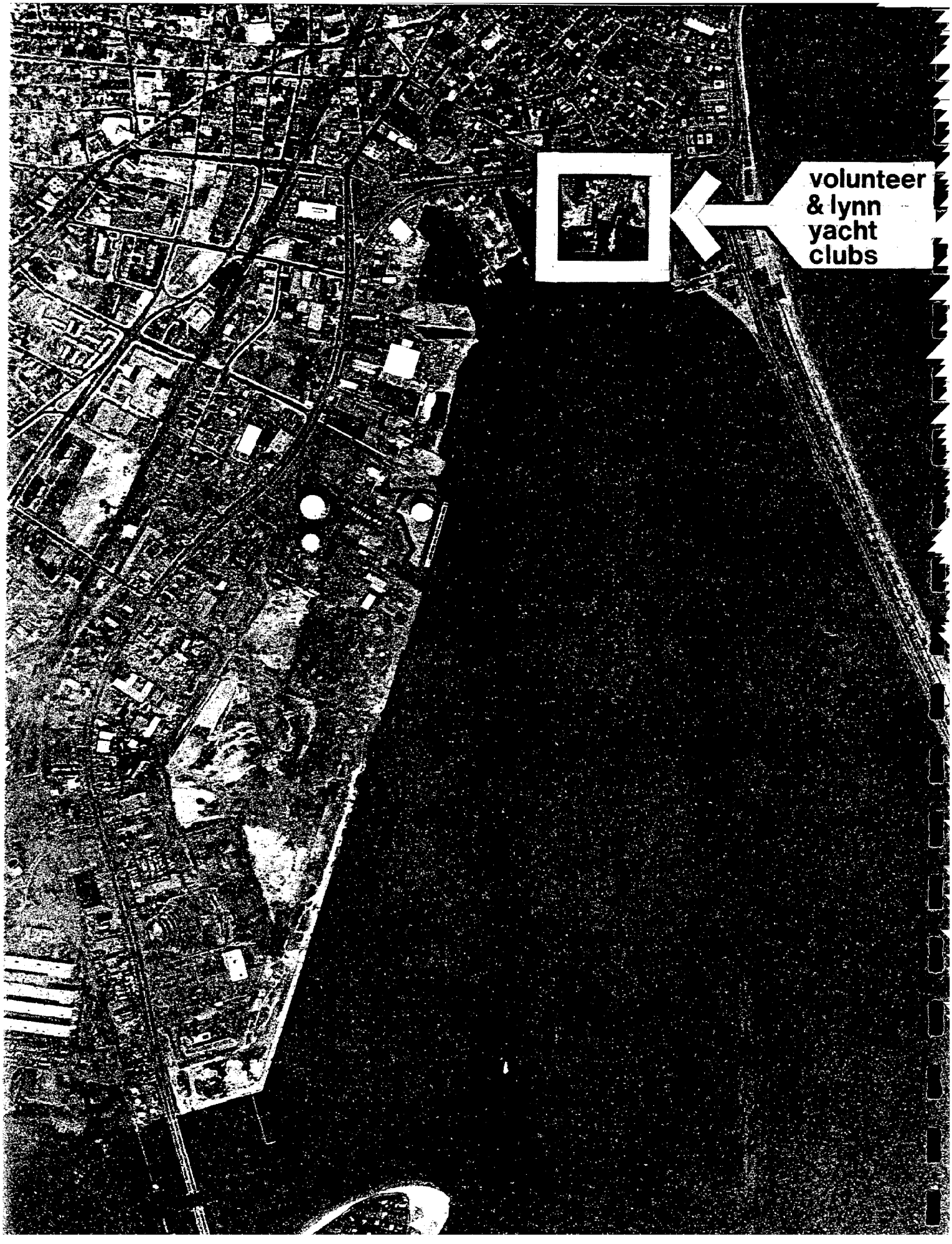
The following summary descriptions of activities in the harbor study area are not meant to be exhaustive of all harbor uses. Instead these summaries attempt to begin the documentation of major uses in the harbor and only represent those uses about which some information has been gathered. Remaining to be documented is information about existing active industry on the harbor, major strip commercial operations and additional information on listed activities. In addition to existing activities, future plans and potentials are noted for particular parcels if known and if they aid in understanding the current harbor condition.

#1
ocean
shores
drive

#1 OCEAN SHORES DRIVE (parcels #1-15) - Owned by Lynnway Towers Trust

This multifamily housing development has had a difficult history. Originally proposed in 1968 as 21 stories of condominium units with adjacent townhouses, enclosed shopping area, etc., it has been redesigned several times. In 1971 it was three towers of 15 stories each over three levels of parking garage, later that same year two towers of 20 stories each. In 1972 it became a one building concept starting at 15 stories and ending at present with 10 stories of apartment units. A marina of about 100 to 200 boat slips or shared marina space with the Volunteer Yacht Club has always been considered as a later part of the development. Favorable real estate financial analyses were completed in 1973 and 1974.

Construction was started in 1975 but halted when permanent financing became unobtainable. The current project is for 9 floors of 1, 2, and 3 bedroom apartments, (20 units per floor = 180 units total) and one ground floor of leasable office space (approximately 20,000 square feet). The units have full amenities and a swimming pool is planned. Surface parking for approximately 300 cars is planned. Architects are Design Alliance of Boston. The project has received city permit approvals but no final review from state overview offices such as coastal zone management. Developers are currently finalizing FHA 221 (d) (4) mortgage insurance (not rent subsidy) program approvals which they hope will make financing available to them this fall, 1976. Potential eighteen month construction period could begin in spring 1977. Projected market rate rents are in the range of $250 for an efficiency apartment to $550 for a three bedroom apartment.


volunteer
& lynn
yacht
clubs

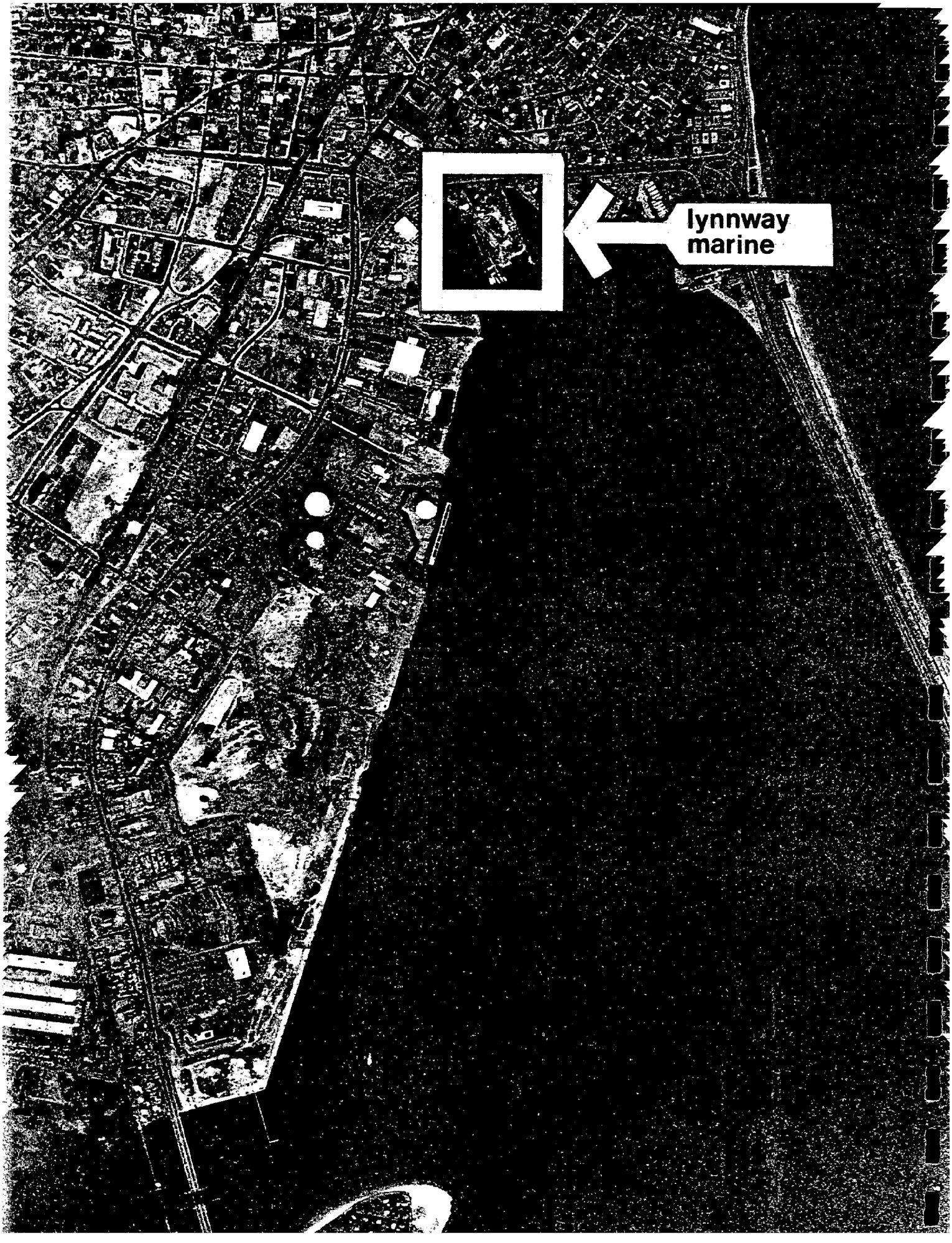
VOLUNTEER YACHT CLUB (Parcels 16,17) -- owned by the Club

One of two private yacht clubs in the harbor. The club has no permanent slips but instead rents approximately 28 tie ups on its floats on a nightly basis of $2.00 each. Members operate principally power craft, 95+% (there are only 6-8 sail boats total), of an average length of 28 feet to 36 feet long, although there are one or two 50 foot boats as well. Mooring for these craft occurs at mooring hook-ups in the water over the 92,227 square feet of tidal flats (parcel 16) owned by the club. There is no charge for these moorings. Shore facilities include a winch house and rollers for boat removal, a clubhouse and bar. There are no boat repair facilities and no food facilities. The site is also used for open boat storage during the winter.

LYNN YACHT CLUB (Parcels 24, 21, 22, 23) -- owned by the Club

The Lynn Yacht Club is the other private yacht club in Lynn Harbor. The club maintains approximately 90 slips which are occupied principally by powered craft in the 20' to 50' category. Dockside gasoline is available.

Shoreside facilities include a clubhouse and the site is used for open boat storage during winter months.


lynnway
marine

THE LYNNWAY MARINE (parcels 46, 51, 52, 44, 45, 49, 48) --Owned by Joseph Della Porta and Gladys Realty Trust

The Lynnway Marine is located on a large man-made peninsula. The land mass of the peninsula extends from the Lynnway to the vicinity of the federal turning basin. All together the total land area of the peninsula is about five acres.

Creation of the peninsula by filling began in the late 1960's. It is not believed that the fill material has been of high quality. The fill has a history of an internal combustion fire.

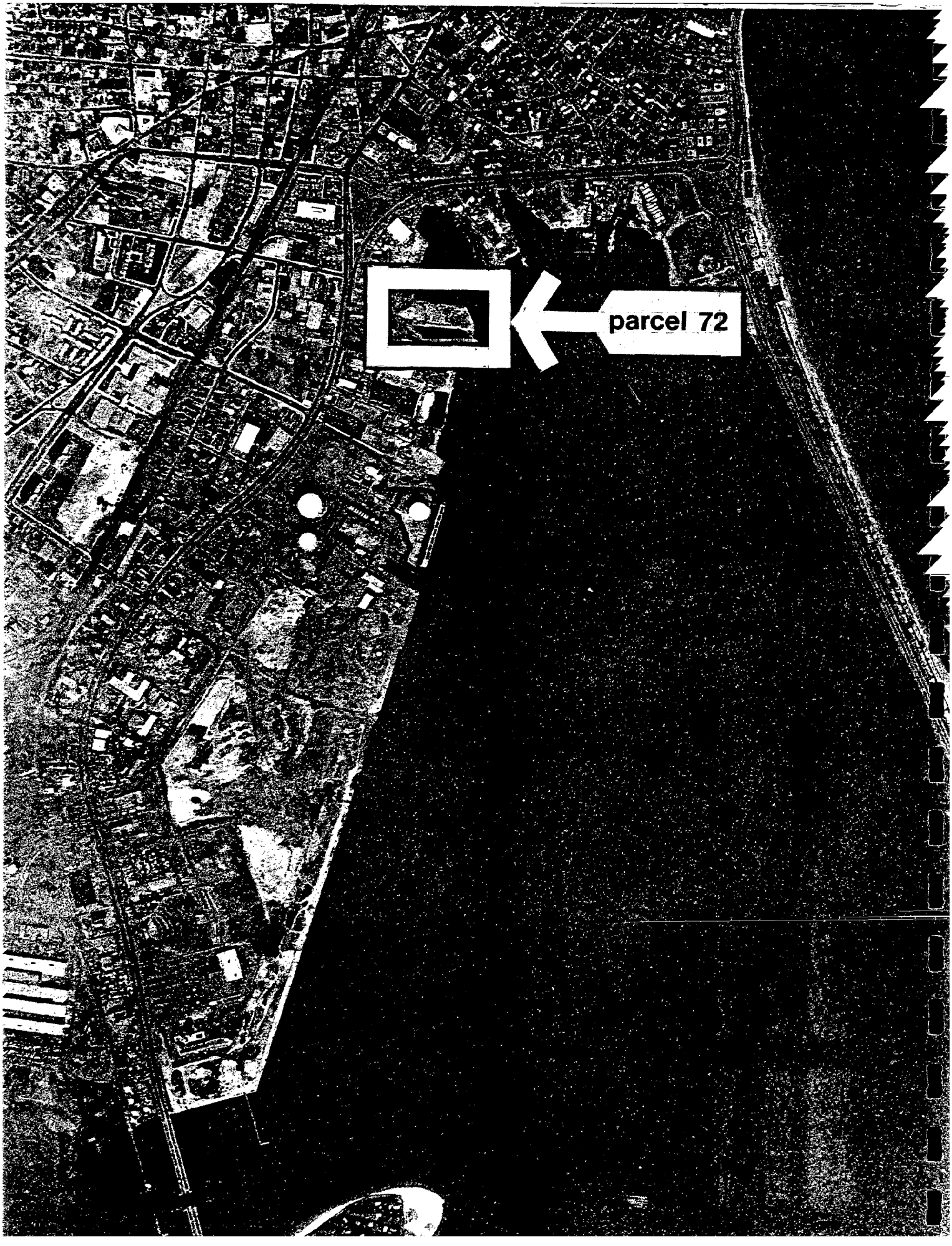
The peninsula occupies a pivotal central location in the northern end of Lynn Harbor. Becuase of its size, the land visually dominates the harbor for several hundred feet to the north and south. The land mass is also the last link between the recreationally oriented northern end of the Harbor and the industrially oriented central and southern regions.

At present, the peninsula is only lightly developed with two small buildings and a boat hoist. Much of the land is allocated for parking space during the boating season and open storage during the off-season.

The marina has 73 slips which are rented for pleasure boats, party boats and professional fishing boats. The docks are partially located on municipally owned water flats which border the peninsula on the west. No charge is currently levied for the use of this municipal property by the Lynnway Marine.

The East-West Trading Company, a small tuna processing and transportation firm, is also located on the peninsula.

Future plans include investigation of increasing commercial use of these parcels.

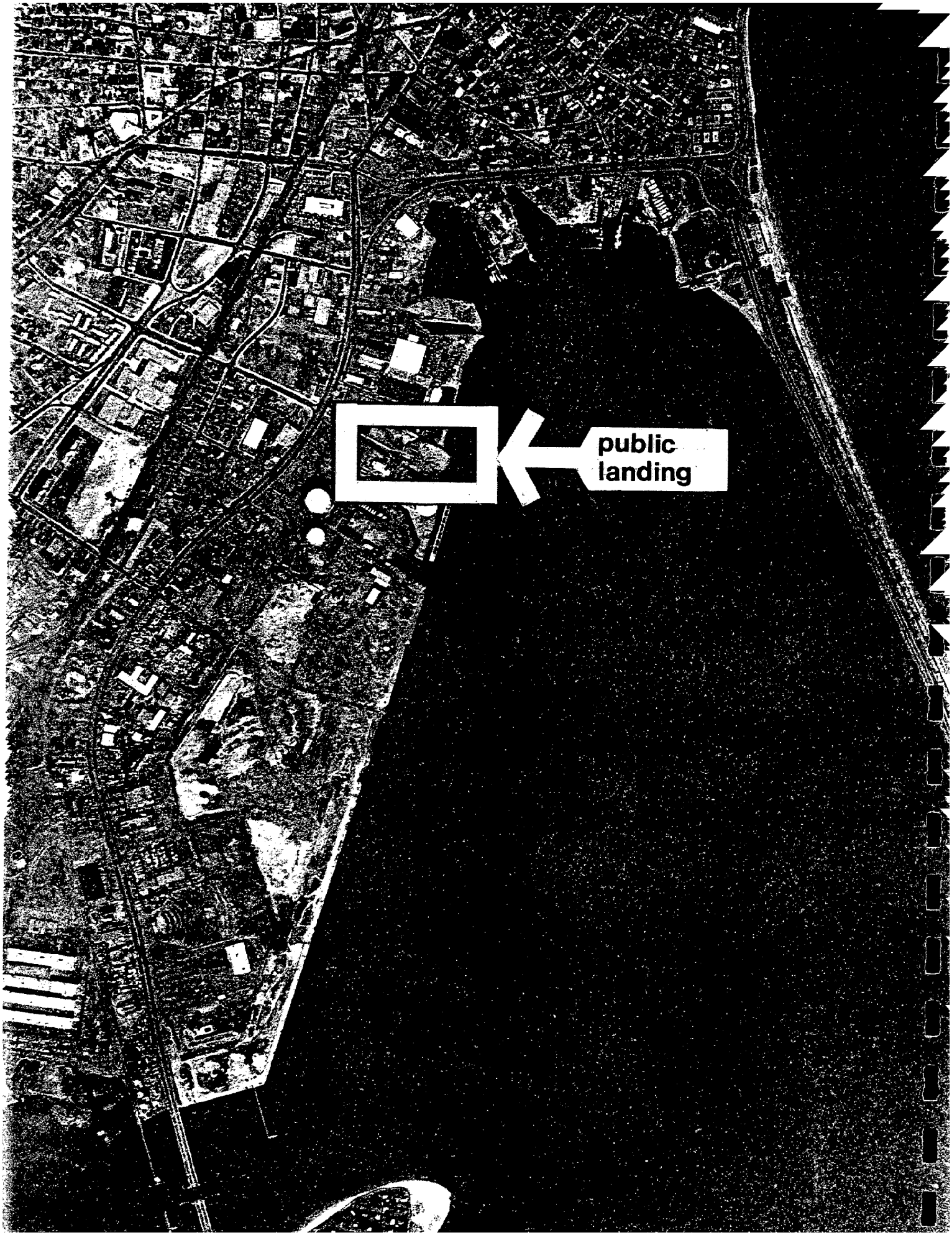

parcel 72

PARCEL 72 -- owned by Clifford Realty Trust

Parcel 72 is a vacant 96,150 square foot (2.21 acre) parcel in a very prime location in the harbor. This parcel was originally a lumber pier before being filled in (with solid fill) since 1970. Currently the site is used for storage of granite and concrete chunks. The site lacks good access to the Lynnway, however if parcels between parcel 72 and the Lynnway were acquired not only would good access be obtained but the total acreage would be increased to 3.92 acres and the site could become industrially usable.

The site is unique because its narrow water edge boarders almost directly on the federal turning basin creating enormous potential for the dock or wharf facilities required by a water dependent industry. In addition, the site, along with the Lynnway Marine site (parcel 48,51), creates almost a natural protected small boat marina harbor out of tidal flat parcels 63 and 55. Were these flats dredged some, parcel 72 could become the land base for a significant marina development.

Parcel 72 is a prime developable site, not to be overlooked.

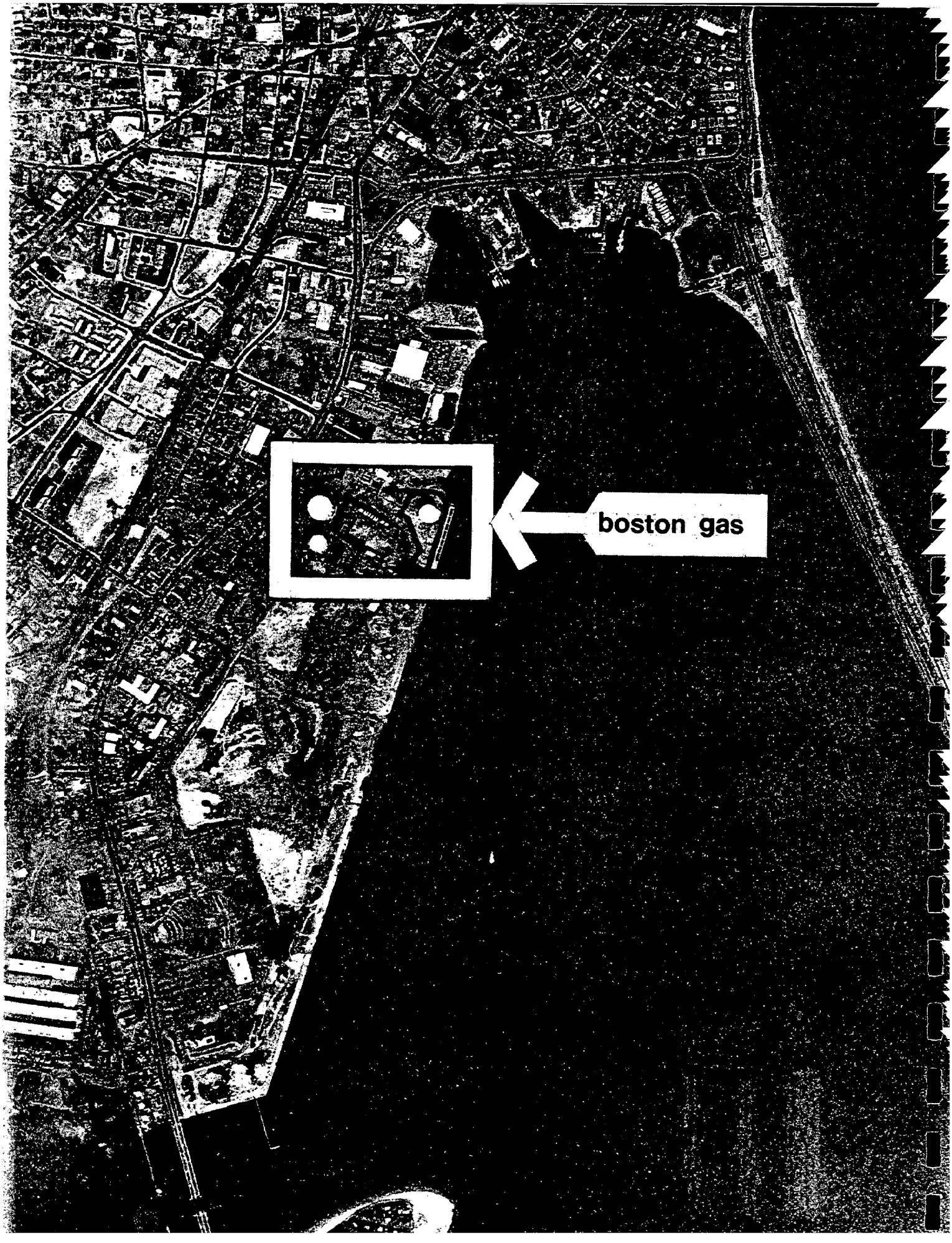

public
landing

PUBLIC LANDING (Parcels 91-93) -- owned by the City of Lynn

These parcels taken by eminent domain in October 1971, provide the only direct public access to the harbor in Lynn. (There is an MDC asphalt boat ramp in Nahant on the north end of the harbor and a small, poorly maintained public park and beach on the Saugus River at the "Little River" inlet.) Parcel 92 has been filled substantially with solid fill to lift it above high water. The site currently contains a bituminous 30' x 135' boat launching ramp, six anchored floats for boat tie up and open space for parking. A stone dike is being constructed along the water edge of the property. There is between 200 and 300 feet of water directly in front of this property that is between 16 to 20 feet deep at mean low water.

Future plans for the 92,410 square feet (2.12 acres) of upland include a small municipal marine service building and increased boat/auto parking. However, the site location on a city street with in place services, in close proximity to 4.89 acres of vacant urban renewal land across the Lynnway, and with deep water adjacent, creates the potential for a more intense commercial use of the site than is currently planned. Even with an increased level of development public recreation boating access should be maintained.

The detailed feasibility of a municipal wharf or pier across the front of this property should be investigated. Whether the first part of a larger long term master plan for wharf and pier development in the harbor or complete unto itself, a wharf on this public property could help generate development activity and provide for a now nonexistant resource in the harbor.


boston gas

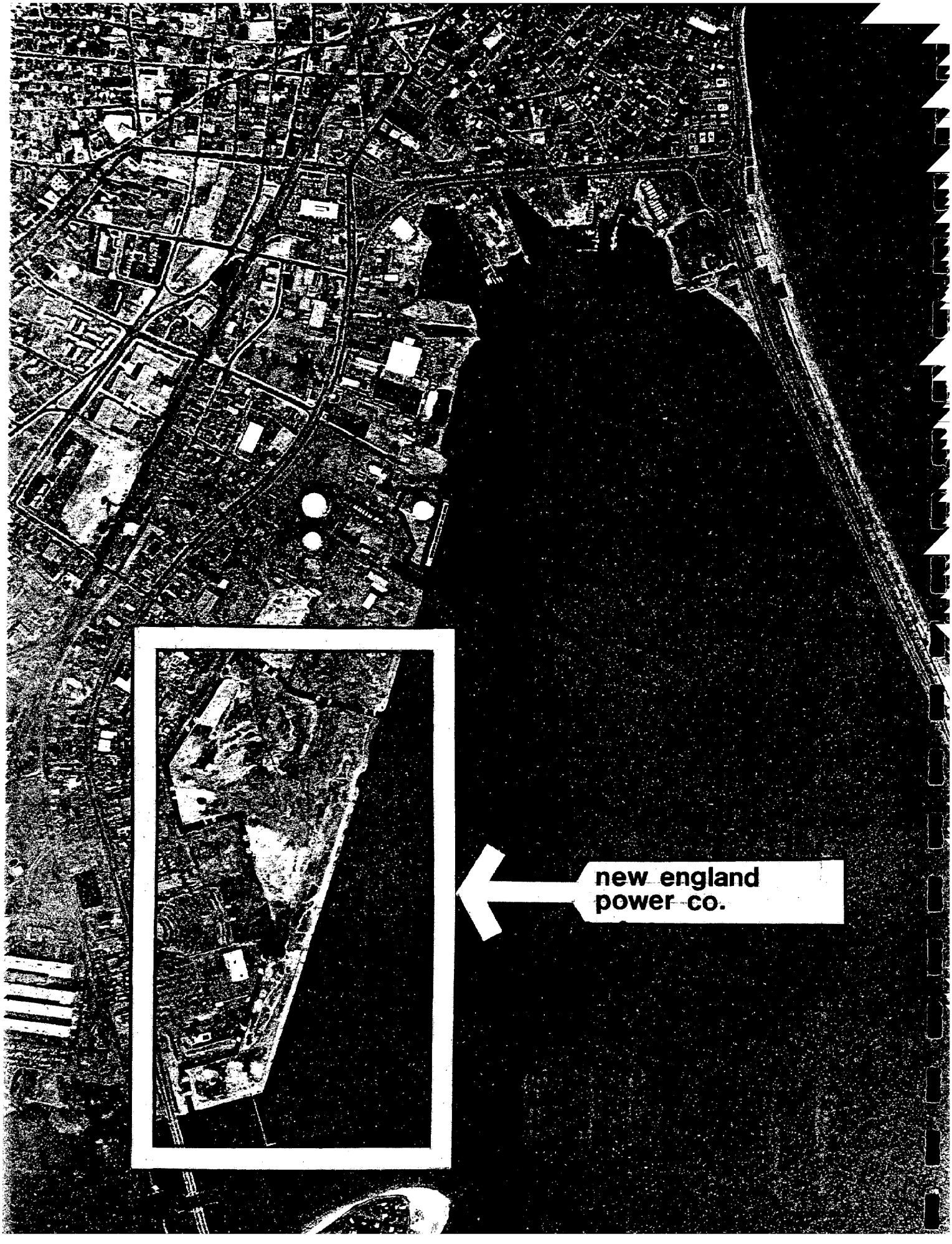
BOSTON GAS (Parcels 97, 98, 101) -- owned by Boston Gas

This property is used primarily for the storage of vaporized natural gas and the manufacture and storage of liquified natural gas. Vaporized natural gas is stored in two large low pressure "gas holder" tanks visible from the Lynnway -- one at 5 million cubic feet and one at 2 million cubic feet. These tanks are supplied by pipelines from the Boston Gas distribution system.

Liquified natural gas is stored in a 290,000 bbl. white tank near the water. This tank is supplied either from on-site manufacture of LNG or by tanker trucks (11,000 gal type) in the approximate frequency range of 300 to 400 trucks per heating season or 2 to 5 per day depending on gas demands.

Buildings on the site include a control and compressor building and the site supports seven full time employees.

The major harbor facility on the site is a 40 foot wide by 525 foot long timber wharf with a 6 to 8 inch concrete bearing surface on top. This wharf was used originally for the delivery of coal and oil by 375 foot long and 7,000 ton capacity ships to the former Lynn Gas and Electric plant (used as fuel in the production of electricity). The municipal channel was dredged to 26 feet deep along side this wharf to provide a slip for ship berthing. The wharf originally carried two movable electric cranes. Because of energy changes and the construction of the LNG tank and earth dike the wharf is no longer commercially used, but is kept open for public fishing.


new england
power co.

NEW ENGLAND POWER COMPANY (Parcels 125,126,127)

The existing use of this 2,740,449 square foot (62.9 acre) tract is limited to city sanitary land fill (now about thirty feet above surrounding land elevations) and a semi-developed public recreation area (underneath power transmission lines) along the timber bulkhead from the Lynnway to about 1400 feet north of the MDC fishing pier toward the inner harbor. This land was purchased from the city in 1960 for $100,000 and $700 in lieu of 1960 taxes, for the purpose of constructing a $40 million power plant on the site in the "indefinite future" (5 to 15 years). A waterfront location was required to provide for coal and oil delivery by barge.[1] All of this proprety was originally created by filling tidal flats to create industrial development land in 1927.

The New England Power Co. built the proposed power plant in Salem instead of Lynn. They are holding this land as future power system expansion land, and have no desire to sell the land for any purpose, although they are willing to have it used on a temporary interim basis (hence the city land fill). If they were to build an expansion power facility in Lynn (the decision is dependent upon already proposed regional nuclear plants elsewhere, energy demand growth, etc.),they could be thinking of a fossil fuel (gas and oil) generating plant, no earlier than the late 1980s. This type of facility could have its fuel delivered by pipeline from Salem or Boston or by 60,000 barrel capacity ocean barges or tankers, and would be sited on the existing city land fill area generally.

The public recreation area along the bulkhead (parking areas, picnic tables, bar-b-q grates, portable toilets) is used primarily for fishing, for access to the MDC fishing pier, and for access to the tidal flats below for shellfish gathering. The MDC reported a 1974 attendance in the whole area of 65,600 people. The area is only rough graded (to prevent high speed auto games) and minimally maintained (because of the high vandalism of picnic tables and toilets, junked cars, etc.). New England Power Company

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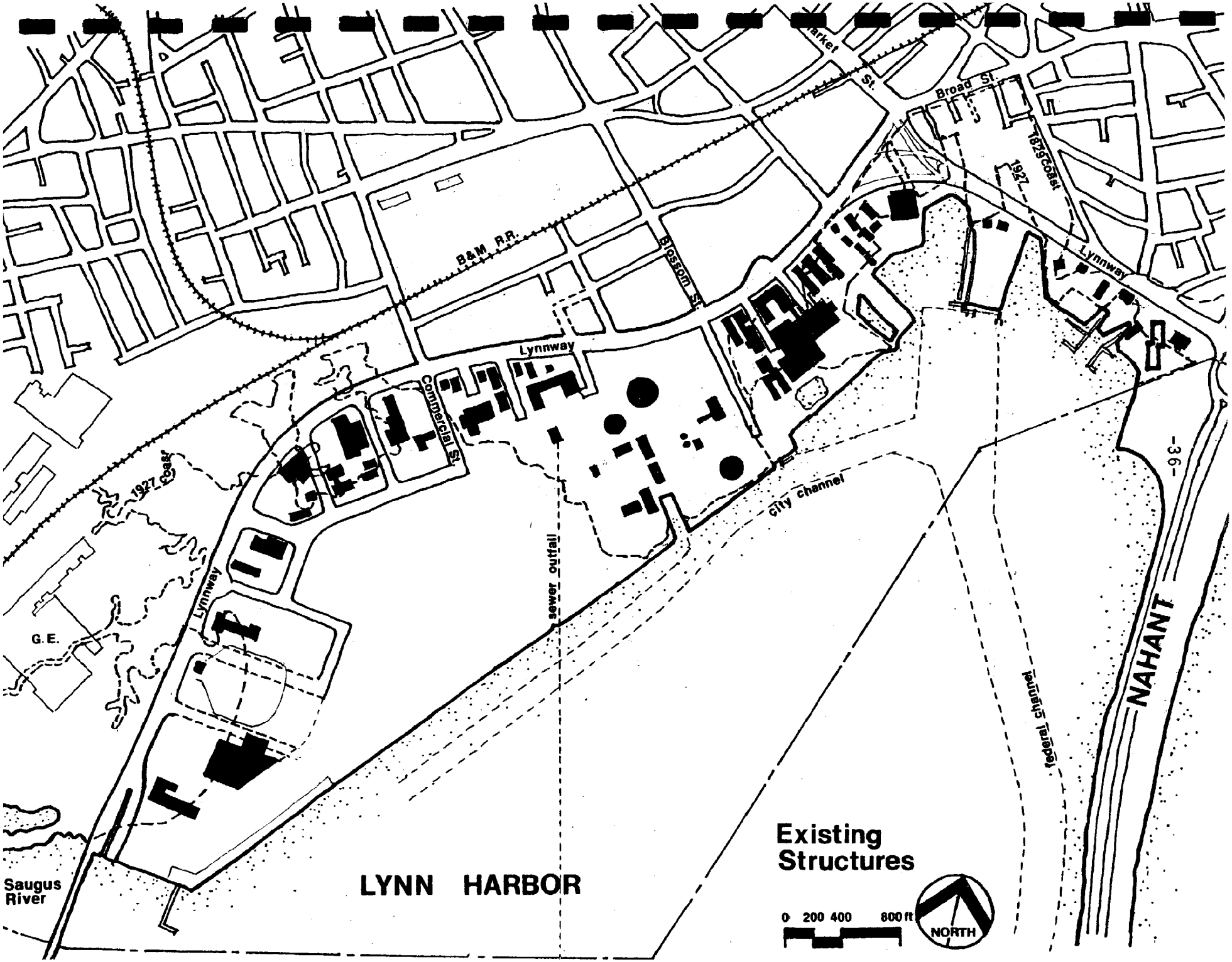
[1]Richard Vitali, Lynn Harbor Study, 1971, p. 82

generally tries to create recreation areas beneath its transmission lines and believes this multi use is positive. They have also been approached by the Metropolitan Area Planning Council about upgrading this Lynn area into a "model" recreation area with board walk, concession stands, landscaping improved parking, etc. What is necessary for improved mainteance or improved development of this area, however, would be increased city police surveillance and patrol of the area.

The bulkhead is in good condition generally with the exception of one small rotted area causing sea erosion of the fill area behind it.


Parker St.
Broad St.
1825 coast
1927 coast
B&M R.R.
Blossom St.
Lynnway
Commercial St.
1927 coast
Lynnway
sewer outfall
City channel
-36-
Federal Channel
NAHANT
G.E.
Saugus River
LYNN HARBOR
Existing Structures
0 200 400 800 ft
NORTH

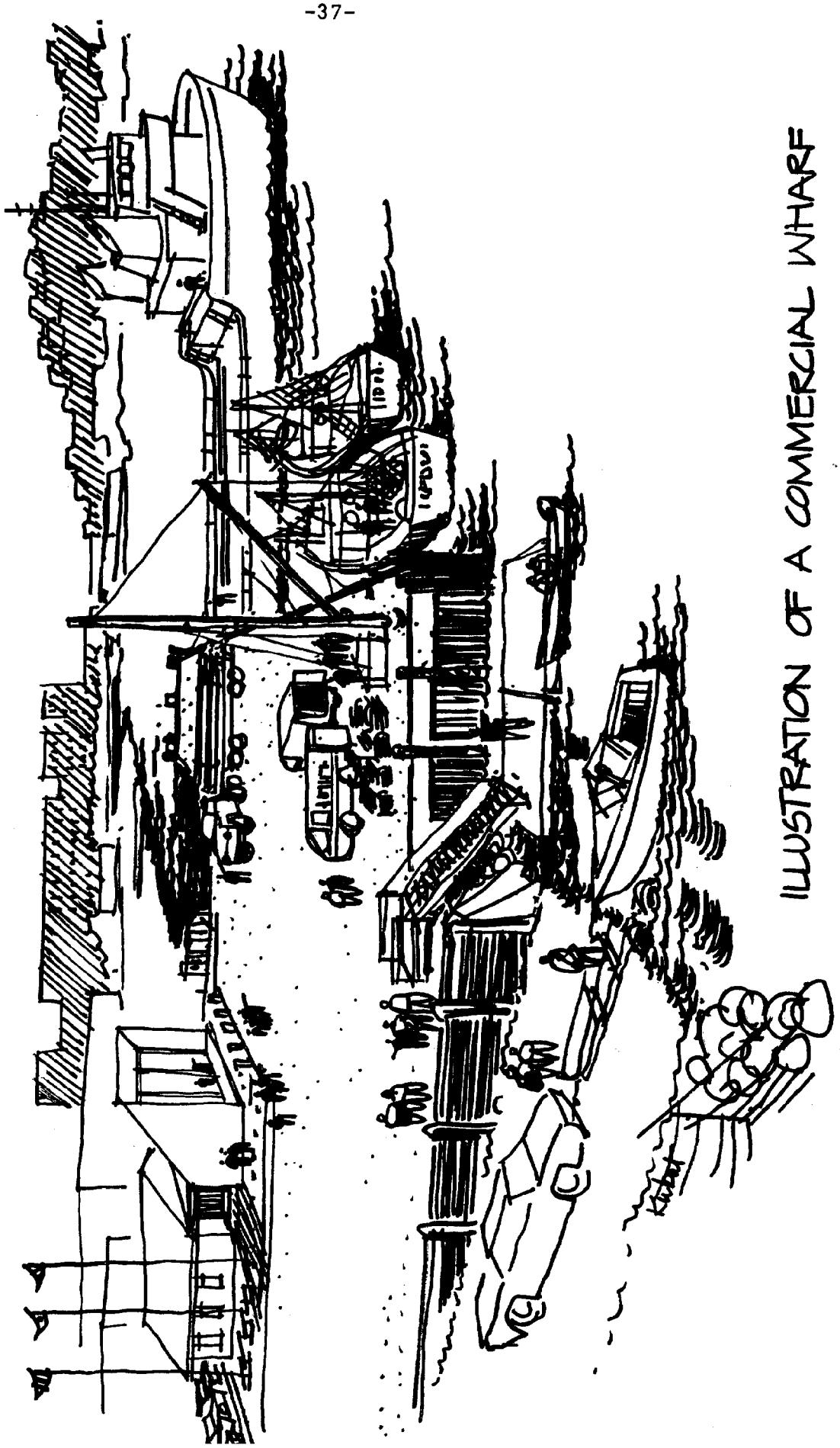


ILLUSTRATION OF A COMMERCIAL WHARF

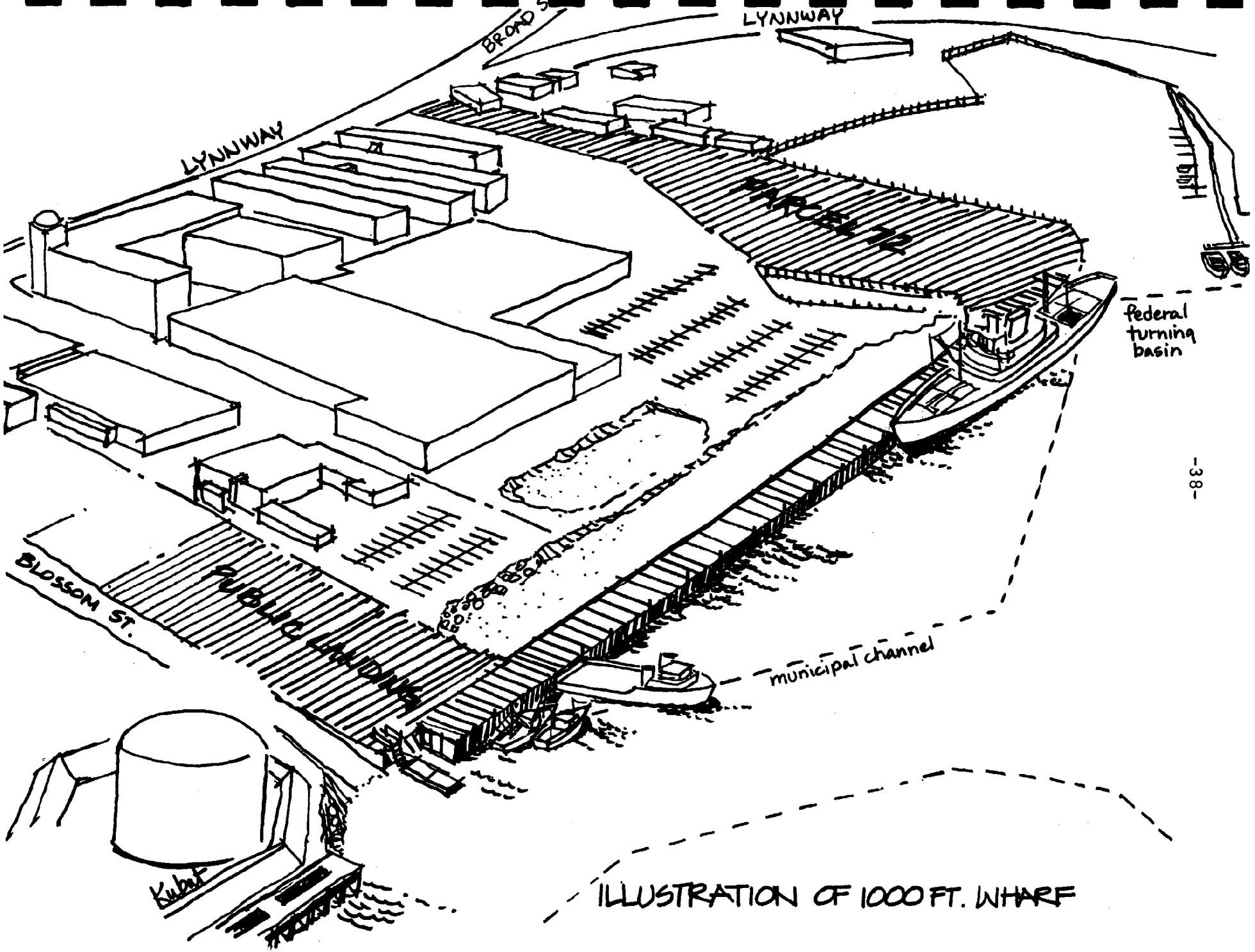


ILLUSTRATION OF 1000 FT. WHARF

OVERALL WORK PROGRAM

A. Establish harbor data base

Objective: Centrally locate descriptive harbor information as an aid to development evaluation, plan making, decision making, and public participation.

Description: Review of existing situation to show implications and constraints

Major tasks:
1. Computerize all harbor land and use information
2. Land use survey and map of building conditions
3. Completion of ownership, assessment and tax information
4. Listing of recent land sales in harbor area
5. Survey of vacant leaseable space on harbor
6. Construct base map (1"=200' and 1"=50')
7. Acquire aerial photograph of area (1"=200')
8. Complete a slide show description of existing use of harbor and general potentials.

B. Establish development information base

Objective: Research information needed for plan making, development evaluation, decision making and public participation. Information also needed for evaluation of impacts of future uses and to determine a desireable mix of uses for the present and the future.

Description: Basic information on land utilization and economics of possible harbor uses

Major tasks:
1. Complete information working papers on the following subjects:
   a. On shore development related to offshore oil and gas development. (completed)
   b. Recreation boating marinas (completed)
   c. Harbor housing development (completed)
   d. Fish processing industry
   e. Commercial fishing/shellfishing

f. Commercial Uses - Motels/Restaurants

g. Industrial requirements (G.E., N.E. Power Co., Gas Utility, etc.)

2. Complete market demand studies for specific uses such as a marina
3. Complete associated information gathering
   i.e. dredging requirements, limitations, processes; public pier facility requirements and permit process.
4. Initiate water depth and water quality survey

C. Expansion of public participation in harbor zone development

Objective:

1. To solicit broad public support for harbor development programs
2. To aid elected officials in surfacing community attitudes and priorities for development
3. To re-establish community identity with and pride in the harbor
4. To structure a dialogue among citizens, businessmen, civic organizations and elected representatives in order to develop consensus around the approval or implementation of specific harbor proposals
5. To keep residents and businessmen informed about what is proposed for the harbor.

Description

Participation can be structured through an existing city department or through a more independent Harbor Development Committee/Task Force appointed by the mayor or council under the Sponsorship of the Planning Dept, Industrial Commission, Port Authority, Community Development Dept, or even the Chamber of Commerce.

Major tasks:

1. Organize extensive media coverage of harbor activities
2. Organize a harbor development workshop attended by land owners, businessmen, citizens, city officials, etc. to begin a continuing dialogue about the harbor's future
3. Organize an on-going public forum (possibly the city council mtg.) to inform the general community about harbor development efforts and to invite community interaction with the development process
4. Utilize school programs and projects to focus attention on the harbor eg. video tape reports, slide shows, pollution impact projects, harbor histories, sea life reports, clean-up campaigns, and a marine sciences program in the vocational high school.

   Solicit MIT Sea Grant cooperation for these programs
5. Hold small information meetings with interested citizens groups.

D. Synthesize harbor data and information papers into development policy

Objective: Develop a short range and long range city policy toward harbor development that can guide present actions and decisions and can help evaluate future proposals.

Description: Analyze the fit between Lynn harbor resources/ constraints and development requirements/ opportunities. The following elements are useful in analyzing this fit:

- issues raised by community participation
- predicted needs for activities and space from information papers
- intrinsic suitabilities of harbor land
- value criteria for selection of uses

physical concepts possible based on the above elements

Major tasks:
1. Information gathering and discussion through some form of participation
2. Technical analysis of detailed information
3. Testing conclusion of technical analyses with community groups and elected officials
4. Combining technical analysis and concept formation with community issues and values into recognized public policy

E. Short range implementation of improvement and development ideas

Objective: To improve the immediate visual image of the harbor for both resident and potential developer

Description:
1. Get white Boston Gas tank painted with appropriate harbor symbol
2. Get improvements in New England Power Co. park area near MDC pier
3. Get an interum undeveloped public park established - grass area with picnic benches and boat pennants at north end of harbor
4. Get developers to put up attractive signs announcing their proposed improvements

Major tasks:
1. Movie of views of gas tank
2. Negotiations with Lynn police dept. to help patrol park area near MDC pier
3. Sponsor local contest to develop harbor symbol
4. Negotiations with owners of unused overgrown land for temporary park, negotiation with neighborhood park department
5. Negotiations with known developers

F. Long range implementation of development policy

Objective: To increase the number of jobs and property tax income from the harbor area. To realize the potential harbor as a unique limited resource and use it as a stepping stone in the revitalization of downtown Lynn.

Description: Coordinate the programming, design and construction of public projects. Seek out and coordinate the work of selected private developers

Major tasks:

1. Illustrative schematic concepts of development - eg. development prospectus.
2. Define and implement development controls - eg. harbor district zoning, special bonuses, bulk and view controls.
3. Define specific programs for action -
   eg. campaign to attract the oil industry,
   promotional package for Lynn in general
4. Seek project funding - eg. bonuses to private developers in exchange for public amenities, federal program grant applications, state appropriations.
5. Negotiations with private developers
6. Improving communication channels with state and regional agencies

ANNOTATED BILIOGRAPHY

1. Amsler and Hagenah, Architects, "Design Studies and Development Plan for Downtown Lynn," July 1974.
Maps, plans, sketches and an accompanying report analyzing downtown Lynn and fringe areas such as the north end of the harbor. Contains detailed plans for new Union Street Walkway Mall and concepts for transportation center, shopping mall and harbor development. Sees downtown and harbor development as stimulus for shoe loft building area development.

2. Brown, John and Associates, "Comprehensive Open Space and Recreation Plan,"
Lynn, Mass. Feb. 1973.
Includes a history of Lynn, history of recreation and parks, people and economy; inventory of existing recreation conditions; community survey of recreation needs; alternative open space concepts and a ten year program of implementation. One major finding concludes that water-based activities are the most popular forms of recreation for Lynn residents, and should be expanded.

3. Commonwealth of Massachusetts, "Preliminary and Final Reports of the Commission of the Investigation of Lynn Harbor", 1913. (Lynn Dept. of Public Works)

4. Department of Community Development, "Lynn, Mass. Commercial Survey," 1976.
Dunn and Bradstreet data categorizes all commercial activity into Standard Industrial Code groups and gives address, chief executive, year started, total employment, and gross sales for each firm. Shows that commercial activity in the harbor area (the water to the Lynnway) employs about 2,200 people and has about $76,500,000 in gross sales.

5. Department of Community Development, "Polk Survey 1974-75".
Updated census information by census tract-on population (77,892 total) household composition, residential structures, vacancy, vacant commercial units.

6. Gladstone Associates, "Development Potentials for Downtown Lynn, Mass. 1975-1990," July 1974.
A market study which includes future development potentials and issues, current market conditions, and demographic and economic conditions. Notes in its conclusions that an extensive waterfront can "serve as the locus of residential and recreation development" and offers market potential for Lynn's self renewal

7. Housser, Blake F.,"Report to the Subcommittee of the Shelburne Industrial Commission on a Proposed Ferry Service between Shelburne N.S. and Lynn, Mass.," March 1976.
Reports a market for ferry service from Shelburne, indicating the potential of 54.8 trucks and 1,023,000 lbs of volume per week based on a survey of potential ferry service users.

8. Lynn Planning Department, " Economic Base Study", Nov. 1973.
Reports the economic characteristics of the population, and describes and compares the retailing, selected services, wholesale trade, manufacturing and other employment sectors to the state and surrounding communities over a 20 year period 1950-1970. Outlines 4 major economic goals:
1 - create new manufacturing jobs to replace the 400 lost annually.
2 - create jobs especially for service workers, clerical workers and construction workers who leave Lynn to work (large scale multi block commercial development)
3 - recapture sales dollars through construction of modern facilities in downtown
4 - specific action housing programs are required to maintain housing stock.

9. Lynn Planning Department, "Housing Study" January 1975.
Reports current housing supply, conditions, financial considerations and area considerations.

10. Lynn Planning Department, "Monthly Survey of Available Industrial Property," July 1975.
Complete description of available properties land and building space, including access, utilities, zoning, owner/contact, construction, age and other general description.

11. Lynn Planning Department, "Population Study", January 1975.
Includes general characteristics, distribution and density, population projection, and area migration. Concludes that the population decline of the past 25 years will stabilize and growth will resume when Lynn is able to offer a firm economic base and healthy municipal services.

12. Lynn Planning Department, "Social Characteristics", March 1975.
Includes descriptional statistics of public assistance, family income, unemployment, elderly population, black population, alcholism, drug abuse, juvenile delinquency, crime , and mental health. Also includes a compilation of agencies providing social services.

13. New England River Basins Commission, Southeastern New England Study of Water and Related Land Resources, Urban Waters Special Study, Prepared by Skidmore Owings and Merrill, January , 1975.
Completed as a part of Southeastern New England comprehensive planning, this study focuses on several cities and towns in order to analyze the physical, economic, ecological, legal and institutional issues related to urban waterfronts in the Southeastern region. Makes planning and management recommendations.

14. Massachusetts Profile of Lynn, Monograph.
Summary information and statistics (somewhat out of date) on housing, population, economic base, employment, municipal finance, transportation, utilities, and general information.

15. "Town Meeting 76", June 1975
Report of an all day bicentennial town meeting, including recommendations for action in areas of economics, politics and culture. Mentions the need to encourage middle and upper income people to live in Lynn and the need to resurrect the harbor and beach areas, the need to encourage businessmen to build in Lynn.

16. Raytheon Company "Lynn Hydrothermal Survey - Final Report", December 1972. (Submitted to New England Electric Co.)
Description of techniques and results of current and temperature monitoring, hydrographic profiles, bathymetric measurements and profile of harbor bottom and tide/wind measurements in the harbor area.

17. Raytheon Company, "New England Electric, Lynn Harbor - Nahant Bay Ecological Survey, Annual Report" December 1970-December 1971. Summarizes the physical, chemical, and biological results of tests in harbor area.

18. Raytheon Company, "New England Electric, Lynn Harbor - Nahant Bay Ecological Survey, Annual Report," January 1972-December 1972

19. Richard Vitali, "Lynn Harbor Study" 1971
A chronological history of the harbor through three major phases - development, major port and decline. Includes important information on colonial grants, legal ownership, congressional acts, harbor commissioners, filling, Lynn Port Authority, development of the Lynnway, etc.

20. U.S. House of Representatives, 64th Congress 1st Session Document No. 1358 1916 Report on Preliminary Examination of Lynn Harbor by U.S. Army Corps of Engineers. Includes freight traffic statistics and description of port facilities.

21. U.S. House of Representatives, 71st Congress 2nd Session, Report No. 1265 Referred to in U.S. River and Harbor Act of 1930, describes need for 25 ft. deep channel.

22. U.S. House of Representatives, 81st Congress, 2nd Session, Document No. 568. 1950 report by U.S. Army Corps. of Engineers, on a review of reports and a preliminary examination and survey of Lynn harbor. It is background information referred to in U.S. River and Harbor Act of 1954 authorizing expansion of federal turning basin. Includes map of federal channel projects in Lynn harbor.

RECENT STUDENT PAPERS RECEIVED BY LYNN DEPT. OF COMMUNITY DEVELOPMENT

1. Bloomer, Bogosian, Fogel and Mullen. "Tourism in Lynn, a proposed Avenue of Growth". March 1976.
2. Duhigg, Michael, "Financial Concerns of Small Business". December 1975.
3. Furci, Frank, "Industrial Development Incentives in Massachusetts, Reviewed and Proposed". November, 1975.
4. Stetkar, John and Carl Cerco. Initial Report, Lynn Harbor, 1976, M.I.T. May, 1976.

PRELIMINARY DEVELOPMENT STRATEGIES

COMMERCIAL

Strategy	Advantages	Disadvantages	Unknowns
1. Encourage marine related eating, drinking, & retail activities on shoreline (5,000 - 25,000 sq.ft.)	- Increase public awareness of harbor. - Encourage public use of harbor. - Increase tax return to city.	- Seasonal nature of harbor use. - Industrial zoning of harbor.	- Financing for small businesses. - Leasable space on shoreline.
2. Regional commercial development next to harbor.	- Create jobs. - Improve tax base. - Improve general waterfront environment. - Could be tied into MBTA in near future. - Could share parking facilities with MBTA.	- Possible damage to Lynn Business District. - Poor regional access currently.	- Demand. - Competition from other suburban malls & Lynn business district. - Developer interest. - Development financing.
3. Office development on shoreline or in economic development area (for a major tenant.)	- Views increase marketability of space. - Tax return. - Jobs for Lynn's large service sector population. - Potential lease of shoe loft bldgs. - MBTA station connections increases accessibility.	- New construction requires clearance of shoe loft bldgs. - Daytime activity only. - Attractiveness of area to a major tenant.	- Office market. - Height possibly restricted by zoning or soil conditions. - Financing for development. - Traffic generated.

COMMERCIAL (CON'T)

Strategy	Advantages	Disadvantages	Unknowns
4. Parking lot development to serve Lynn Beaches (with possible shuttle bus to beach.)	- Interim use of land in economic development area if city clears the land thru federal programs.	- Doesn't return much in taxes. - Cost of shuttle bus service.	
5. Commuter Boat Line (Hovercraft or fast ferry service to Boston).	- Tax return from operation & dock facility. - Increase desirability of Lynn as residence.	- Traffic generated thru Lynn, especially at rush hours. - Lack of economic benefits from commuters who don't shop or live in Lynn. - Parking required.	- Market for the service. - Specific traffic impact. - Could ferry compete with highways or could Hoovercraft operate at a profit. - Tax return.
6. Ferry (tourist & freight) service to Nova Scotia.	- Tax return from operation & dock space. - Freight market exists in N.S. - Might bring some tourists to Lynn (at least long enough to board ferry). - Ancillary support of CBD economic activity	- Limited economic benefits to city from tourist users who live in metropolitan area (Gladstone Report). - Seasonal nature of tourist demand. - Conflicts between freight needs & tourist needs. - No local freight market for return trips to N.S. - Competition from present ferry services	- Tax return. - Need for support facilities- parking, rail spur, etc.

COMMERCIAL (CON'T)

Strategy	Advantages	Disadvantages	Unknowns
7. Commercial shellfish beds in harbor area.	- Commercial use of harbor resource.		- Number & types of jobs created. - Need for shore facilities. - Tax return generated. - Viability of the operation.
8. Use empty shoe lofts for winter boat storage.	- Interim use of shoe buildings.	- Access into building. - Cranes or hoists necessary. - Useful for smaller boats only.	- Structural capacity of buildings. - Market for small boat storage.
9. Hotel/boatel Resort/entertainment facility oriented to waterfront and marina	- Tax return - Could help support new service and office sector - Could help support convention facilities on the harbor - Upgrade public image of harbor	- Very little demand that can't be absorbed by 2 existing Lynn hotels - Competition from other North Shore hotels - Requires a revitalized CBD and harbor to create a market demand - Land assemblage	

INDUSTRIAL

Strategy	Advantages	Disadvantages	Unknowns
1. Small light industry (new & relocated from Economic Development area) along Lynnway & south part of harbor.	- Keep jobs in Lynn during redevelopment of shoe bldg. area. - Increased tax revenue from intensified activity along Lynnway.	- Construction of low cost facilities may be required. - Marginal & incubating industry normally can't afford to construct new facilities. - If new facilities constructed very cheaply, they don't provide a desirable intensity of use or upgraded image of Lynn.	- City expenditures for new utilities. - Where would current users go. - Availability of land or existing buildings.
2. Encourage oil industry to use Lynn Harbor as base of support for future drilling operations.	- Spin-off jobs created in city & jobs on boats. - Tax return from docking facilities. - Increased boat use of harbor may encourage & support other related industry (such as marine supplies, restaurants, machine shops).		- Truck or rail access required. - Traffic generated. - Oil industry requirements. - Desirability of Lynn versus other ports. - Availability of suitable land for storage, docking operations.

INDUSTRIAL (CON'T)

Strategy	Advantages	Disadvantages	Unknowns
3. Encourage fish related industry.	- Tax return. - Some jobs created.	- Decline in fish industry generally threatens long term nature of operations. - Odors & wastes. - Compatibility with public activities. - Competition from already established fish ports. - Lynn labor supply not strongly related to fishing.	- Land availability. - Traffic generated. - Affect on public image of the harbor. - Need for harbor location if their product comes & leaves by truck.
4. Develop a municipal industrial/commercial pier to serve new industry, GE, fishermen, transit service, etc.	- Encourage new industry location in area - Encourage GE use of and interest in the harbor - Rental income from facilities	- Potential conflict between industrial and commercial uses of pier or with recreational uses of the harbor - Costs of development - Adequate truck and rail access	- Cost - Land requirements - Potential users

RESIDENTIAL

Strategy	Advantages	Disadvantages	Unknowns
1. Build medium to high density housing (mod. to high income for "empty nester" market, up to 100 units per year - on shore frontage.	- Attract upper income residents to Lynn. - Increase tax return from existing property. - Construction jobs. - Daytime & night use of waterfront. - Views. - Increases positive image of harbor area. - Doesn't wall off harbor any more than existing marginal uses.	- Lack of financing. - Lack of developer interest. - Construction workers may not be drawn from Lynn. - Poor vehicular and pedestrian access. - Assemblage of land. - Competition with industrial use of harbor.	- Overall moderate to high income market. - When financing picture will improve. - Traffic generated.
2. Same housing across Lynnway in Economic Development Area.	- Puts people in harbor area. - Slightly more distant views of harbor. - Close to downtown & transit. - Separated from harbor by Lynnway unless bridge were developed. - Potential reuse of shoe loft buildings.	- Problems of construction on filled land, e.g. height. - New construction may require demolition first.	- Height restrictions. - Increased costs because of site conditions. - Reuse of shoe loft buildings.
3. Same housing on shore frontage in combination with marina and commercial uses.	- Increases public use and image of harbor. - Views. - Create strong public activity anchor on harbor end of CBD, Economic development area, harbor rejuvenation spine	- Compatible commercial uses must be found. - Industrial use of remainder of harbor. - Seasonal nature of marina.	- Zoning code limitations on mixed use development.

RECREATIONAL

Strategy	Advantages	Disadvantages	Unknowns
1. Use major portions of shoreline for public recreation - bicycle trail, fishing, picnicking, etc. (specifically New Eng. Power frontage).	- Increases public use & image of harbor resource. - Provides joint use of transmission right of way with compatible public use. - Increase public appreciation of New Eng. Power.	- Requires some public funds to share development costs. - New Eng. Power may feel increased public use limits their flexible use of the land. - Timetable for development may be slower than optimal for a fast improvement of the Lynn image. - Public use of shoreline may limit potential development of land between transmission lines & Lynnway.	- Amount of city participation necessary. - New Eng. Power willingness. - Specific timetable. - Permits and approvals needed.
2. Construct a breakwater (anchored at the public landing or the Saugus River) that provides a recreation boat marina of land area for public park, sports complex, or convention facilities (hotel, restaurant, etc.).	- Upgrades public use and image of harbor. - Protects major harbor properties from S.E. storm winds. - Provides construction jobs. - Increases taxable land in harbor area.	- State/federal dredge & fill permits & approvals needed. - Seasonal use of marina. - Opposition of other marina operators because of increased competition. - Ownership of land on which to build breakwater.	- City expenditures required. - Army Corps of Engineers participation. - Environmental consequences to harbor. - Traffic generated by uses - other than park or marina.
3. Develop a city-wide bicycle path system within Lynn woods, along the Saugus River & along the entire Lynn waterfront.	- Public use & image of Lynn & harbor.	- Acquiring public easements. - Separation of some industry from water. - Cost - Time for development.	- Cost. - Public demand.

INSTITUTIONAL

Strategy	Advantages	Disadvantages	Unknowns
1. Establish a post high school non-public educational institution related to trades, maritime activity or junior college.	- Some jobs created. - Possible reuse of shoe loft bldgs. - Possible focus for harbor related cultural activities. - Support service & housing sector of economy.	- No tax revenue. - Loss of land for alternative development. - Competition from remainder of Boston region.	- Demand.
2. Encourage unique research & development activity eg shoe or marine research.	- Tax return from facilities. - Bring new sector of population to Lynn (professional, upper income). - Clean industry. - Possible reuse of shoe loft bldgs. - Improve public image of harbor if located there.	- Not necessarily harbor dependent.	- Potential firms or organizations.
3. Encourage development of movie theater and other cultural facilities and programs	- Support for attraction of upper income residents and boat users		- Market - City efforts required

GENERAL

Strategy	Advantages	Disadvantages	Unknowns
1. Form additional city capital thru sale of Lynn's good drinking water supply.	- Provide capital to reduce tax rates or provide for city expenditures related to harbor.		- How much could be sold. - Political feasibility.
2. A major PR effort to sell Lynn as a good city to live in or move to for people and business.	- Improved public image. - Decreased pessimism. - Attraction of jobs & taxes thru new residents & business. - Beginning of snowball in positive direction instead of decline.	- Costs to city. - Success hard to predict. - Pessimism of public related to nature of city government & lack of specific positive efforts more than to a PR image.	- Specifics.
3. Encourage service sector growth in city.	- Availability of related labor force. - Jobs created.	- Limited relationship with harbor development.	- What services to encourage. - Encouragement mechanisms.
4. Encourage tourism locally: - historic sites & bldgs. - use of Lynn woods & city beaches - north shore heritage trail concept.	- Historic resources exist-unused. - Provide greater market for restaurants, gas stations, and some commercial uses.	- Traffic congestion. - Costs to develop sites, bldgs., Lynn woods. - Costs to develop tourist campaign.	- Increased revenue generated. - Feasibility of north shore heritage trail - requires cooperation of adjacent cities. - Specific items required to attract tourists.

GENERAL (continued)

Strategy	Advantages	Disadvantages	Unknowns
5. Develop improved highway links to regional network- especially the "Lynn Marsh Connector"	- Increase desireability of Lynn as industrial, commercial location - Reduce traffic on city streets	- Time and cost of development - Potential residential destruction and relocation if inland route chosen	- Political feasibility - Reduction of traffic - Effect on marsh eco-system if Saugus River route chosen
6. Institute greater city/GE cooperation and communication especially in traffic planning, physical facilities, city planning, tourism, community development, etc.	- GE expertise and $ may be of help to city programs and economic development efforts		

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