

Lynn Today

Existing Conditions

2022



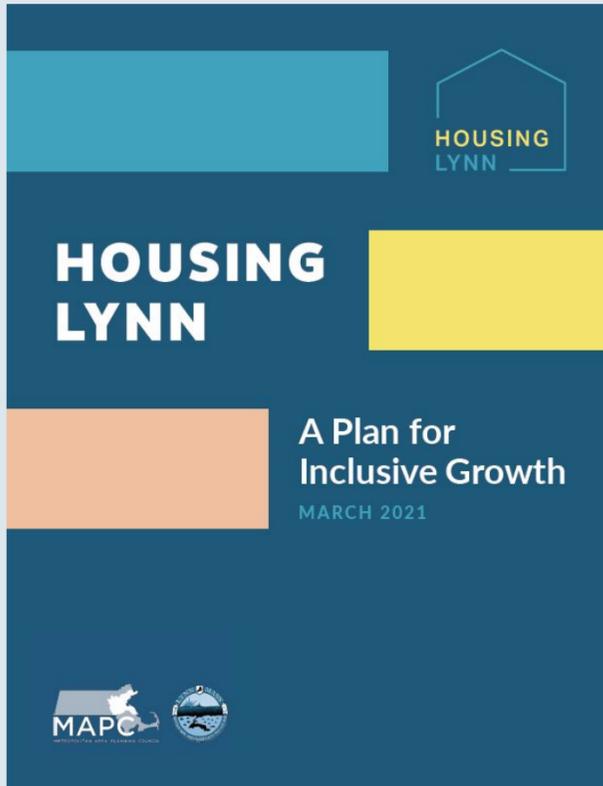
What is Lynn Today?

Lynn Today is a presentation of existing conditions analysis for topics related to the Vision Lynn planning process.

It contains a mix of original research using publicly available datasets, information provided by the City of Lynn including previous plans, and other sources as noted.

Lynn Today begins the conversation around the most important opportunities and challenges facing the city of Lynn today and sets the stage for developing future strategies that will help us achieve a shared community vision.

Plans that Vision Lynn is building upon



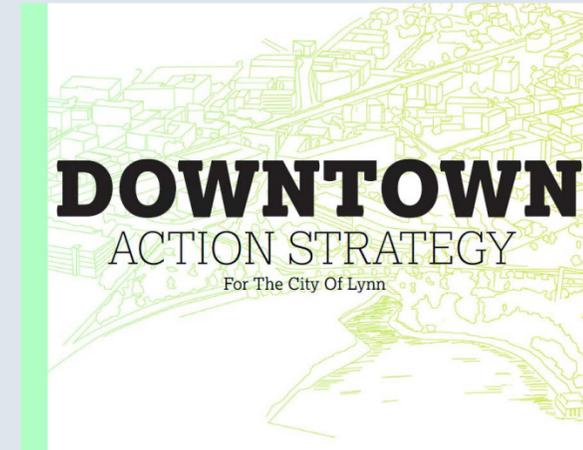
Housing Lynn: A Plan for Inclusive Growth (2021)



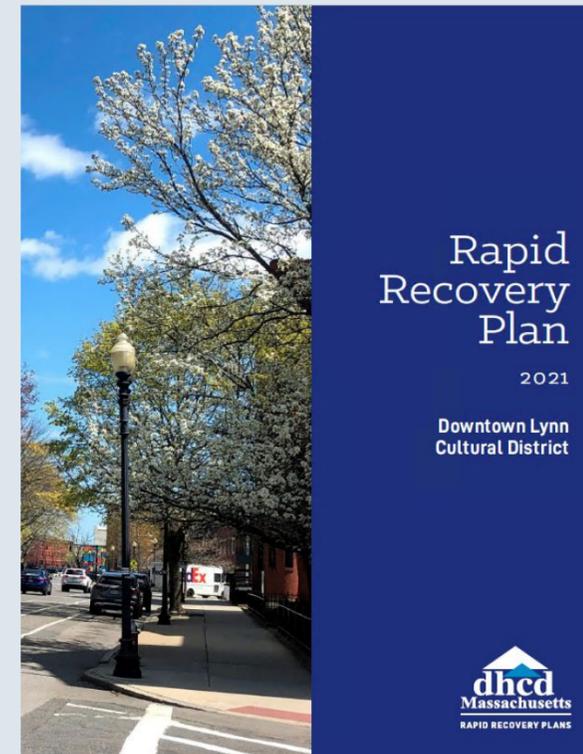
Lynn Waterfront Master Plan (2019)



Lynn Open Space & Recreation Plan (2016)



Downtown Action Strategy



Lynn Downtown Recovery Plan (2021)



Lynn Transit Action Plan (2020)

Data Sources

No data source is perfect. However, when combined with insights from people's lived experiences, we think data can help ground our conversations about the future of Lynn. Here are some of the main sources we use in *Lynn Today*.

- **US Decennial Census.** This is the nation's census taken every ten years. It's *meant* to count everyone and collect some very basic facts about everyone. Unfortunately, the census tends to undercount people in areas with low-income households, in places with large communities of color, and in areas with lots of immigrants. Only limited data from the 2020 census has been released so far.
- **American Community Survey (ACS).** The ACS is a survey conducted by the US Census Bureau every year. It surveys one in 60 households every year, and then uses data from the last five years and statistics to

estimate counts for the whole population. The ACS asks much more detailed questions than the Census, and so it's one of the most useful sources. But it has problems. Like the Decennial Census, it tends to undercount people in communities of color, in areas with many immigrants, and in low-income areas.

- **ES-202: Quarterly Census of Employment and Wages.** Every employer required to pay Unemployment Insurance must provide data to the US Bureau of Labor Statistics about their employees. This data helps us understand Lynn's jobs and businesses. Importantly, it misses workers in the gig economy and informal employees.

When we use these and other data sources, we have to keep in mind that many in Lynn are not counted. The data provides a baseline to work from, but they are a never definitive picture of Lynn.

Who we are

This chapter summarizes major demographic trends, how history and culture impact the planning process and existing social infrastructure.

- Community Profile, 07
- History and Culture, 29
- Social Infrastructure, 51

A City for All

This chapter explores current equity & access in terms of housing, economic opportunity, health conditions, and budget allocation.

- Housing, 56
- Economic Development, 81
- Public Health, 113
- Fiscal Sustainability, 136

Places that support us

This chapter summarizes the place ecosystem and physical infrastructure that supports people who live, work, and play in Lynn.

- Structure of the City, 154
- Open Space, Civic and Public Realm, 164
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- Lynn Mental Map, 221

Who we are

- Community Profile, 07
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Who we are Community Profile



This section summarizes the major demographic trends in the Lynn community.

Who we are

Community Profile

Key Insights

- Lynn is a majority-minority community, boasting strong diversity. Lynn's population is growing and becoming more racially and ethnically diverse. Nearly half of Lynn's population is Latino/a/x.
- One out of three Lynners was born in another country, and most Lynners speak another language besides English.
- Lynn has fairly evenly distributed age cohorts. The senior population is somewhat concentrated around the downtown area. Most Lynn households are families, but there are many people living alone.

Community Profile

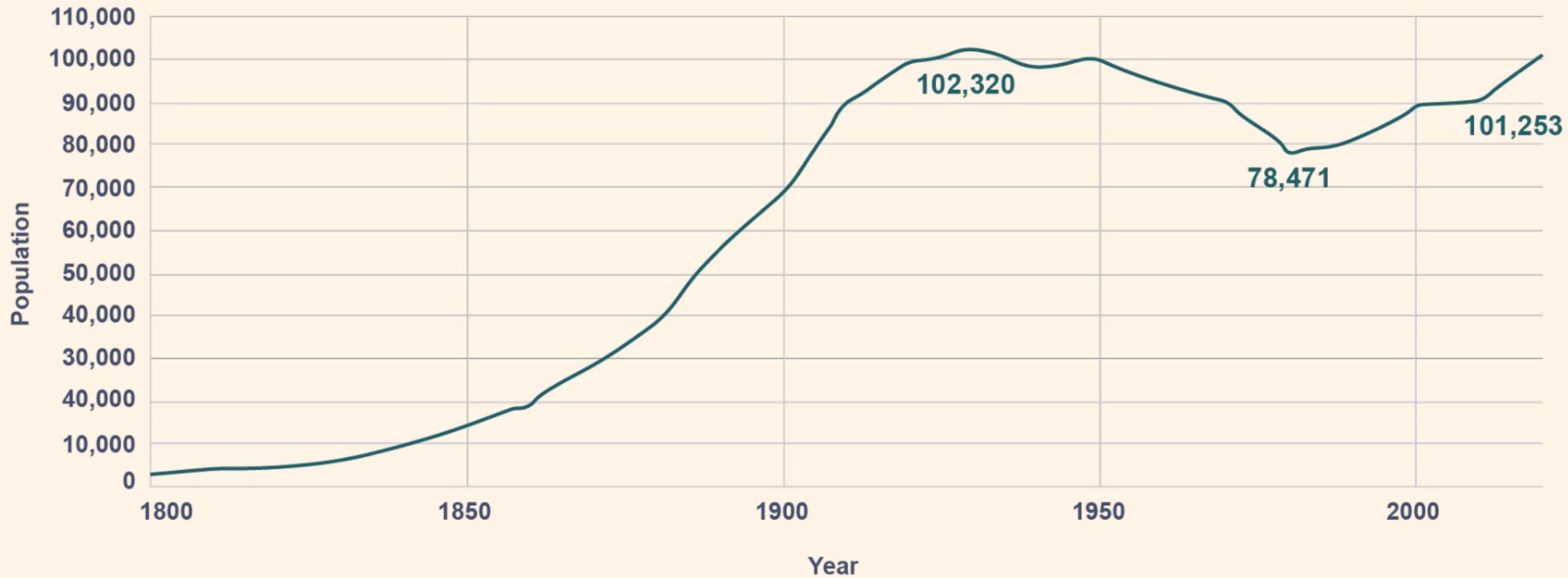
Lynn is a majority-minority community, boasting strong diversity. Lynn's population is growing and becoming more racially and ethnically diverse. Nearly half of Lynn's population is Latino/a/x.

Community Profile

Population Over Time

The official population is near its earlier (1930) peak.

Under-counting among communities of color and immigrant communities means the population is likely higher than the official census count.

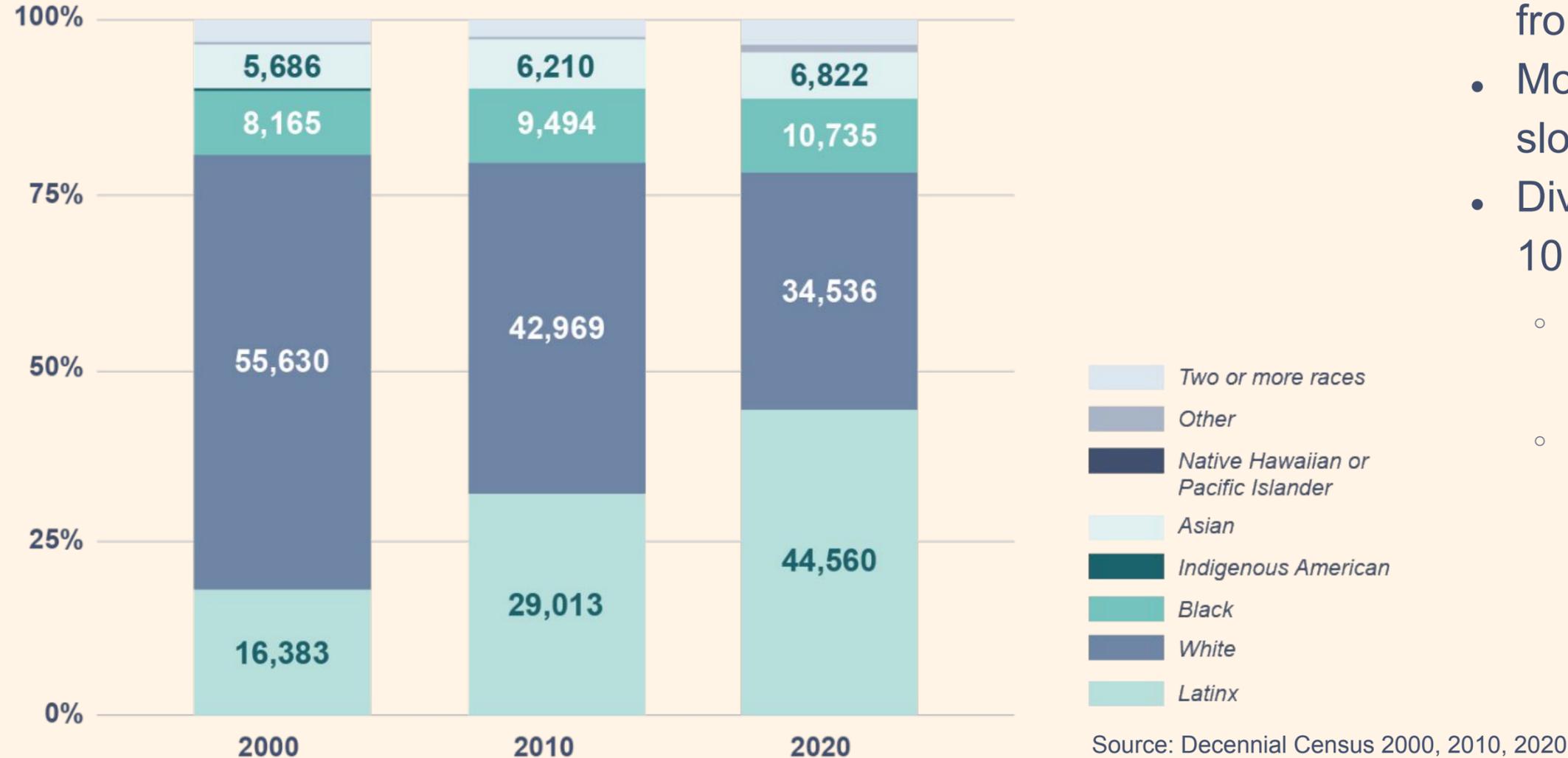


Source: Decennial Census 1800-2020

Community Profile

Race and Ethnicity over Time

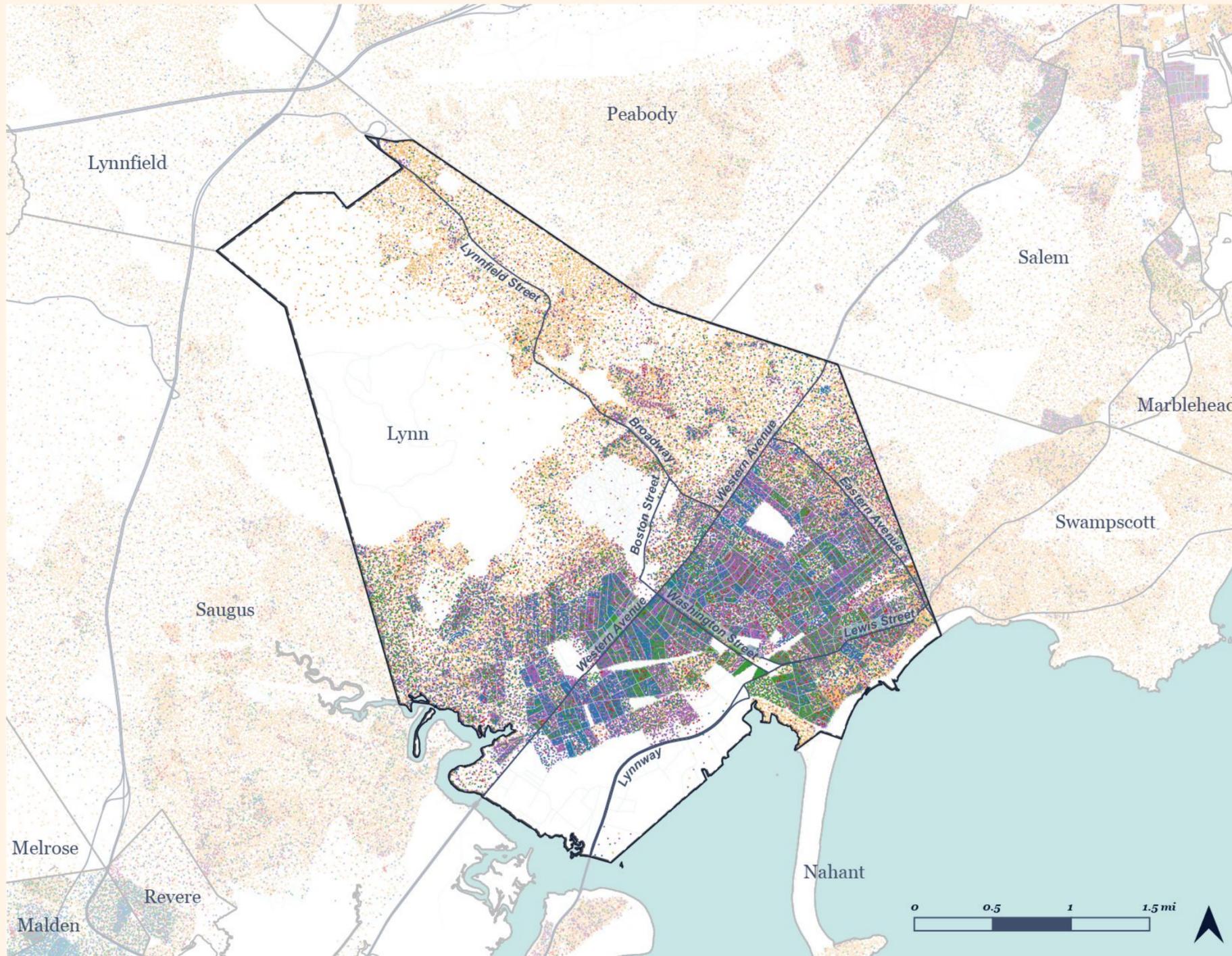
The city is becoming more diverse as Lynn’s communities of color grow.



- 44% of Lynn’s population identifies with the Latino/a/x or Hispanic communities.
- Latino/a/x people comprise nearly half the population, gaining 28,000 people since 2000.
- The non-Latino/a/x White population went from nearly 2/3 of the city to just over 1/3.
- Most other racial/ethnic groups grew, but at a slower pace than the Latino/a/x population.
- Diversity in Lynn has increased over the last 10 years.
 - The share of people of color has increased by 60% since 2010.
 - The share of Latino/a/x or Hispanic population has increased by 52% since 2010.

Community Profile

Racial and Ethnic Distribution



Racial and ethnic segregation in Lynn is significant.

- In parts of Ward 1, the population is overwhelmingly White.
- Parts of East Lynn, West Lynn, and Downtown are more mixed.
- Parts of the Highlands and areas adjacent to Downtown have almost exclusively People of Color.

Residents by Race

- Asian
- Other
- Black
- Latinx
- White

Source: Decennial Census, 2020

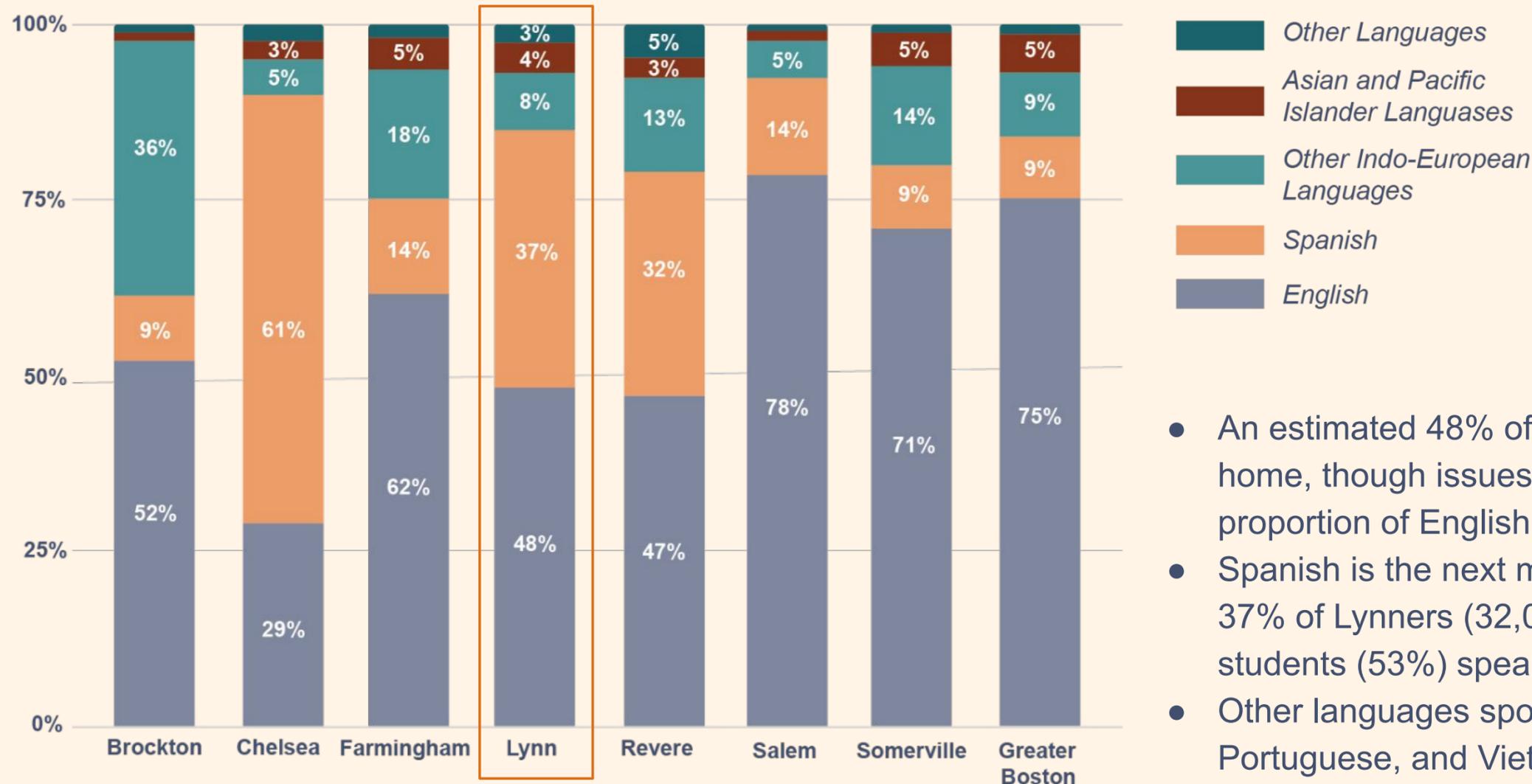
Community Profile

One out of three Lynners was born in another country, and most Lynners speak another language besides English.

Community Profile

Languages Spoken

Because non-English speakers are less likely to respond to Census Bureau surveys, the proportion of non-English speakers in Lynn is likely greater than this data shows.



Source: American Community Survey, 2016-2020 5-year estimates.

Top Languages in Lynn Public Schools

Spanish	53%
English	38%
Khmer	3%
Haitian-Creole	1%
Arabic	1%
Portuguese	1%
Vietnamese	1%

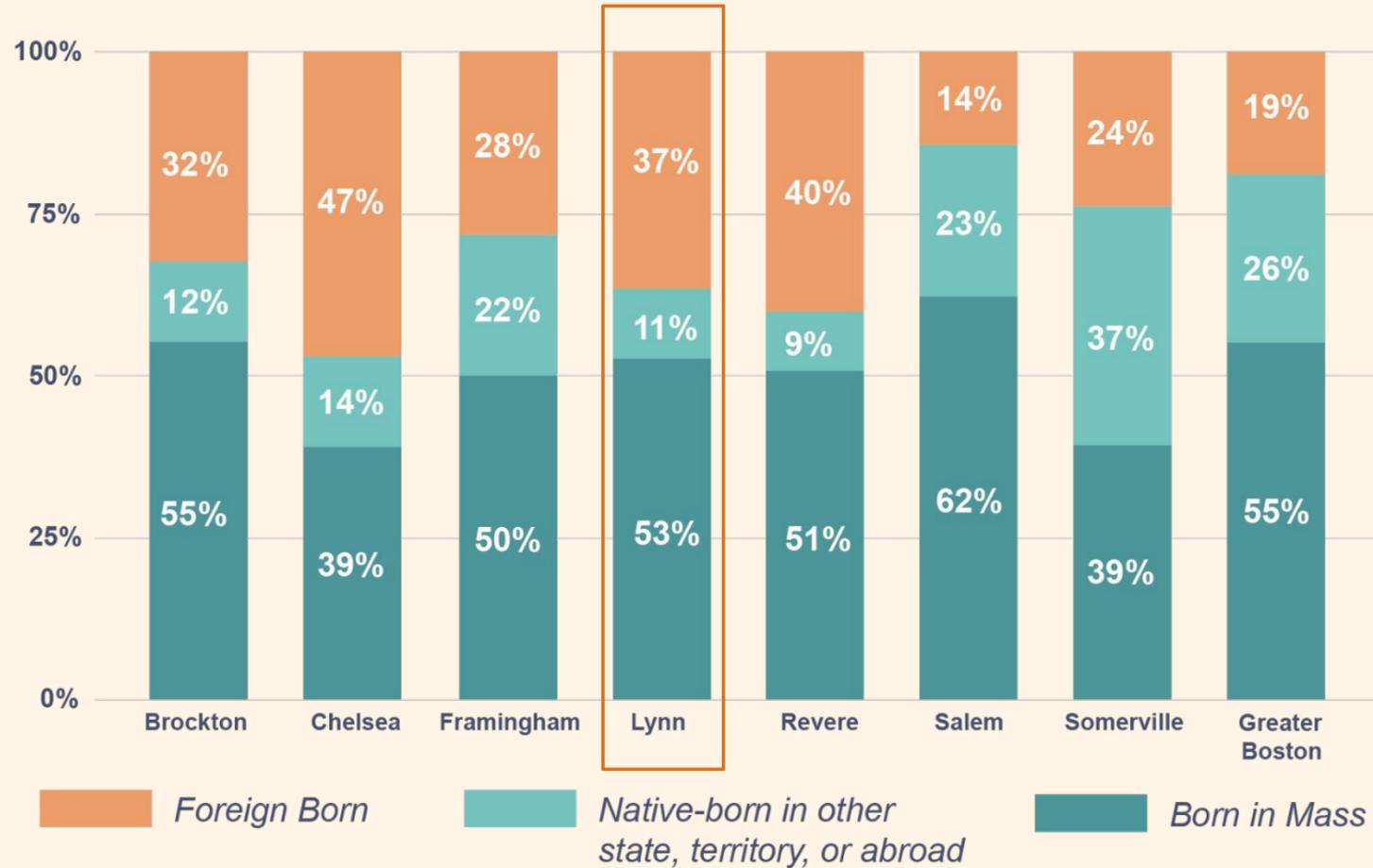
Source: Lynn Public Schools, 2021. 46 additional languages were spoken by fewer than 1% of the student population. These figures relate to individual students.

- An estimated 48% of Lynners (42,000) primarily speak English at home, though issues with Census Bureau survey results suggest the proportion of English speakers is likely less than this.
- Spanish is the next most popular primary language. While an estimated 37% of Lynners (32,000) speak Spanish at home, over half of LPS students (53%) speak Spanish.
- Other languages spoken in Lynn include Khmer, Haitian Creole, Arabic, Portuguese, and Vietnamese.

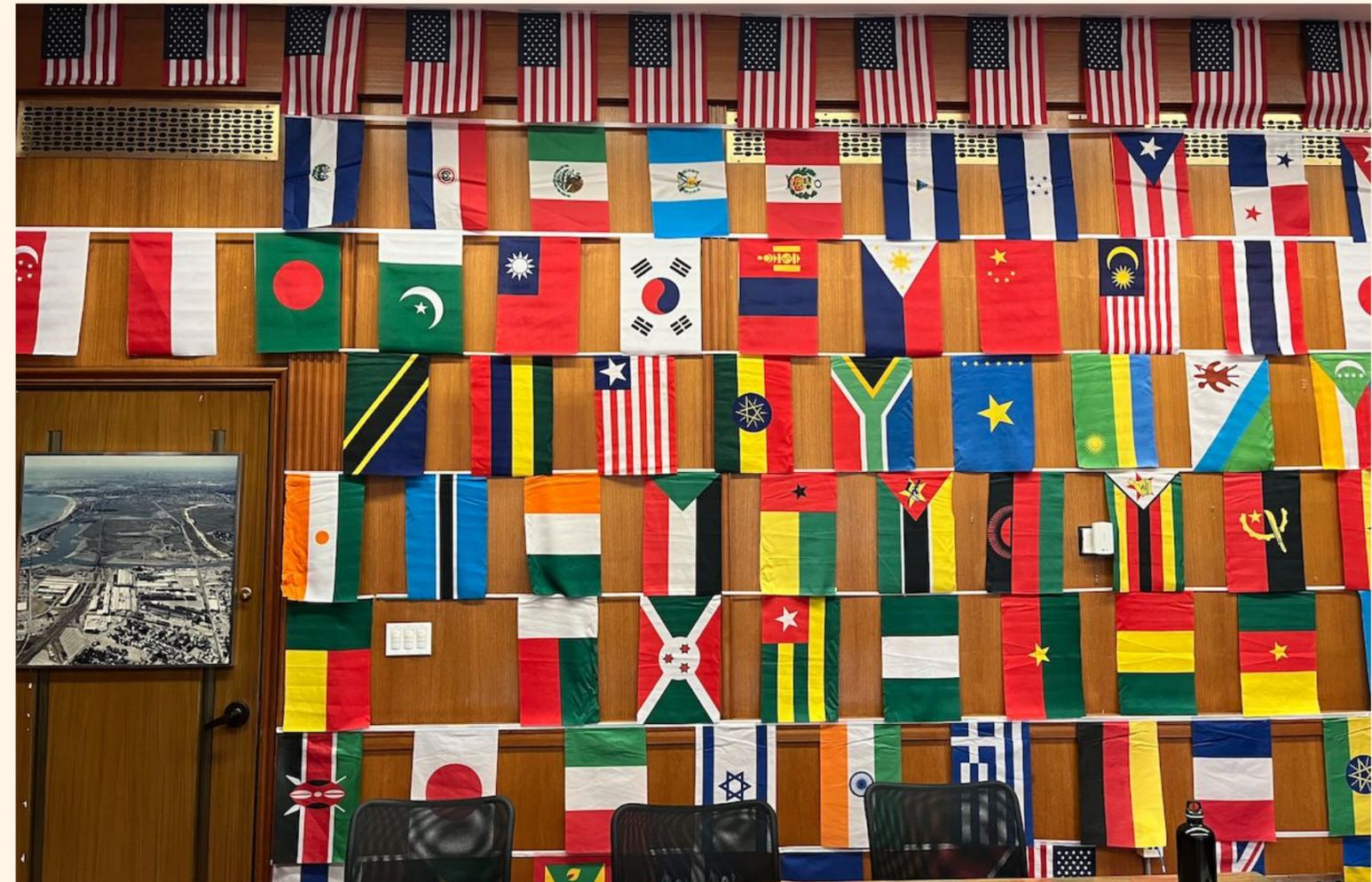
Community Profile

Place of Birth

The majority of Lynners (53%; 50,000) were born in Massachusetts, but more than a third were foreign-born



Source: American Community Survey, 2016-2020 5-year estimates



Flag Display showcasing the diversity of national backgrounds represented in Lynn at Mayor's Office

Community Profile - Demographics

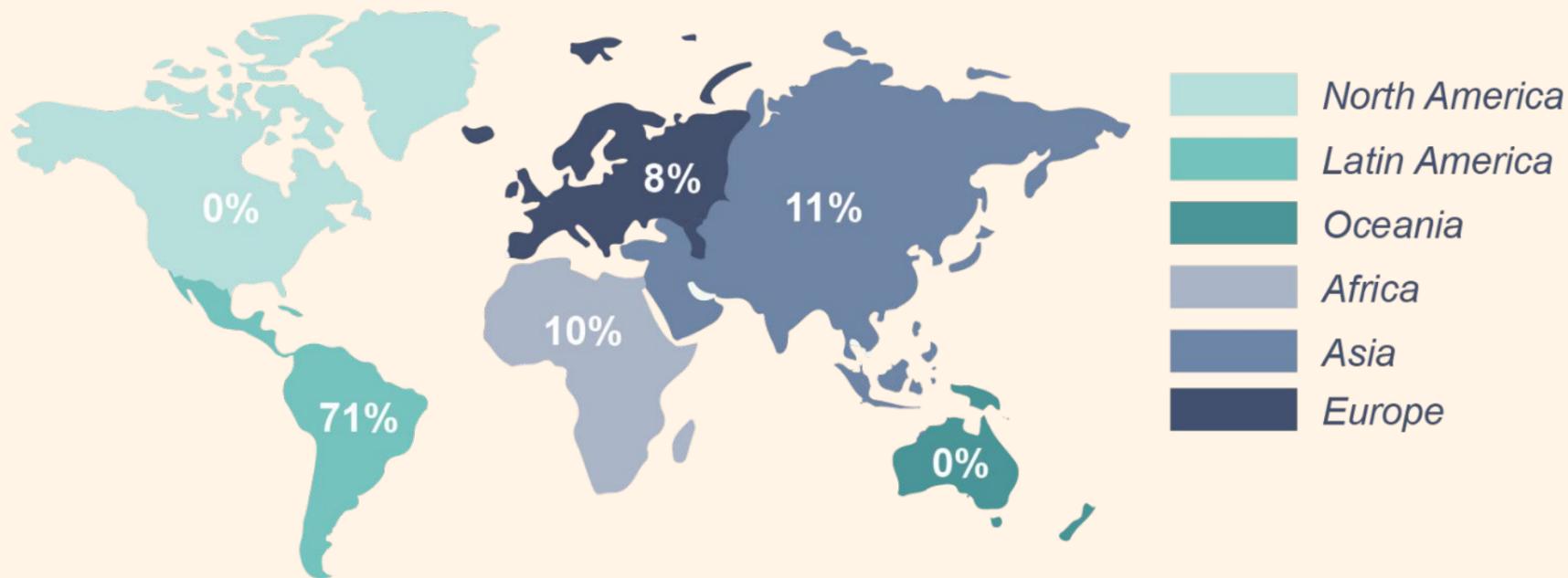
Foreign-born population

Most immigrants to Lynn were born in Latin America (71%; 25,000).

- Lynn draws proportionally fewer Asian immigrants than Greater Boston, and the proportion of African immigrants is on par with Greater Boston.

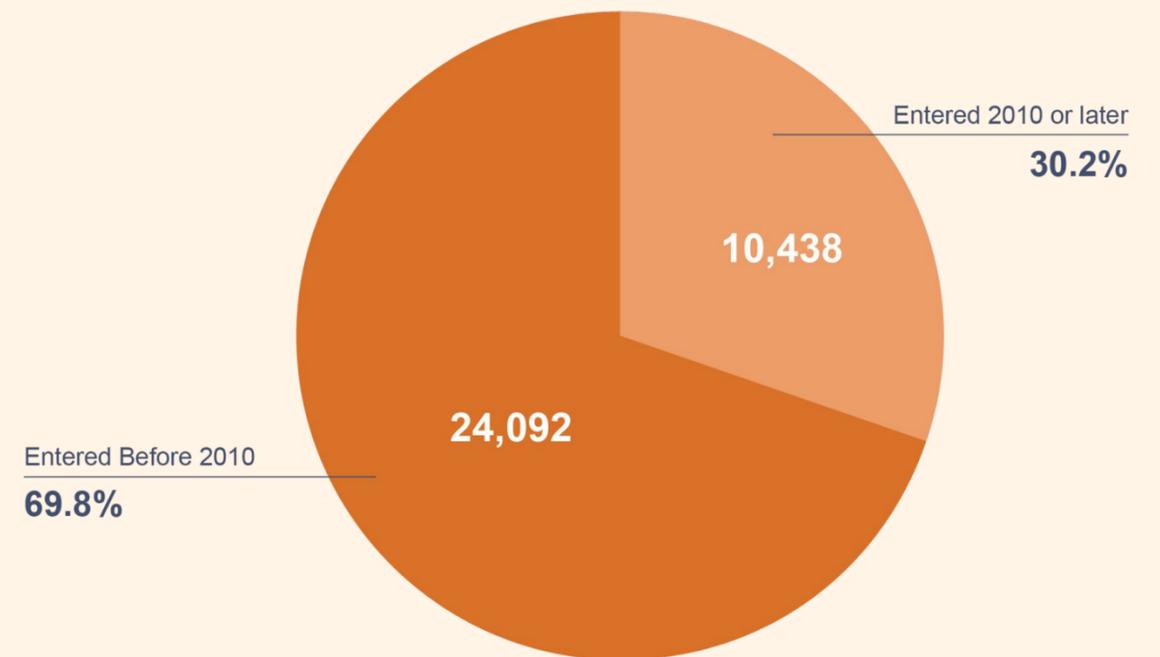
- 70% immigrant Lynners entered the US before 2010

Percent of Foreign-Born Lynners from Each Place



Source: American Community Survey, 2016-2020 5-year estimates.

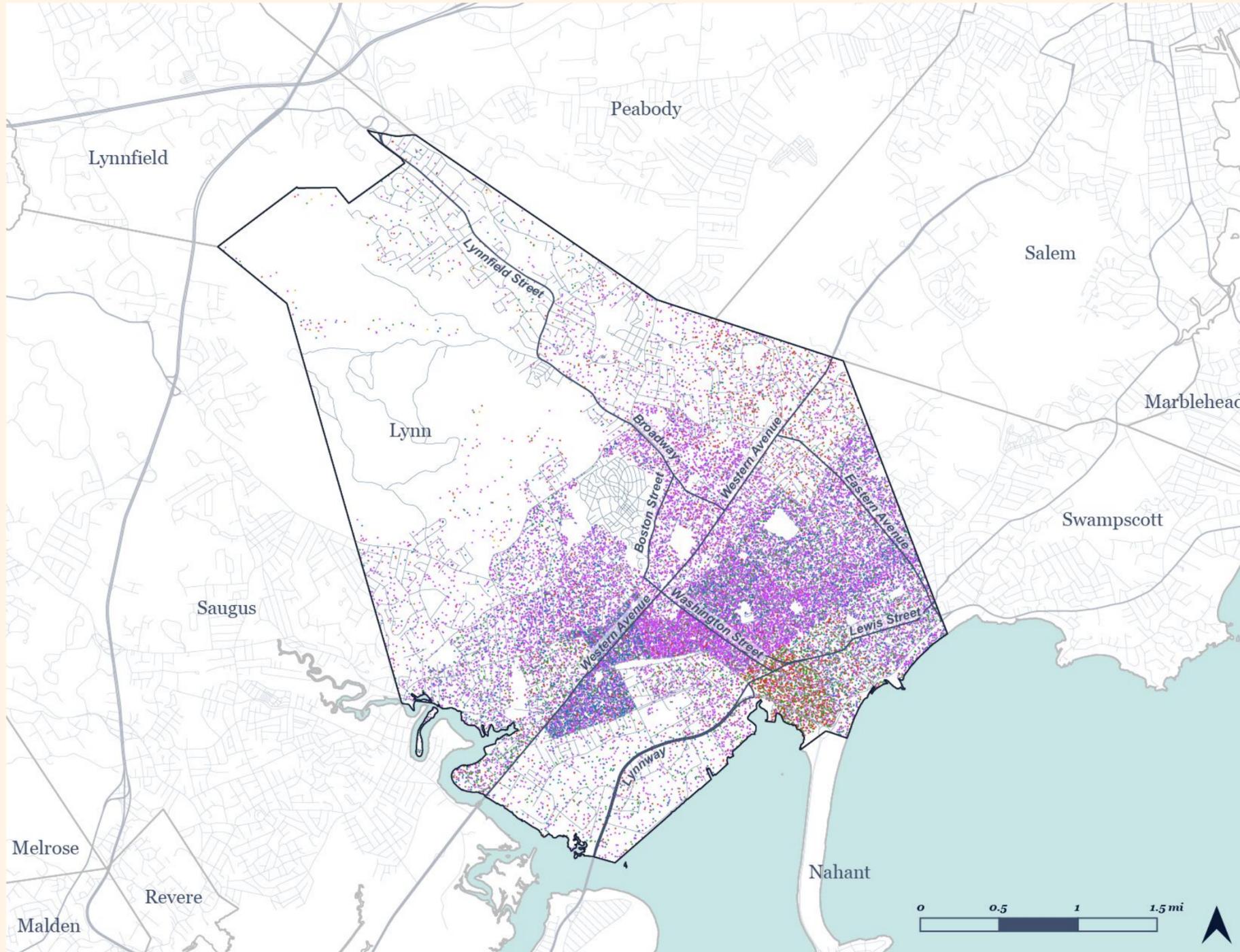
Immigrants by Year of Entry



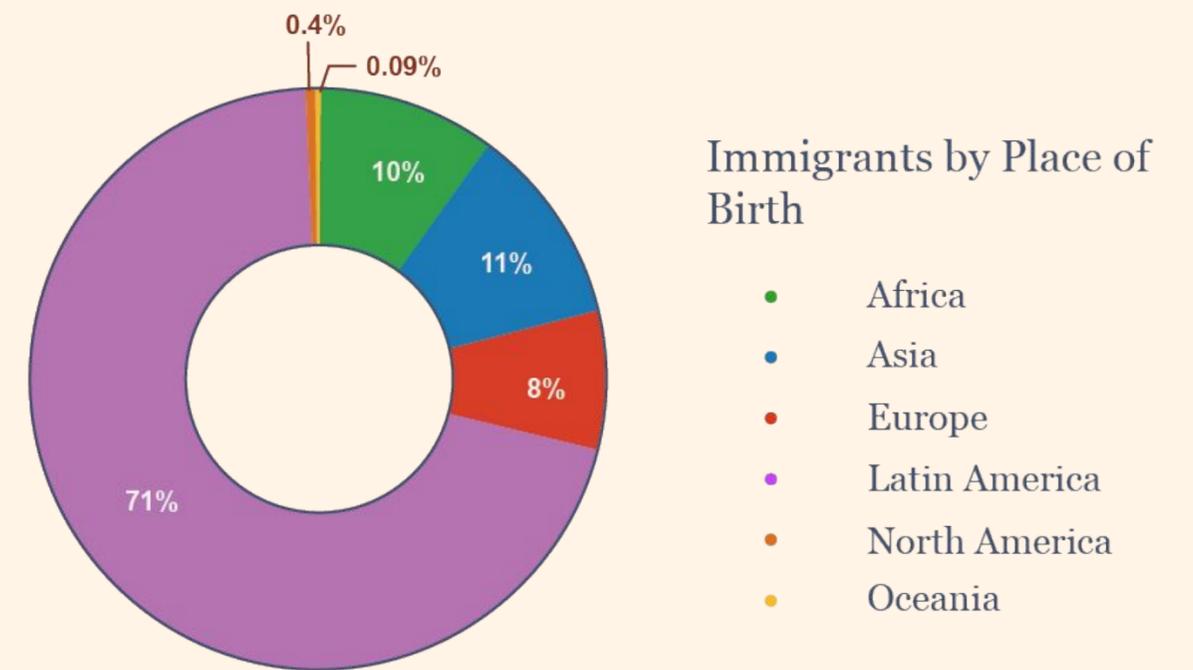
Source: American Community Survey, 2016-2020 5-year estimates.

Community Profile

Place of birth for immigrant communities



- Immigrants from Latin America live across Lynn, but are especially prevalent in the Highlands and West Lynn
- Asian immigrants are also prevalent in West Lynn, but live across the city
- African immigrants are most prevalent in the Sagamore Hill area



Source: American Community Survey, 2016-2020 5-year estimates

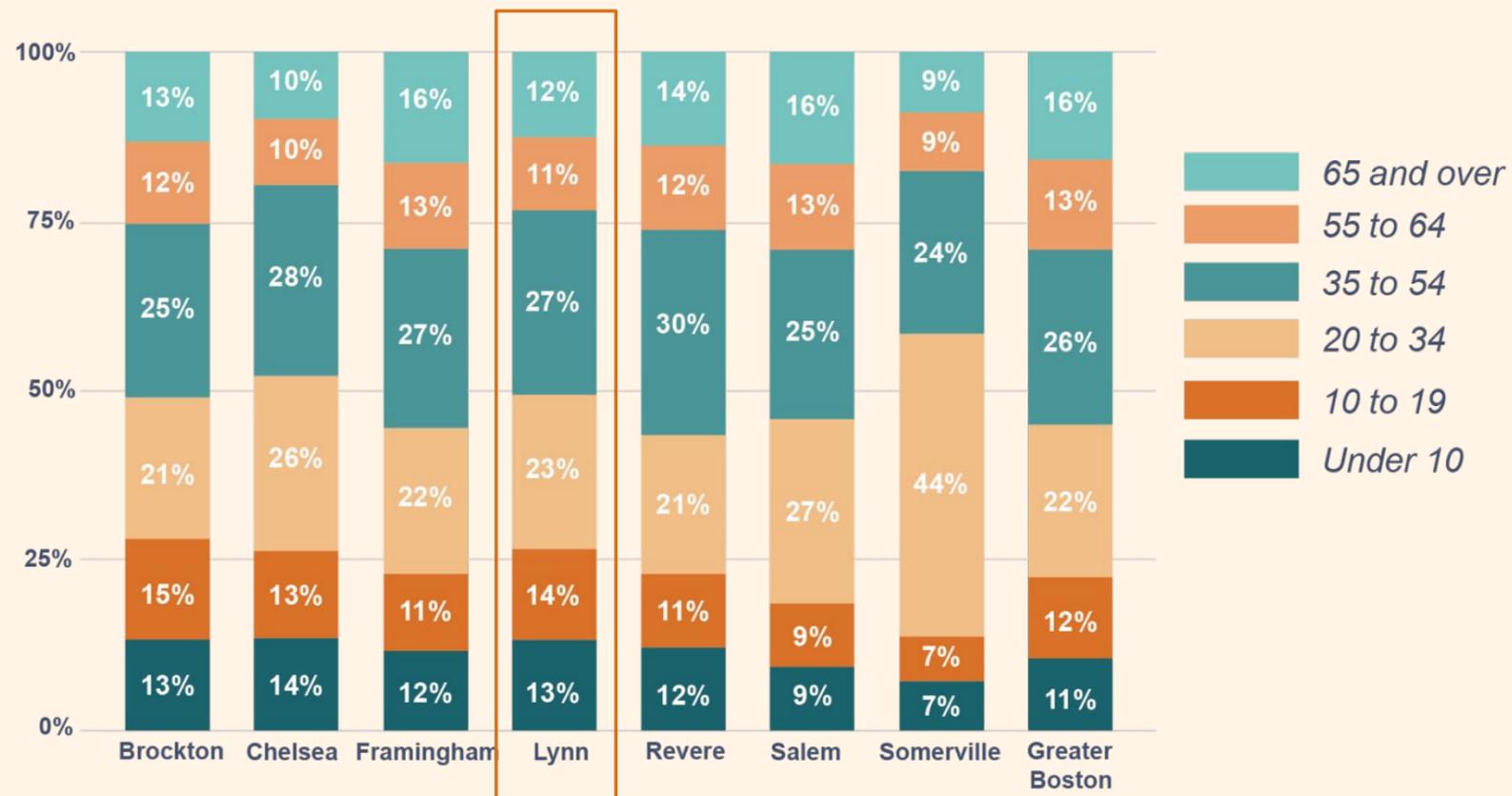
Community Profile

Lynn has fairly evenly distributed age cohorts. The senior population is somewhat concentrated around the downtown area. Most Lynn households are families, but there are many people living alone.

Community Profile

Age Structure

Compared to the region, Lynn has slightly more people under 20, and slightly fewer people 65 and older, but overall the age structure is typical.

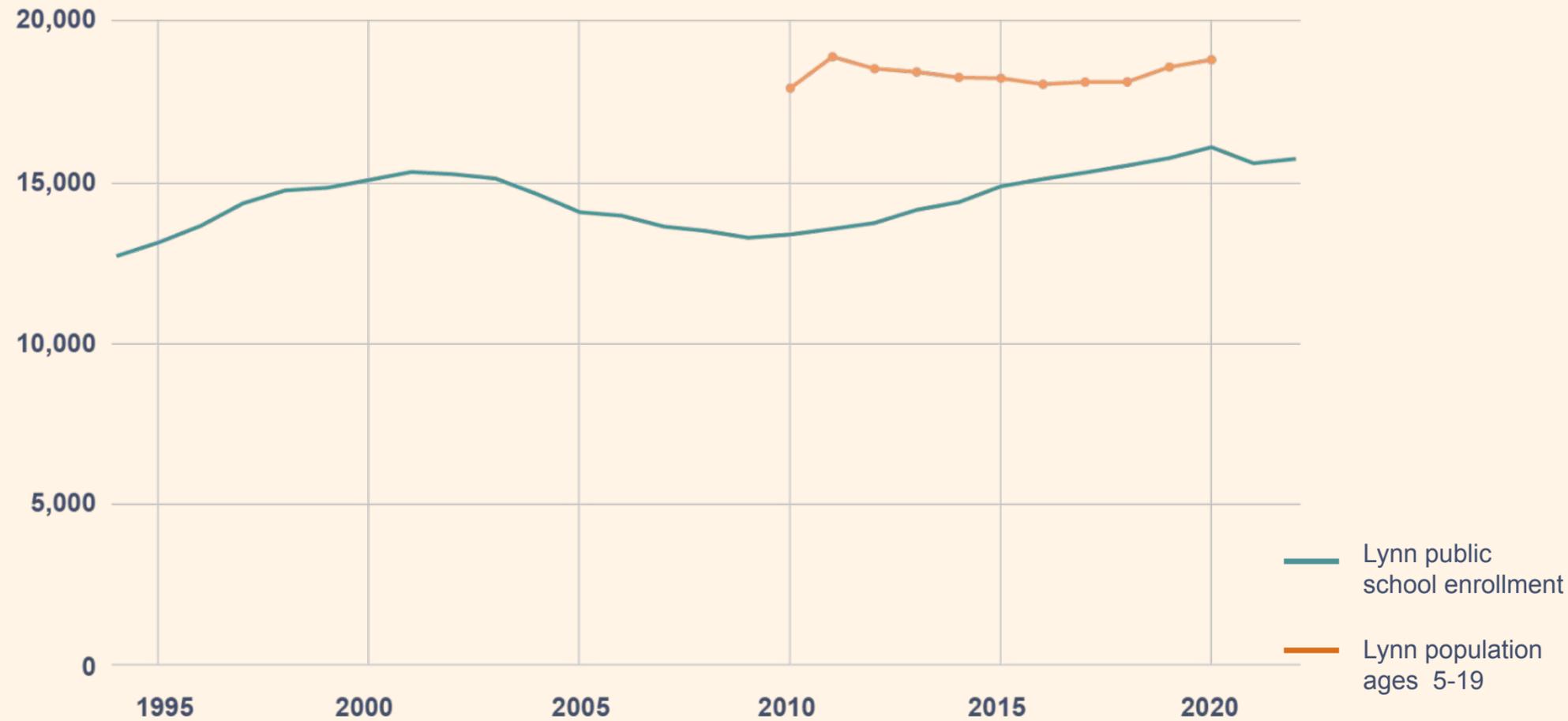


Source: American Community Survey, 2016-2020 5-year estimates

Young people enjoying the outdoors in Lynn. Source: Alyson Fletcher

Community Profile

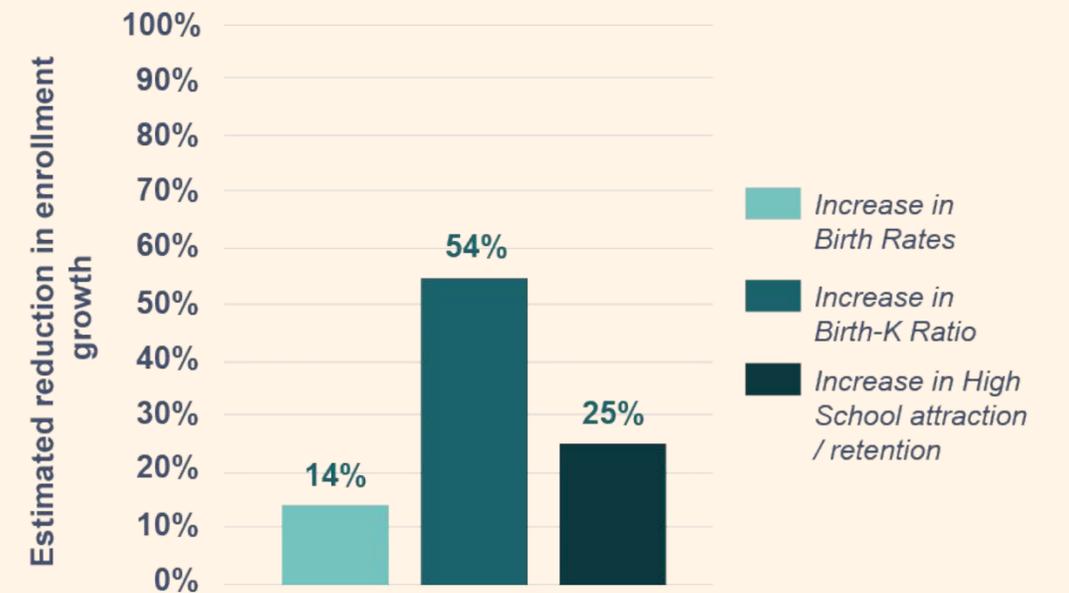
School Population



Source: MA Department of Elementary and Secondary Education; US Decennial Census 200, 2010; American Community Survey 5-year estimates 2006-2010 through 2016-2020

The school population is growing, mostly because more people born in Lynn are going to public schools.

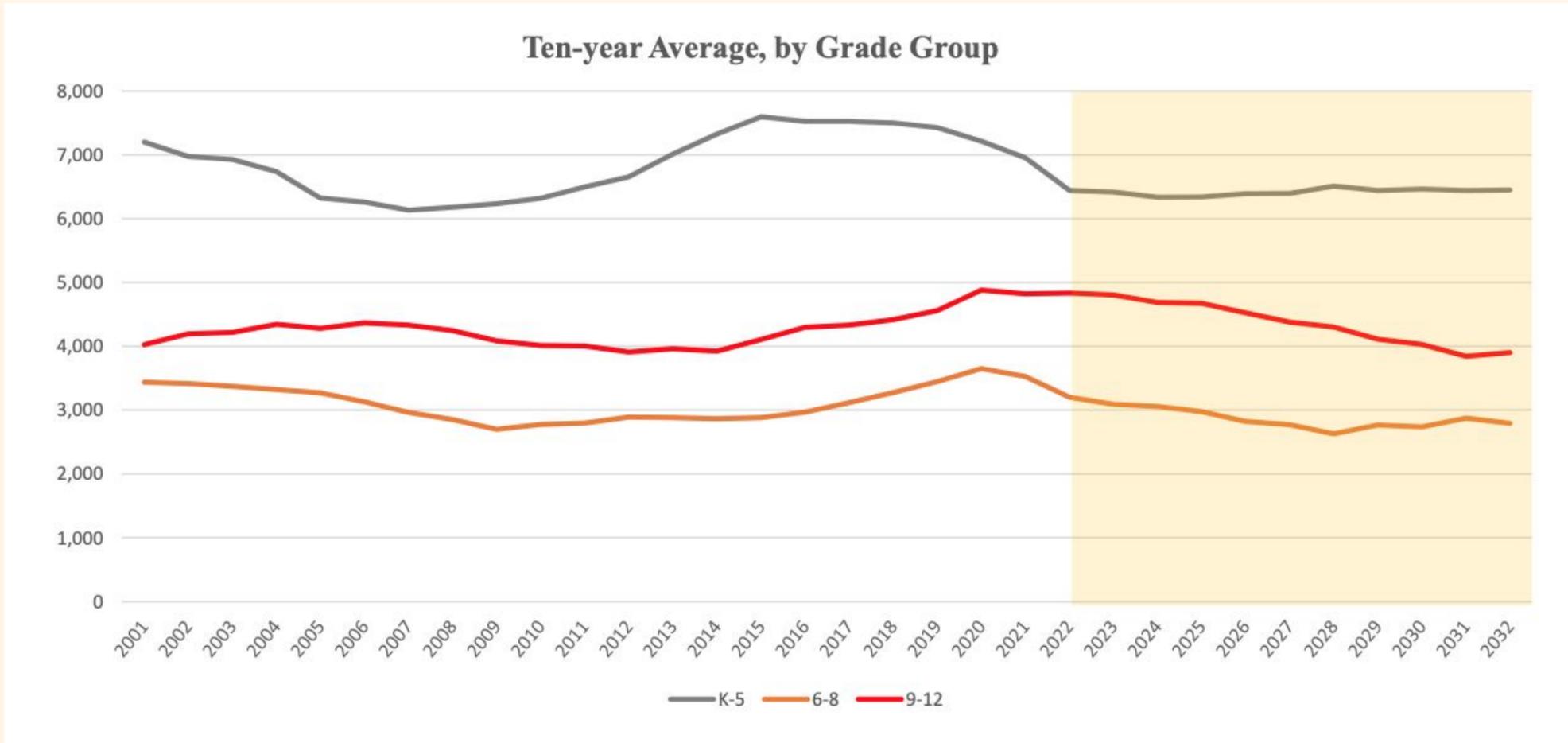
Estimated Factor Share of Lynn School Enrollment Increase, 2008 - 2019



Source: Housing Lynn (MAPC Analysis)

Community Profile

School Population Projected

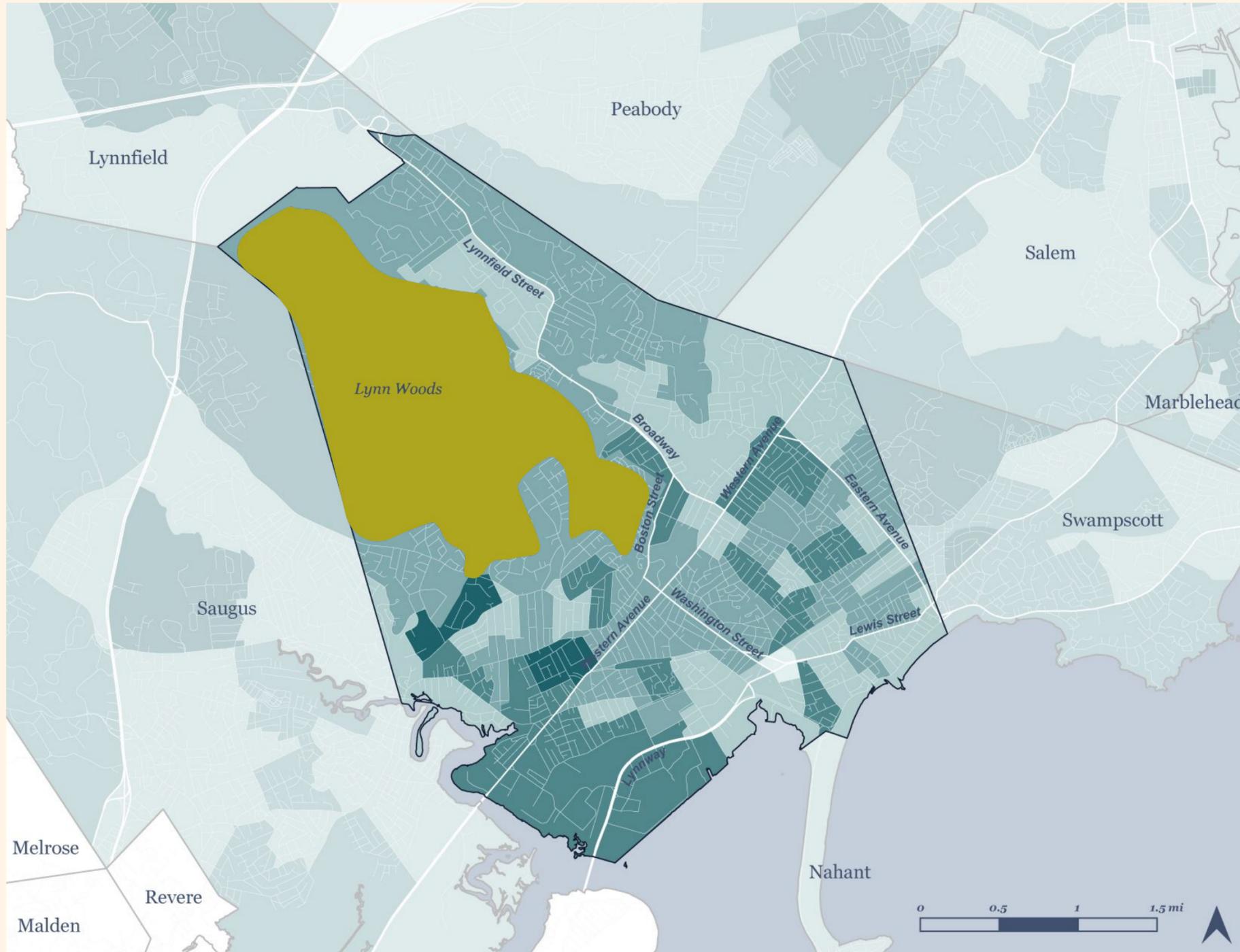


According to the Massachusetts School Building Authority’s projections, the expected enrollment for Lynn schools is expected to level off and, in some cases, decline in the next decade.

Source: The Massachusetts School Building Authority Enrollment projections prepared for: City of Lynn, Pickering Middle School. October 2021

Community Profile

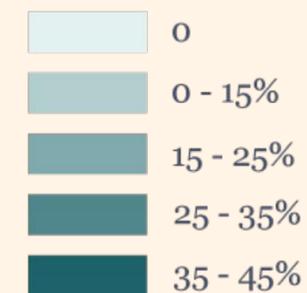
Where children live



Children are slightly more prevalent in the areas around (but not including) Downtown Lynn.

- Lynn’s youth populations are higher in West Lynn and around downtown. 59% of youth are living in a unit their household is renting.
- Lynn’s youth are less white than Lynn as a whole (39% vs. 49%) and are more likely to identify as Latino/a/x or Hispanic (60% vs. 43%).
- Only 12% of youth are foreign-born, a much lower share than the 37% of Lynnens born outside of the U.S.; many of their parents may be foreign-born.
- 6% of youth have some kind of disability.
- About 1 in 5 youth are in a household that is at or below the poverty line.

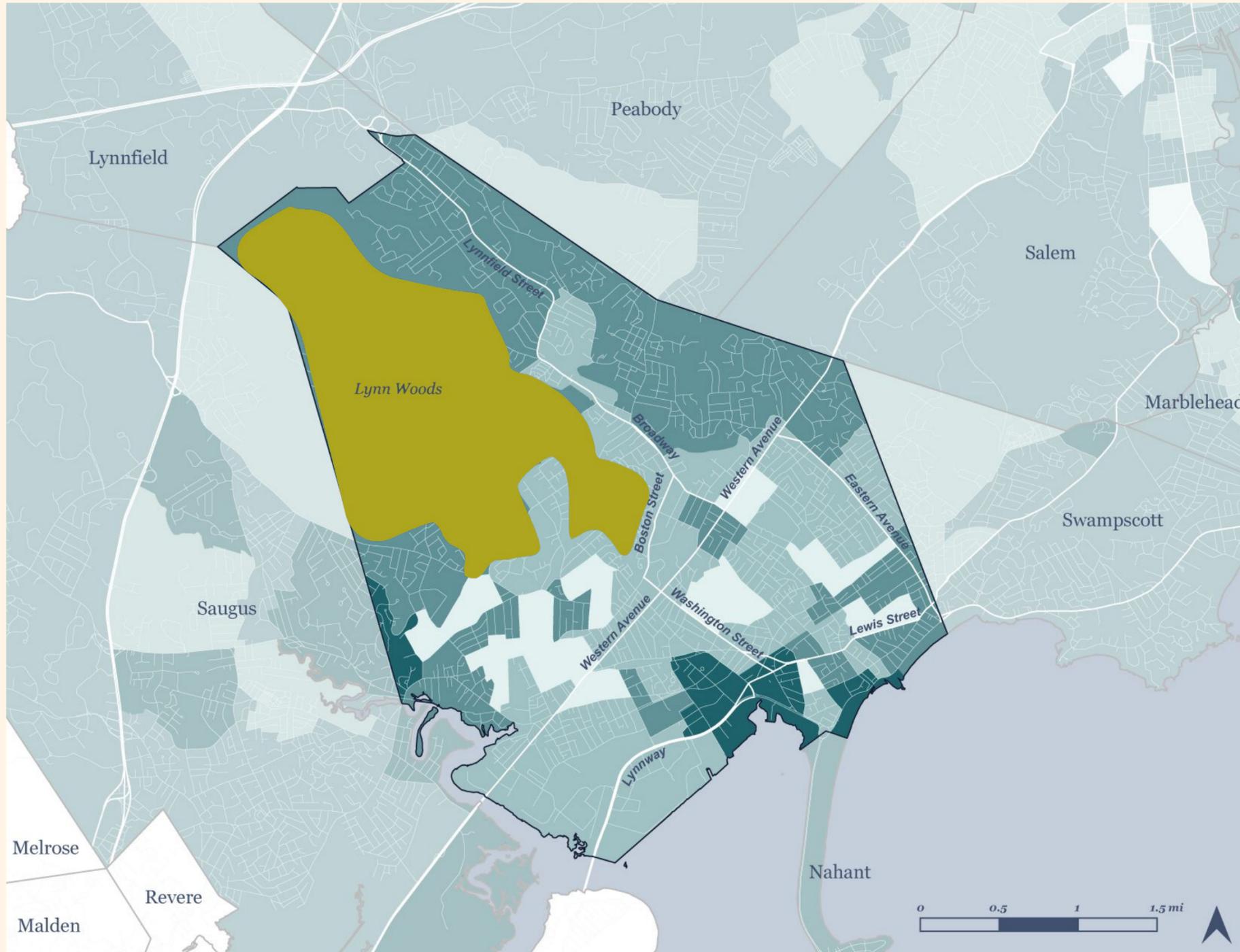
% of Households with Children under 14 years old



Source: American Community Survey, 2016-2020 5-year estimates

Community Profile

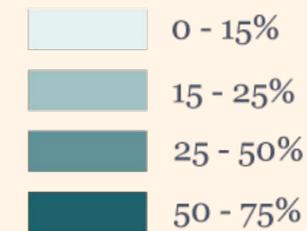
Where seniors live



Seniors are especially prevalent in northern Lynn and Downtown

- Lynn’s elder populations are higher in Wards 1 and 7, with additional pockets in Wards 5, 6, and 2.
- Lynn’s elders are more white compared to Lynners as a whole (75% vs. 49%), but a similar share are foreign-born. Two-thirds of foreign-born elders have been Stateside for over 20 years.
- 43% of elders have some form of disability.
- Most elders are living alone (54%), typically in a unit they own (51%).
- About 1 in 5 elders are in poverty (compared to 17% of Lynn as a whole), and 17% of elders are looking for work or are actively employed.

% of Households With Residents Age 65 or Older

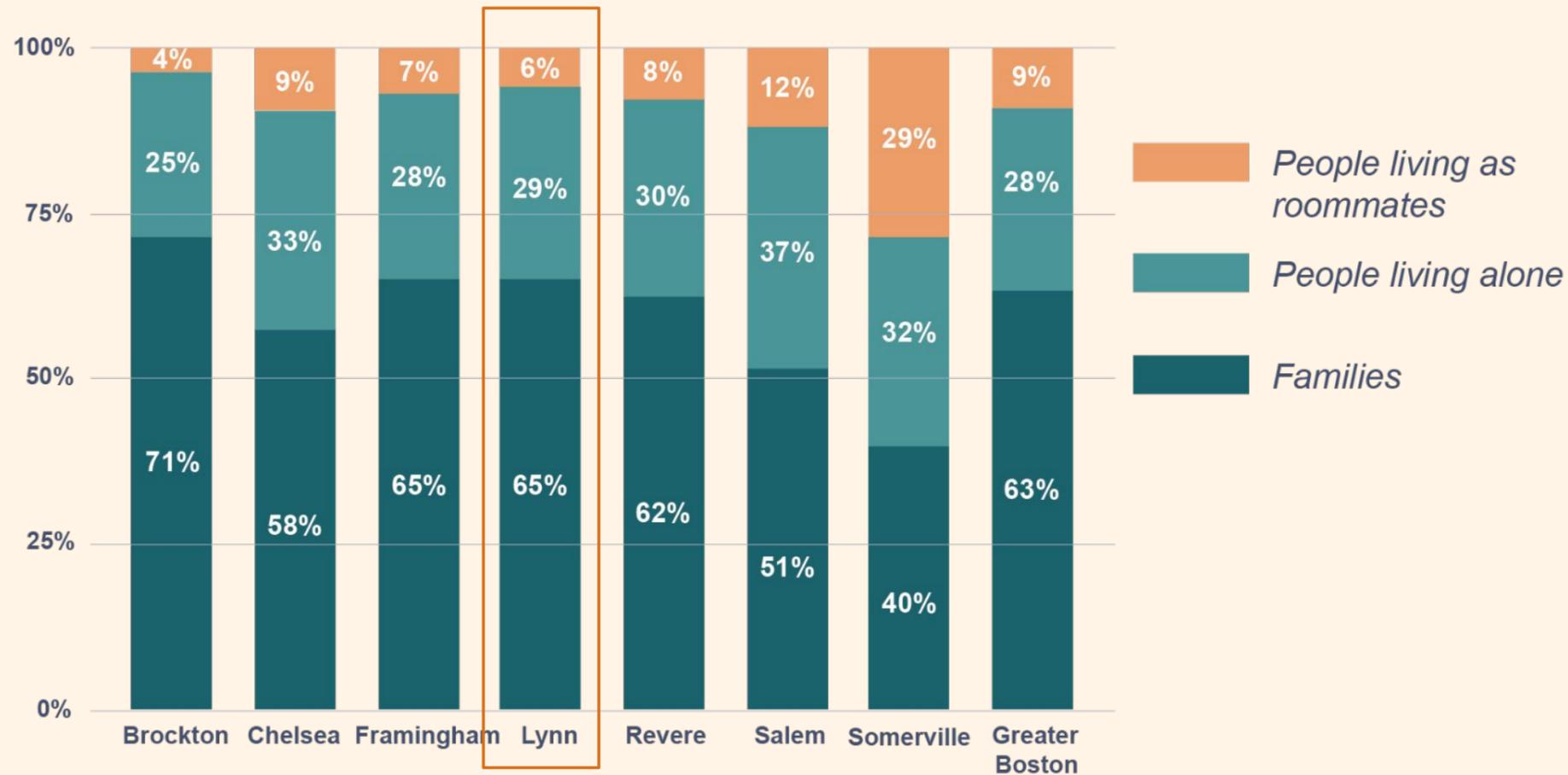


Source: American Community Survey, 2016-2020 5-year estimates

Community Profile

Household Types

The majority of households (65%; 22,000 households) are family-based.



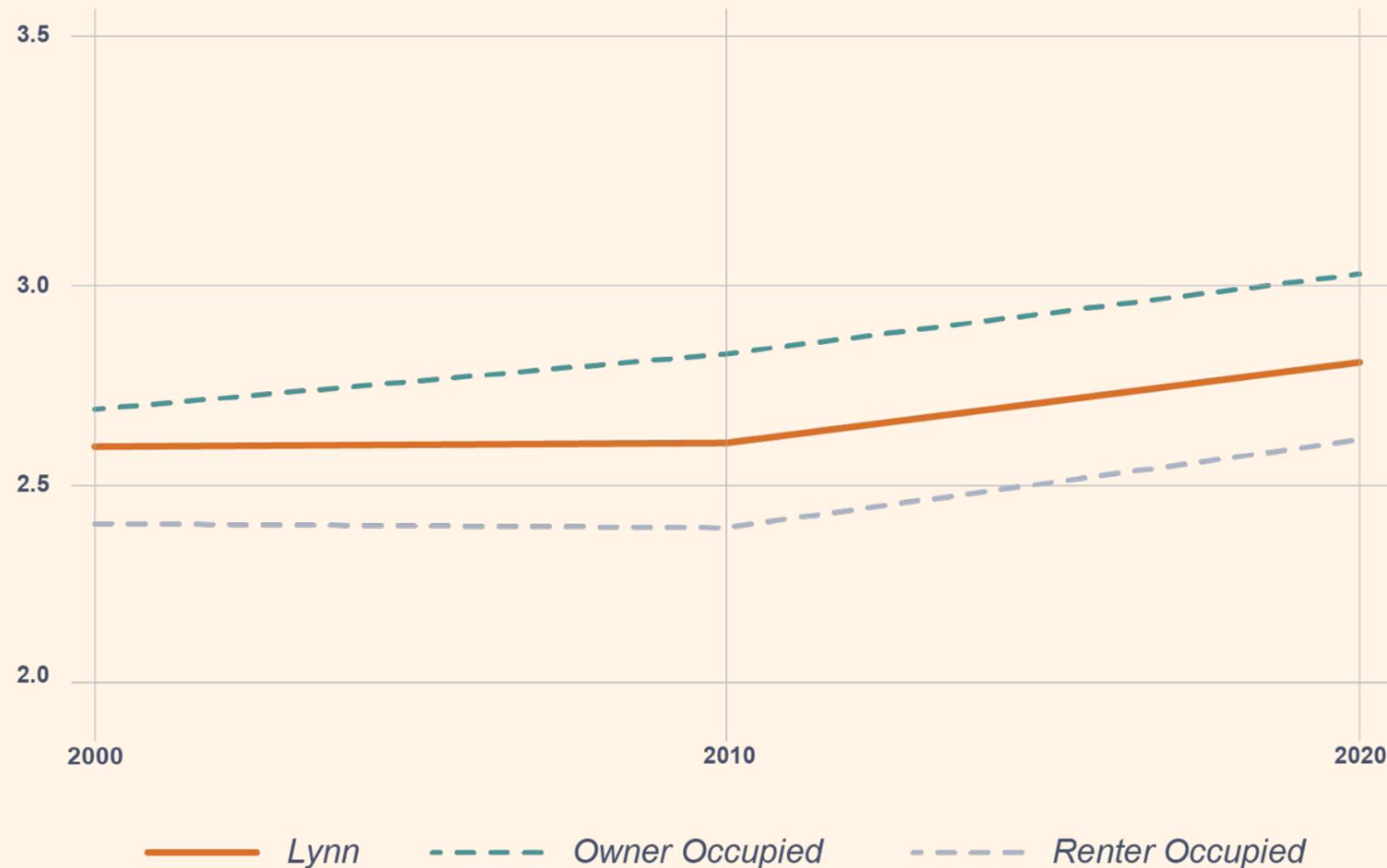
- Single-person households are more prevalent in the Downtown area.
- Family households are most prevalent in the areas adjacent to Downtown and in parts of East Lynn, West Lynn, Pine Hill, and Ward 1.
- Seniors living alone make up 11% of all households.

Source: American Community Survey, 2016-2020 5-year estimates

Community Profile

Household Size Over Time

Average household Size (2000-2020)



Average household sizes have increased since 2010.

- Household sizes in owner-occupied homes have steadily grown since 2000, now averaging more than three people per household.
- Household sizes in renter-occupied homes slightly decreased from 2000 to 2010, then increased after 2010.
- Some increases are due to larger families and more multi-generational households.
- Other increases are due to lower household formation (due to housing unaffordability and low wages).

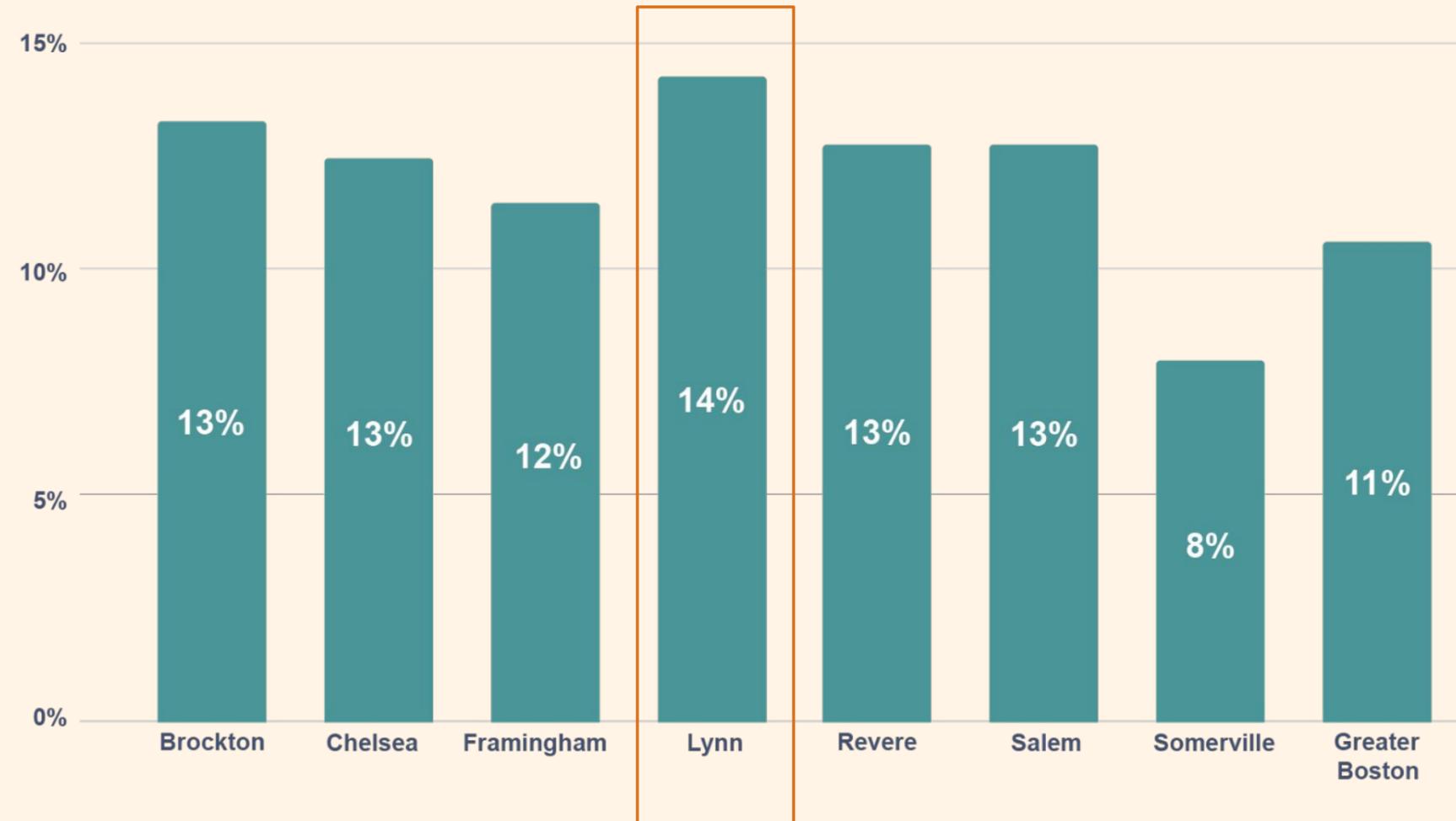
Source: US Decennial Census, 2000; American Community Survey 5-year estimates, 2006-2010, 2016-2020

Community Profile

Lynners have a range of physical abilities.

Community Profile

Lynners with disabilities



An estimated 14% of the Lynn community (13,000 people) has a disability.

- 7% of children under 18 have a disability
- 12% of adults 18 to 64 have a disability
- 41% of seniors 65 and over have a disability
- 7% of Lynners have disability that prevents walking
- 7% of Lynners have a cognitive disability
- 2% have difficulty seeing
- 3% have difficulty hearing

Source: American Community Survey 5-year estimates, 2016-2020

Community Profile

Key Opportunities and Challenges

Opportunities

- We are attracting more people to Lynn!
- The people coming to Lynn or staying here contribute to a diverse, multicultural and multilingual community.
- Lynn has the opportunity to position itself as a multigenerational community.

Challenges

- We will need to ensure our housing, school, transit, and other infrastructure systems can accommodate our growing population.
- Governance must continue to adapt to the needs of a diverse and changing community.

Action Items

- The City opened up a new **Senior Center** at 37 Friend St.
- The City is in process with the MSBA to build a new **Pickering Middle School** and to conduct an **Elementary Facilities Capital Plan** to accommodate student needs.
- A **DEI Coordinator**, Faustina Cuevas, is now at City Hall, and oversees four **interpreters** who provide translation support and has managed **DEI Training for all municipal staff**.

Who we are History and Culture



This section summarizes some of the major themes in the history and culture of Lynn, particularly those that impact the comprehensive planning process.

Who we are

History and Culture

Key Insights

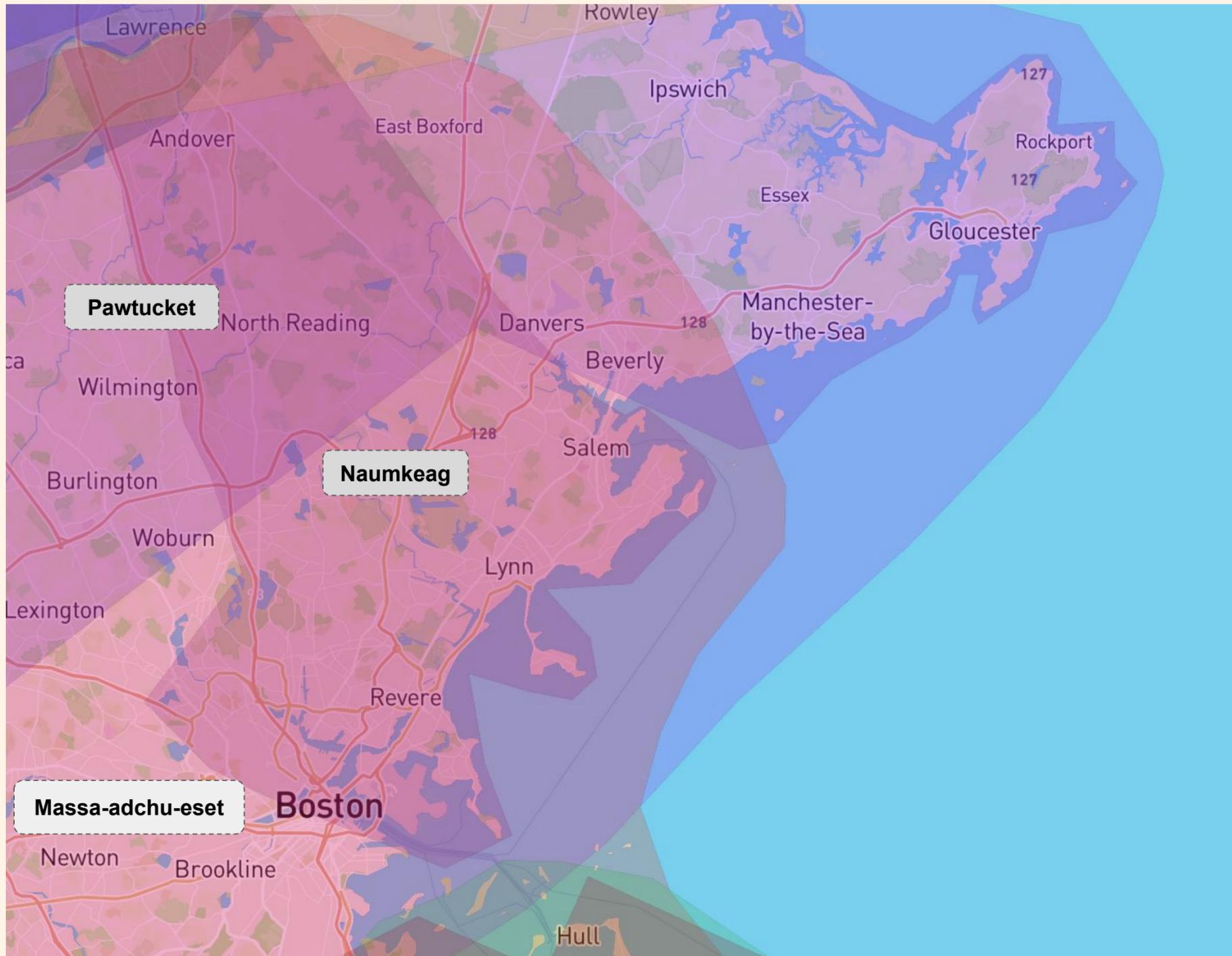
- The area we now call Lynn was originally populated by Native Americans.
- Lynn's boasted a diverse economy historically, but shoe manufacturing and General Electric are key elements.
- Various waves of immigration help shape the population structure we recognize today.
- Two major fires and previous planning efforts have had significant impacts on Lynn's development patterns.
- Lynn's history is reflected in its buildings, and some of its historic areas have been preserved.

History and Culture

The area we now call Lynn was originally populated by Native Americans.

History and Culture

Land Acknowledgement



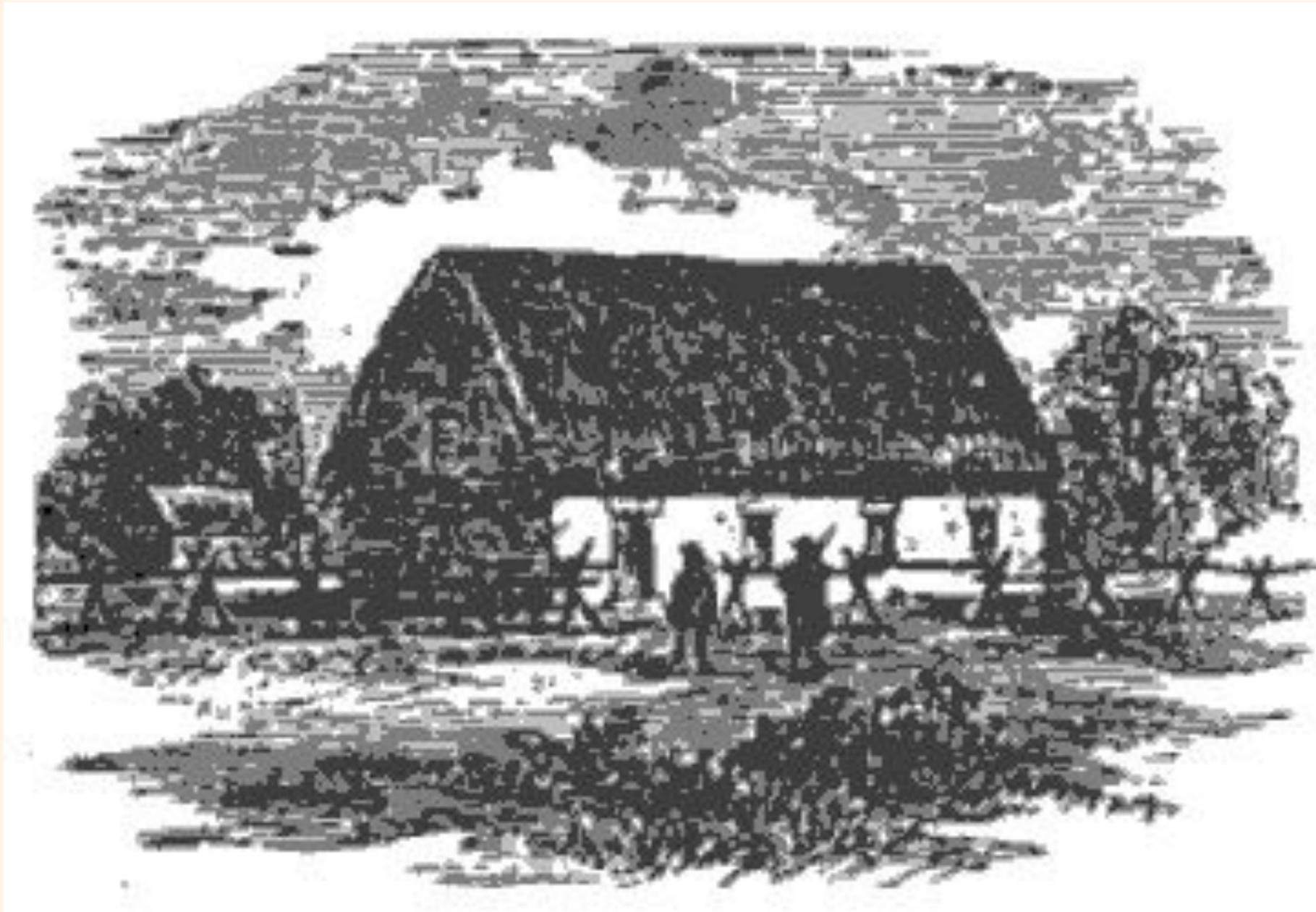
Before European settlement colonies, Lynn was home to the Naumkeag, Massa-adchu-eset, and Pawtucket peoples.

- Prior to European settlement, the indigenous population in New England was large in number but politically divided.

Source: native-land.ca

History and Culture

European Settlement



- English Puritans came to Lynn in the 1620s. According to 19th century settler accounts, the indigenous leadership in Lynn initially granted English settlers safety and allowed them to set up their encampments in the area.
- The settlers incorporated present-day Lynn as the Town of Saugus in 1630.
- A smallpox epidemic, war between some native polities and settlers, and missionary efforts depleted the indigenous population. The remnants of those communities, then living in Natick, officially ceded Lynn to the English in 1686. (Sidney, *The Indian land titles of Essex County, Massachusetts*)

History and Culture

Lynn's boasted a diverse economy historically, but shoe manufacturing and General Electric are key elements.

History and Culture

Early Economy



Manufacturing Center Of

LYNN, MASS.

1879.
Population about 40,000.

Lynn has hosted a wide variety of industries, starting with the agriculture and shellfishing of early colonists.

- Leather tanning was a major industry by 1775, eventually leading into shoemaking.
- Later endeavors included a saltworks in 1803 near the present corner of Broad and Washington Street, a whaling industry from 1829-1839 at the mouth of the Saugus River, a glue factory, and even an early attempt at rubber manufacturing in 1835.
- The soup industry, a fixture in Lynn today, originally arrived in 1841.
- Lynn's manufacturing was concentrated along the waterfront, in the Brickyard, and around Central Square.

Source:

History and Culture

Brief Development History

1800

1825

1850

1875

1900

1900

1633

Lynn's first mill is built, opposite the entrance to the present Pine Grove Cemetery.

1800

Described as a "wide and scattering village" of 2,837 people.

1804

Floating Bridge is constructed as a link in the Boston-Salem Turnpike.

1838

First train runs through Lynn on the Eastern Railroad.

1840

First small factories appear.

Early 1850s

Influx of development spurred by the broader economic boom and access to rail in Lynn.

1850

Lynn votes to adopt a City Charter.

1865-1873

Post Civil War development boom. From 1869-1873, more miles of street were laid out in Lynn than in any previous five-year period.

1882

Formation of Thomas-Houston Company (predecessor to GE) stimulates development throughout Western Lynn.

Munroe Street becomes first paved street, paved with granite blocks.

1912

Electric lamps installed, making Lynn famous for well-lit streets.

1920s

Period of development prompted by general national prosperity.

1940s

Another boom occurs after World War II.

"By 1850 [Lynn] had had a long, toilsome, and honorable past... In a New Year's editorial in one of the local newspapers there appears: 'There is not in New England a more industrious, thriving people. There are no overgrown capitalists -- no squalid poor. The great majority of the population are in that happy medium of neither poor nor rich, but well to do, with a plenty of work at pretty good pay.'" - *Lynn: One Hundred Years a City*

History and Culture

Shoemaking in Lynn



By 1840, steam power and machines were prevalent, and shoemaking occurred in larger operations of 30 workers, who would discuss theology and politics.



In 1883 Jan Matzeliger, an immigrant from Suriname, received a patent for the lasting machine he had invented out of scraps of wood in a tiny room on Munroe Street. The machine increased capacity of shoe production by ten times.



In 1903, the Vamp Building was built, and would be extended over time to become the largest shoe building in the world. Today the structure, located at 3-15 Liberty Street, is a residential building.



In 1918, the Lynn Independent Industrial Shoemaking School, the first of its kind in the country, opens with approval from Lynn voters. In its first year, 31 students enrolled and produced 6,379 pairs of shoes; by 1927, 245 students would be enrolled. The school trained boys and girls in all facets of shoemaking and remained open until 1975. Today the building is used by Girls, Inc.

This shoemaker was distinguished for his well-informed opinion, independence of thought, and pride in his vocation. Historians draw particular attention to the number of shoemakers who later became statesmen and journalists.

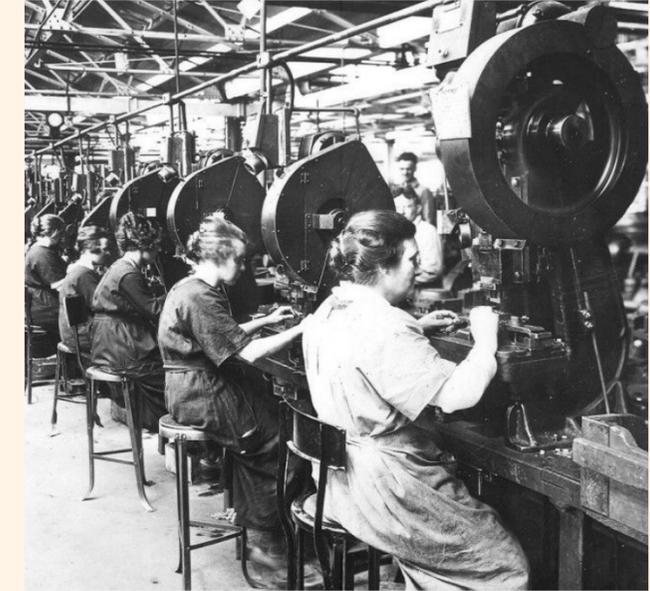
From *Lynn: One Hundred Years a City*

History and Culture

General Electric

Since the Lynn-based Thomas-Houston Company merged with the Edison General Electric to become the General Electric Company in 1892, GE has been an important player in Lynn's economy.

- GE was one of the first companies to understand the importance of on-the-job training and in 1902 formed the first class of its Apprentice School.
- In 1910, 10,000 GE workers were working on steam turbines, electric generators, trolley motors, and movie theater lighting.
- In the 1940s, GE's 20,000 workers were producing many of the tools necessary to win World War II, including tens of thousands of turbo superchargers, which enabled Allied planes to fly higher than German aircraft. In 1942, the first jet engine was built in Lynn.
- The GE Fields were the site of the first night baseball game in history.
- Today, GE employs 2,500 people at its Lynn plant.



“People didn’t leave the GE,” said James Cowdell, 54, who worked as a tool supervisor at GE in the 1980s and is now the executive director of the Economic Development & Industrial Corporation of Lynn. “You were probably going to be there the rest of your working life, and that’s the way it was. You had generation after generation after generation of families working at the GE.”

“In Lynn, ‘the GE’ was a way of life,” Boston Globe, January 29, 2016.

Source: LynnLegacies.org

History and Culture

Labor organizing and activism



Lynn was also an important center for labor organizing and activism.

Thousands of shoe workers went on strike in 1860, calling for better working conditions and fairer pay. GE's Lynn workers also went on strike at various points.

The first labor council formed in 1900, with today's North Shore Labor Council chartered by the newly merged AFL-CIO in the 1950s.

The City was also home to abolitionists, including Frederick Douglass.

Source: Mural at Frederick Douglass Park

History and Culture

Various waves of immigration help shape the population structure we recognize today.

History and Culture

Immigration



Immigrants were drawn to jobs in Lynn's factories, like this one on Market Street. (source: Lynn Public Library)

Lynn's prosperity was related to waves of immigration into the city.

- First came Irish and Canadian workers from the mid-19th century through the early 20th century,
- Southern and Eastern European immigrants followed.
- By World War I, immigrants made up a third of the population and tended to live in tenement housing.
- A Cambodian wave of immigrants began arriving in 1960, fleeing the Khmer Rouge and the Vietnam War.
- Latin immigrants, mostly Dominicans and Puerto Ricans, began arriving in the 1960s, with recent immigrants drawn from Central America.

History and Culture

Contemporary Culture

Lynn's culture today reflects the diverse communities that live here. This contemporary culture of diversity is an extension of the history of Lynn.

What do you love about Lynn? ❤️

“Diversity. Seriously, my closest friends in Lynn are from Zimbabwe, Philippines, Dominican Republic, and the South Shore! Neighbors are from Romania, Guatemala, native Lynn. I'm a Jewish guy from Swampscott. My life could so easily have been nothing but people exactly like me. Very happy it isn't.”

- Vision Lynn Survey respondent

What about Lynn are you proud of? 👍

“I am proud of the sheer amount of diversity found in Lynn, as well as Lynn's rich history.”

“The diversity and cooperation of the people who live and work here.”

“It's diversity within its diversity”

- Vision Lynn Survey respondents

History and Culture

Two major fires and previous planning efforts have had significant impacts on Lynn's development patterns.

History and Culture

The 1889 Fire



REAR OF MOWER'S BLOCK, WHERE THE FIRE STARTED.



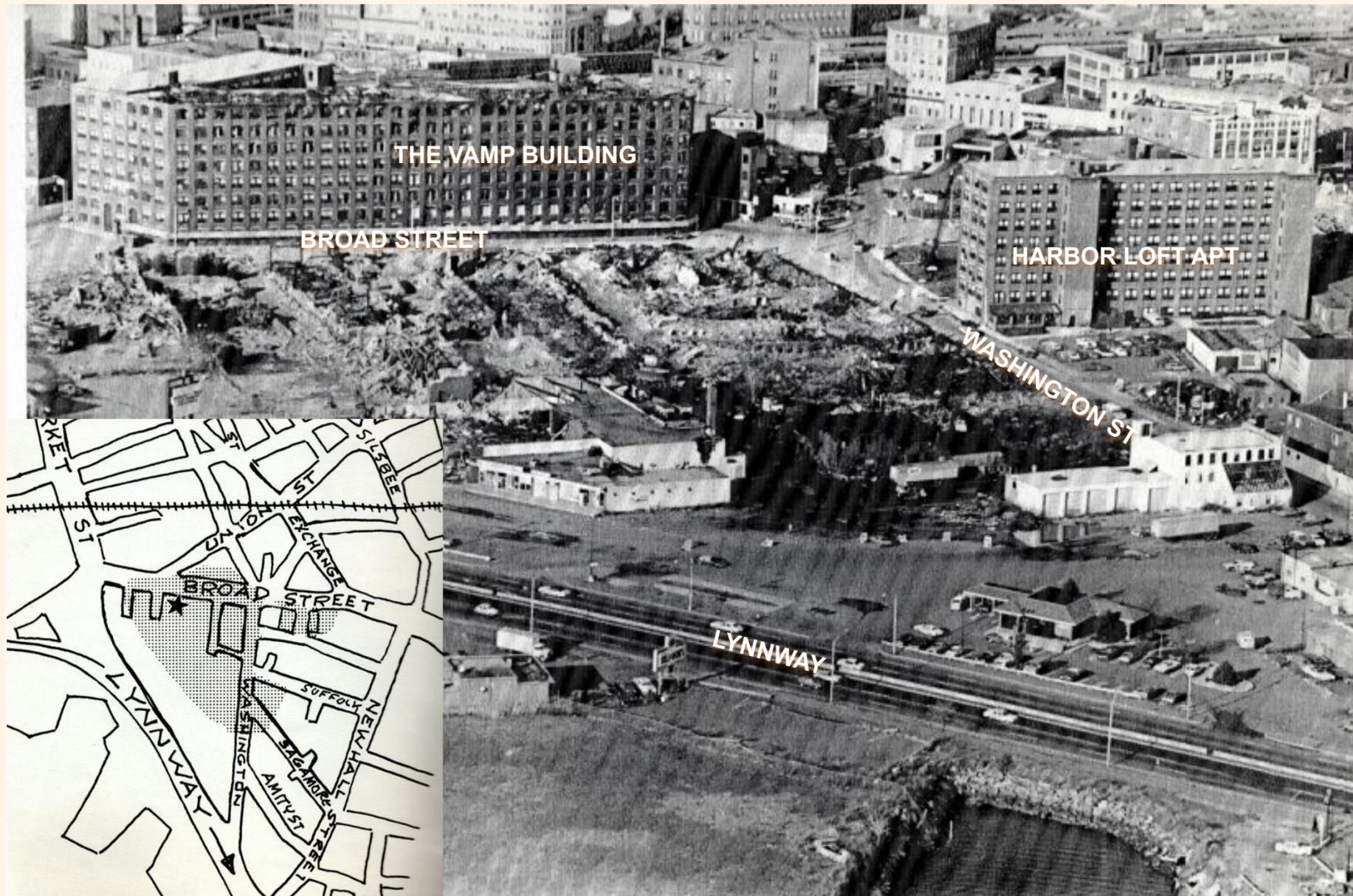
The maps above and below compare the damage done by Lynn's Great Fire of November 26, 1889, and the Second Great Fire of November 1981. The black star in each shows the point where the fires started.

The November 1889 fire destroyed 31-acres in Lynn's downtown.

- The fire started in the Mower's Building on Almont Street.
- 384 buildings were lost, including 80 shoe firms and 75 dealers in leather and shoe findings, 4 banks, 3 daily newspapers, and a large church.
- Total damages were estimated at \$5M (or \$155M in today's dollars).
- 150 households lost their homes, and 7,000 workers lost their jobs.

History and Culture

The 1981 Fire



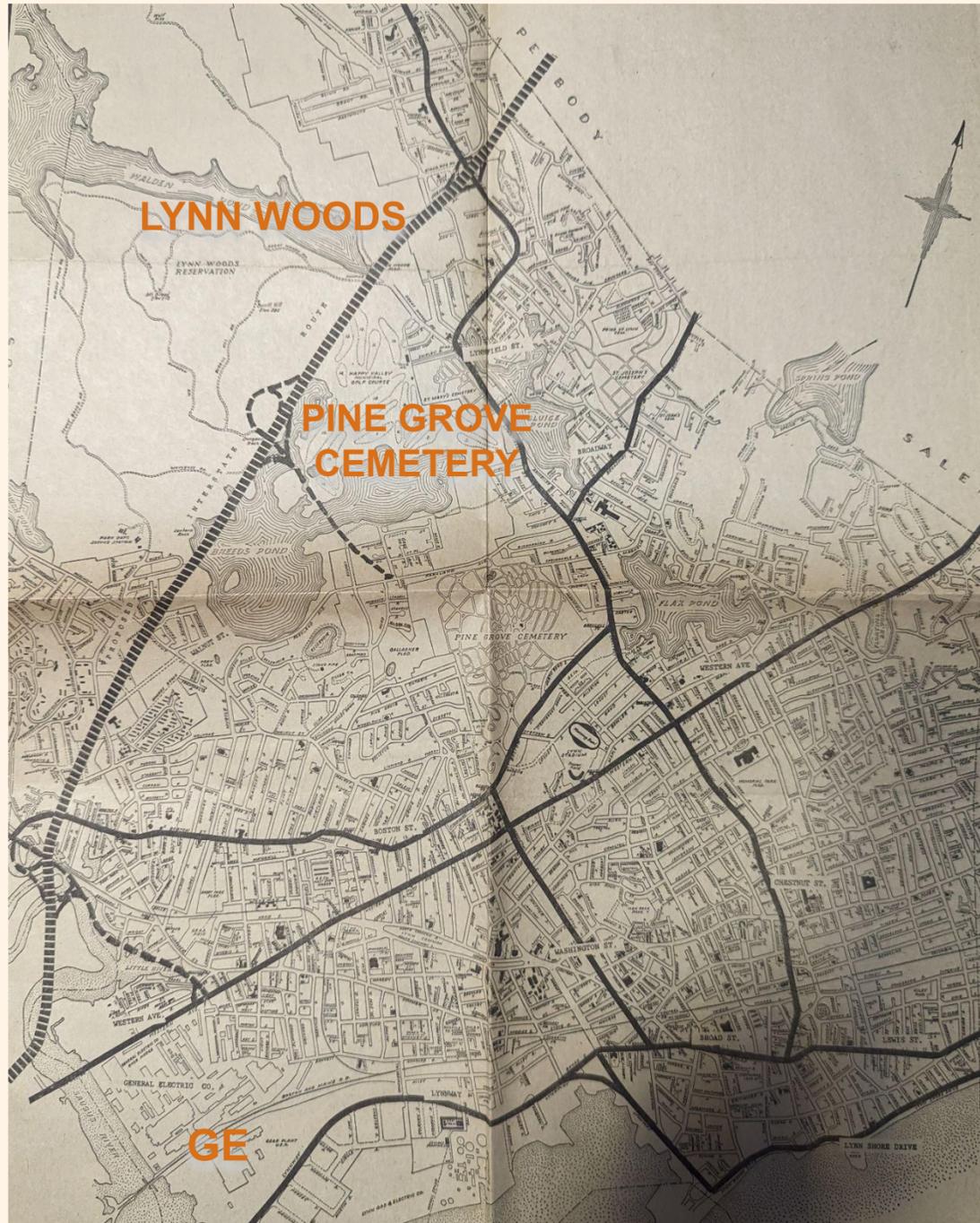
The November 1981 fire destroyed 17 buildings along Broad Street and Washington Street.

- Began in the Oxford Shoe building, which was being demolished for revitalization.
- 600 firefighters were summoned to help, and it took two weeks for the fire to be completely put out.
- Miraculously, no one died, but there was an estimated \$50-\$70M in damage (approximately \$163-\$228M in today's dollars), much of it to buildings that had been built in 1900 after the previous fire.
- This was a blow to revitalization efforts to transition former shoe manufacturing buildings into housing, businesses, and the community college.

Source: *A City In Flames: Lynn's Second Great Fire*

History and Culture

Previous Plans & Urban Renewal



I-95 was anticipated to go directly through Lynn before it was built in its current location.

Lynn has been shaped by previous planning efforts.

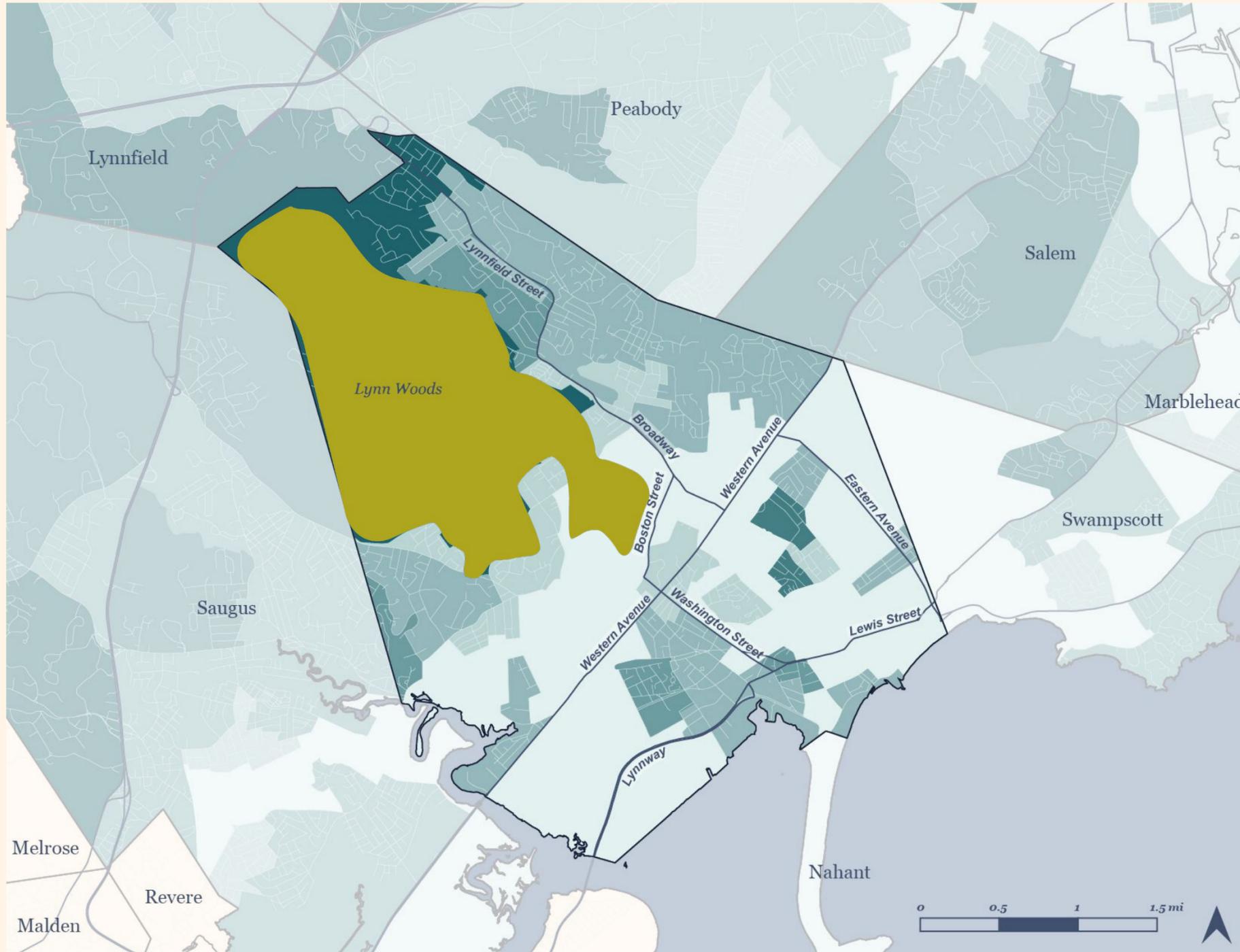
- Lynn established a Redevelopment Authority in 1956, which oversaw the implementation of two urban renewal projects.
- 1962-1966: A **Market Street** urban renewal project was fully completed along 24 acres.
- 1965: The **Lynnway-Summer Urban Renewal Area**, which included 117 acres, was met with strong community resistance but still resulted in the razing of historic workforce housing in the Brickyard neighborhood and the destruction of a tight-knit neighborhood.

History and Culture

Lynn's history is reflected in its buildings, and some of its historic areas have been preserved.

History and Culture

Age of Building Stock



Much of Lynn’s building stock was built before World War II.

- The residential neighborhoods surrounding Downtown have, on average, the oldest buildings in the city.
- Downtown and some areas in northern Lynn were built in the mid-20th century as part of urban renewal and early suburban expansion.
- Other areas in northern Lynn contain, on average, some of the newest buildings.

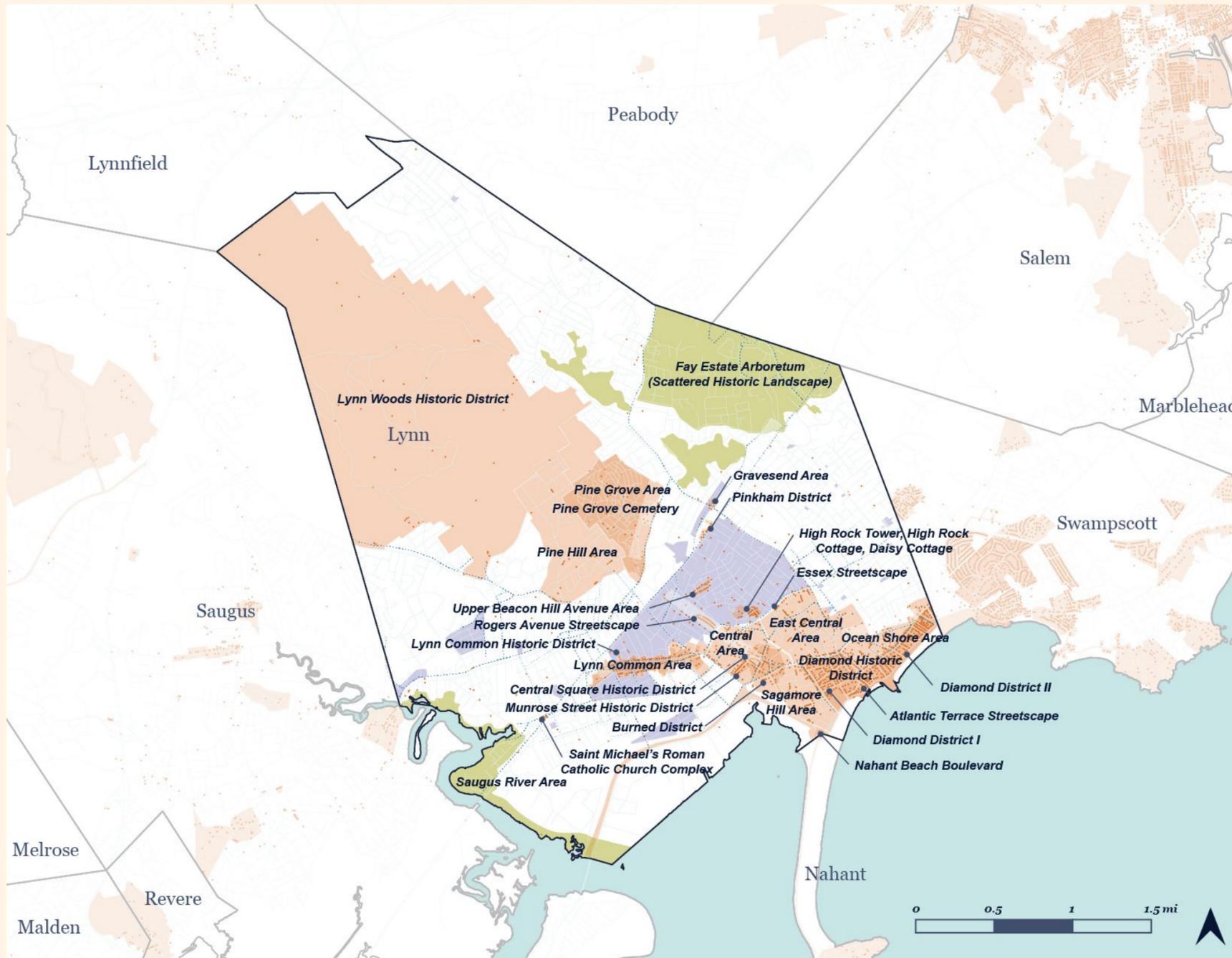
Median Year Built



Source American Community Survey, 2016-2020 5-year estimates

History and Culture

Historic Resources



Lynn Historic Resources

- National Historic Register
- Inventory of Historic Assets of the Commonwealth of Massachusetts
- Massachusetts Historical Commission Locations
- Historically Influenced Areas
- Historically Influenced Landscape
- Historic Pathways, Pre 1892
- Historic Pathways, 1829 - 1852

Downtown, the Diamond District, the Lynn Common Area, Pine Hill, Lynn Woods, and Pine Grove Cemetery have been officially recognized and/or protected by regulation.

Other areas, including the Highlands, parts of West Lynn, and the Fay Estate Arboretum, have been recognized for the historical significance.

Source: City of Lynn Department of Community Development

History and Culture

Key Opportunities and Challenges

Opportunities

- Lynn has an incredible history of organizing and advocacy that continues to inspire.
- Lynn's culture is and always has been one stitched together by many backgrounds, races, ethnicities, and religions; there is an opportunity to more strategically showcase this strength.
- Lynn's diversity of cultures lends itself to a fabulous art and culinary scene that improves everyone's quality of life.

Challenges

- It can be difficult to preserve historic buildings, like the Marshall School, while meeting contemporary needs.
- With such a multicultural community, we must be mindful about how to make historic resources meaningful to residents who bring their own histories.

Action Items

- The City hired an **Arts and Culture Planner**, who helps manage the city's **Downtown Lynn Cultural District**.
- Work continues to preserve important historic buildings like the **Grand Army Republic Hall and Museum**.
- Programs like the **TDI Union Street** initiative and **Creative Cities** will help the City better support arts, culture, and business in the city.

Who we are

Social Infrastructure



This section describes the rich network of community organizations, institutions and services that exist in Lynn.

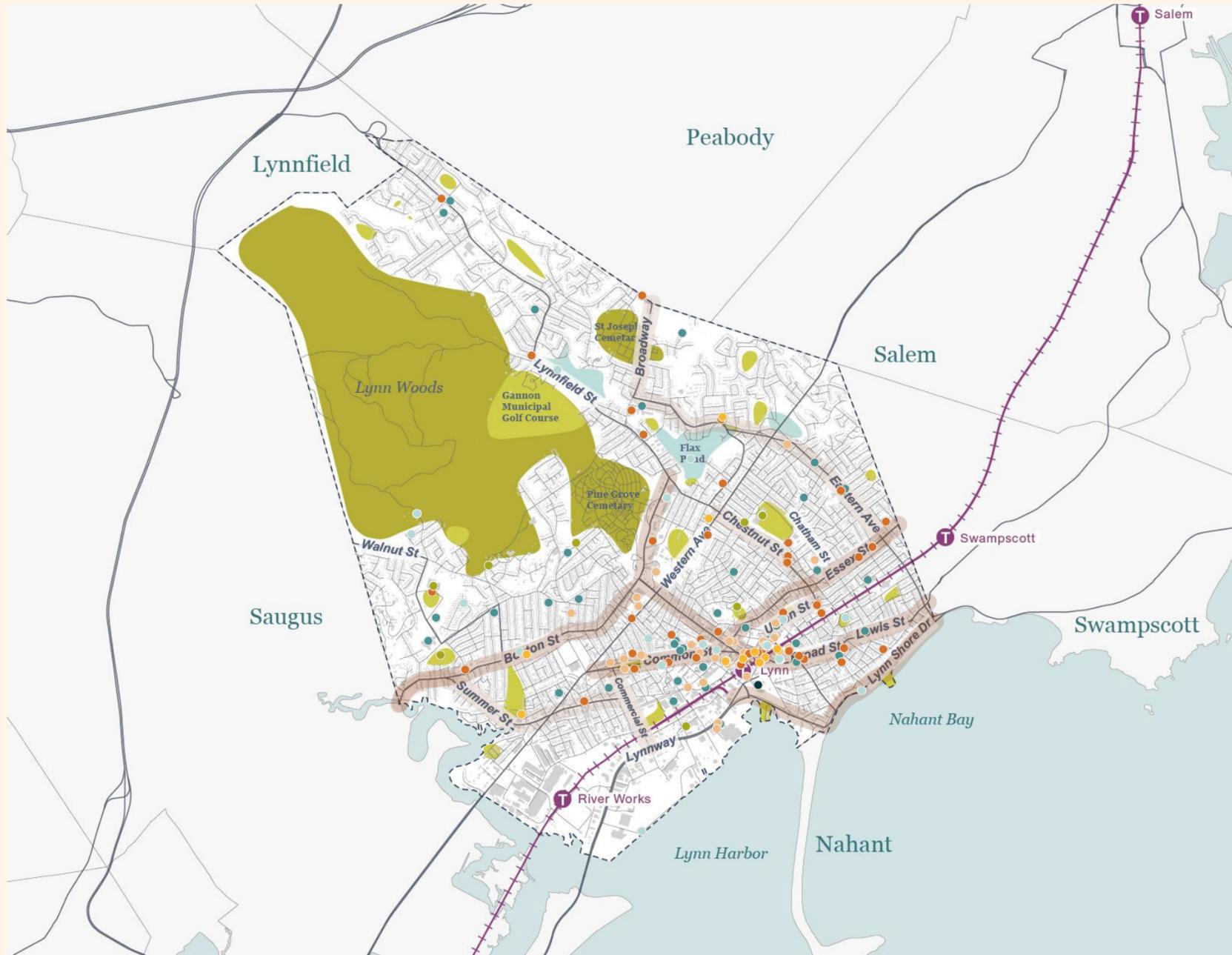
Who we are

Social Infrastructure

Key Insights

- Due to Lynn's cultural diversity, many organizations provide critical services to the various communities that call Lynn home.
- Ensuring that the comprehensive plan identifies these groups and provides avenues for growth and enhancement of this web of community will be critical for ensuring the city grows in a way that makes sure everyone feels supported.

Social Infrastructure Community Assets



From affordable housing, health clinics, food support, language support, to college advocacy this network of strong organizations and cultural institutions provide what we call “social infrastructure” to the City of Lynn.

Community Assets

- Higher Education
- Education
- Community & Advocacy
- Athletics & Recreation
- Arts & Culture
- Social Services
- Religious Institutions

Social Infrastructure

Key Opportunities and Challenges

Opportunities

- Lynn benefits from hosting a wide variety of nonprofits that provide necessary services and support to individuals and families.
- Lynn's strong social ties historically and its many clubs, associations, religious establishments, and ethnic communities help renew these ties all the time.

Challenges

- With so many nonprofits and community organizations, there is naturally bound to be overlap and competition. How can we ensure a positive, collaborative ecosystem of supports?
- Language and cultural barriers can sometimes make it difficult for people to get to know each other and build intercultural social ties.
- How can the City collaborate with local institutions to solve challenges?

Action Items

- The City has allocated \$52M of **federal ARPA dollars**, many of which were utilized to boost organizations that provide critical social support to Lynnners.
- In hiring **interpreters for City Hall**, the City worked directly with the New American Association of Massachusetts to leverage their expertise in making the initiative a success.

A City for All

- Housing, 56
- Economic Development, 81
- Public Health, 113
- Fiscal sustainability, 136

A City for All Housing



This section describes local housing conditions in Lynn and future housing needs to accommodate the community.

A City for All Housing

Key Insights

- Lynn has a mix of housing types and sizes.
- Much of Lynn's housing is older, and some homes lack basic facilities.
- The real estate market cannot support all Lynn households. Lynnens are experiencing substantial housing cost burden.
- The city is adding homes, but mostly single family homes and large multifamily buildings that are expensive.
- Deed-restricted Affordable Housing is an important but under-resourced part of Lynn's housing stock.

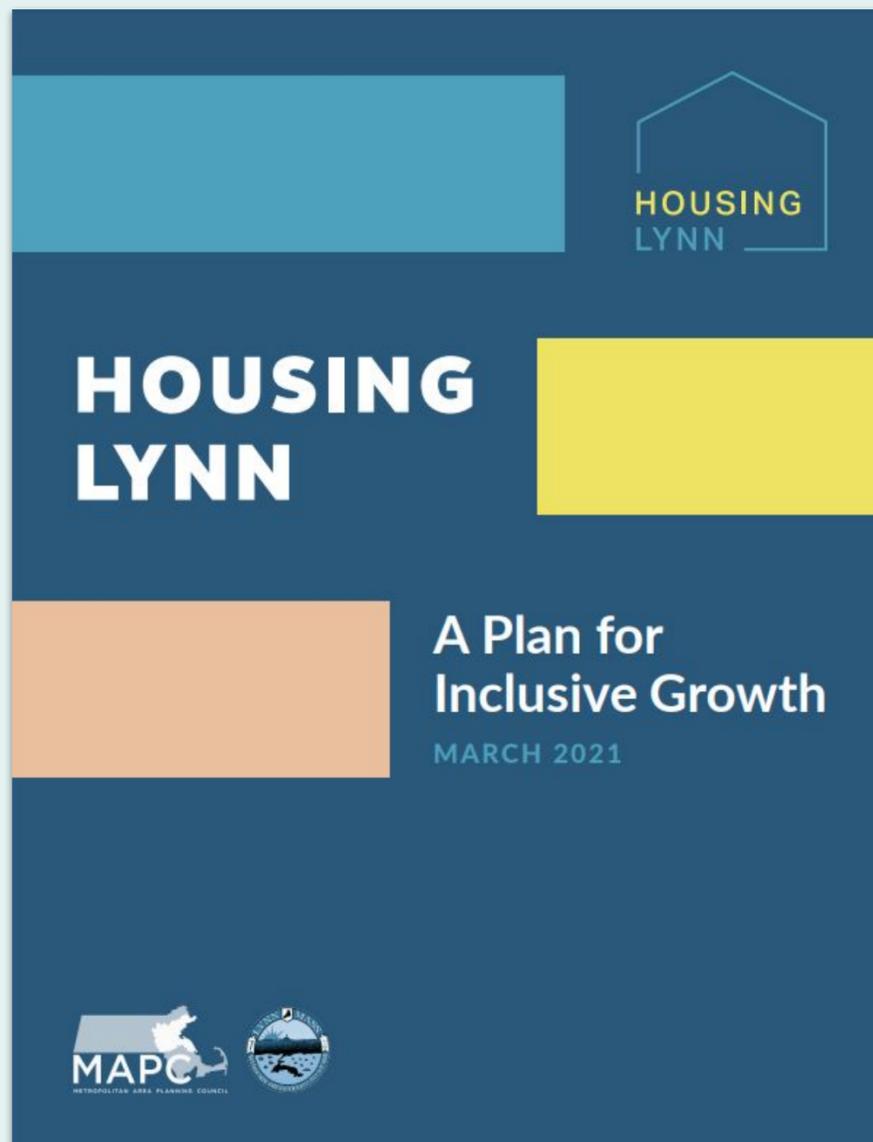
Housing

Findings from Housing Lynn Plan (2021)

- Demand for housing in Lynn is growing and changing.
- Much of Lynn's existing housing stock is older, and a large portion of it is unsafe for residents.
- New housing production has not kept up with population growth.
- Many Lynn residents cannot afford Lynn's market-rate housing.
- Lynn's current Affordable Housing stock does not sufficiently meet the present need, and some units are expected to be lost without intervention.
- Many Lynn residents face the risk of displacement.

According to MAPC analysis, there is a high displacement risk in the southern portions of Lynn, including the Diamond District, downtown, the Waterfront, Sagamore Hill, East Lynn, the Highlands, and West Lynn. There are typically 1,000 evictions a year in Lynn, which represents only one kind of displacement.

Housing Housing Lynn strategies



Housing Lynn contains five big strategies, each with targeted action recommendations.

1. Use the City's **Zoning Ordinance** to facilitate development of varied housing at a range of price points.
2. **Use City resources**, including public land and funding, to meet Affordable Housing need and provide public benefits.
3. Adopt policies that **protect the rights of Lynn renters** despite changes in the market.
4. Increase efforts to foster a **welcoming and diverse municipal culture** to ensure City actions reflect the full desires of the community.
5. **Preserve the existing housing supply**, particularly rental housing and deed-restricted Affordable Housing.

See www.mapc.org/housing-lynn for more information

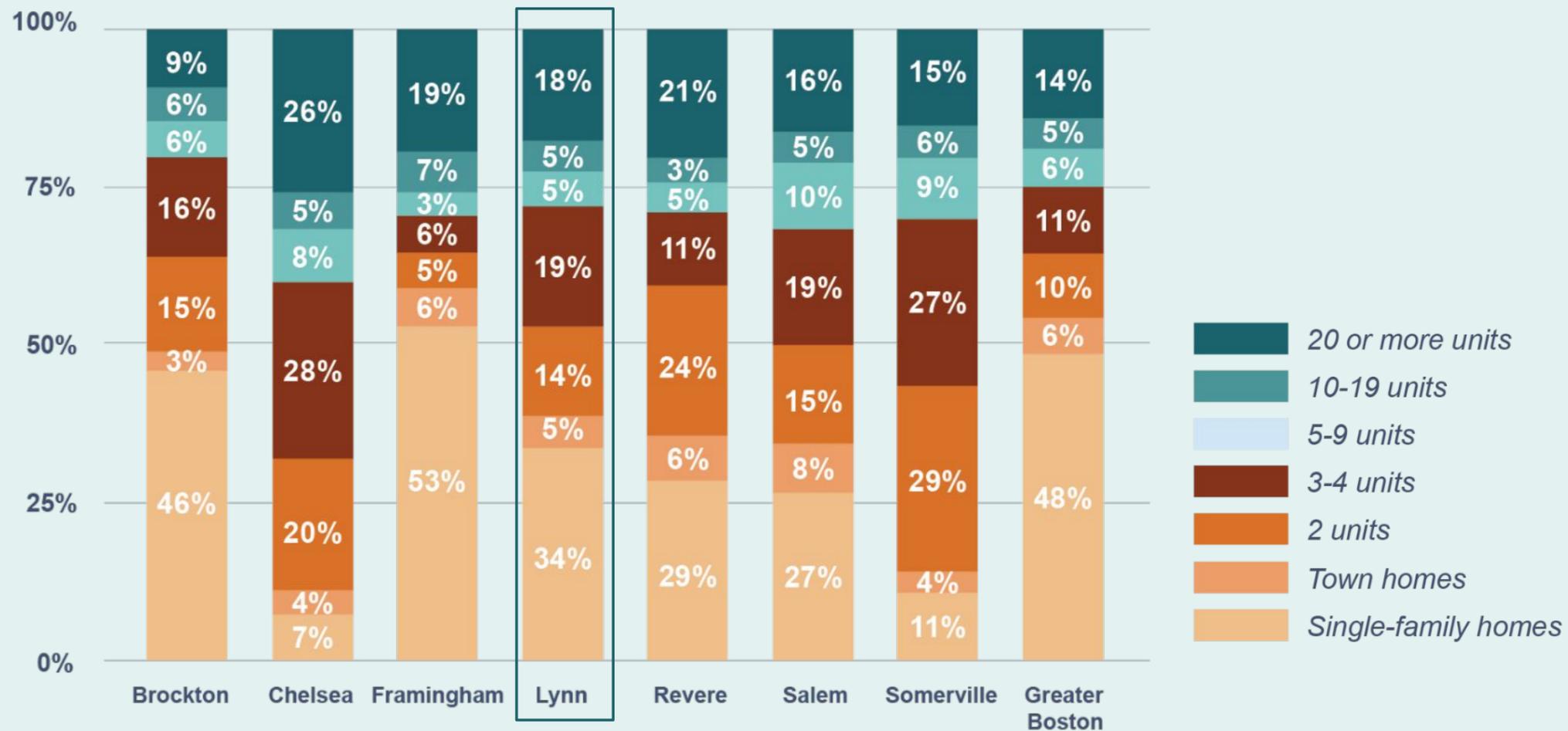
Housing

Lynn has a mix of housing types and sizes.

Housing

Housing by units in structure

39% (12,000) of Lynn's 35,000 homes are single-family (detached or attached), 18% (6,000) are in large multifamily buildings.

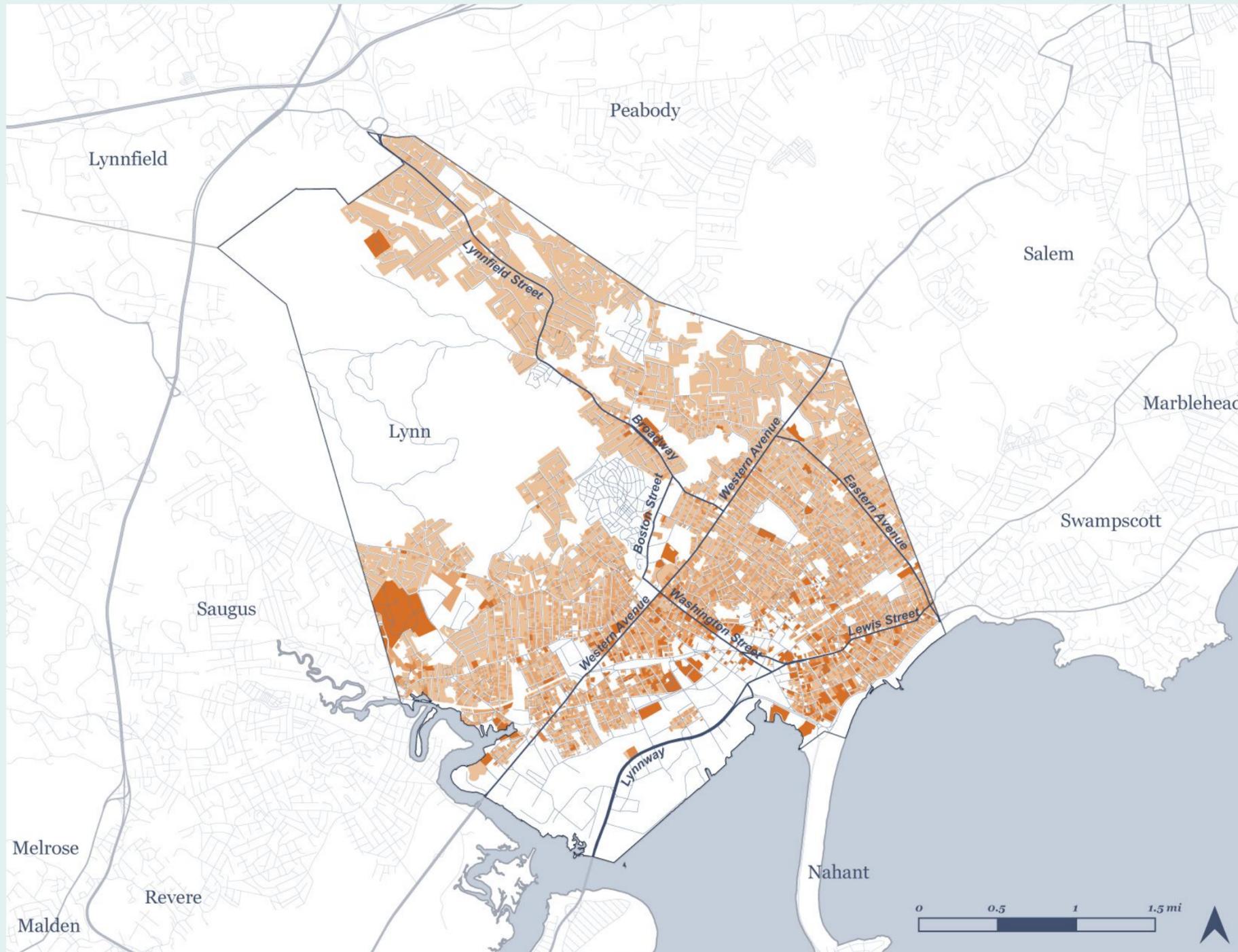


Source: American Community Survey, 2016-2020 5-year estimates



Lynn's neighborhoods. Photo by Alyson Fletcher

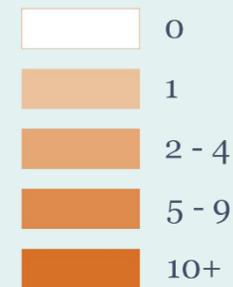
Housing Units per parcel



Lynn is building more expensive housing choices and removing more affordable housing choices from the stock.

Between 2009 and 2018, Lynn added single-family homes and houses in buildings with 20-50 units, but lost units in small multifamily buildings (2-4 units). (Source: Housing Lynn, based on City of Lynn Assessors Data)

Units per parcel



Source: MAPC Land Parcel Database, based on Assessing data

Housing

New net housing units, 2009-2018

The number of multifamily units (2-4 units) decreased between 2009 and 2018.

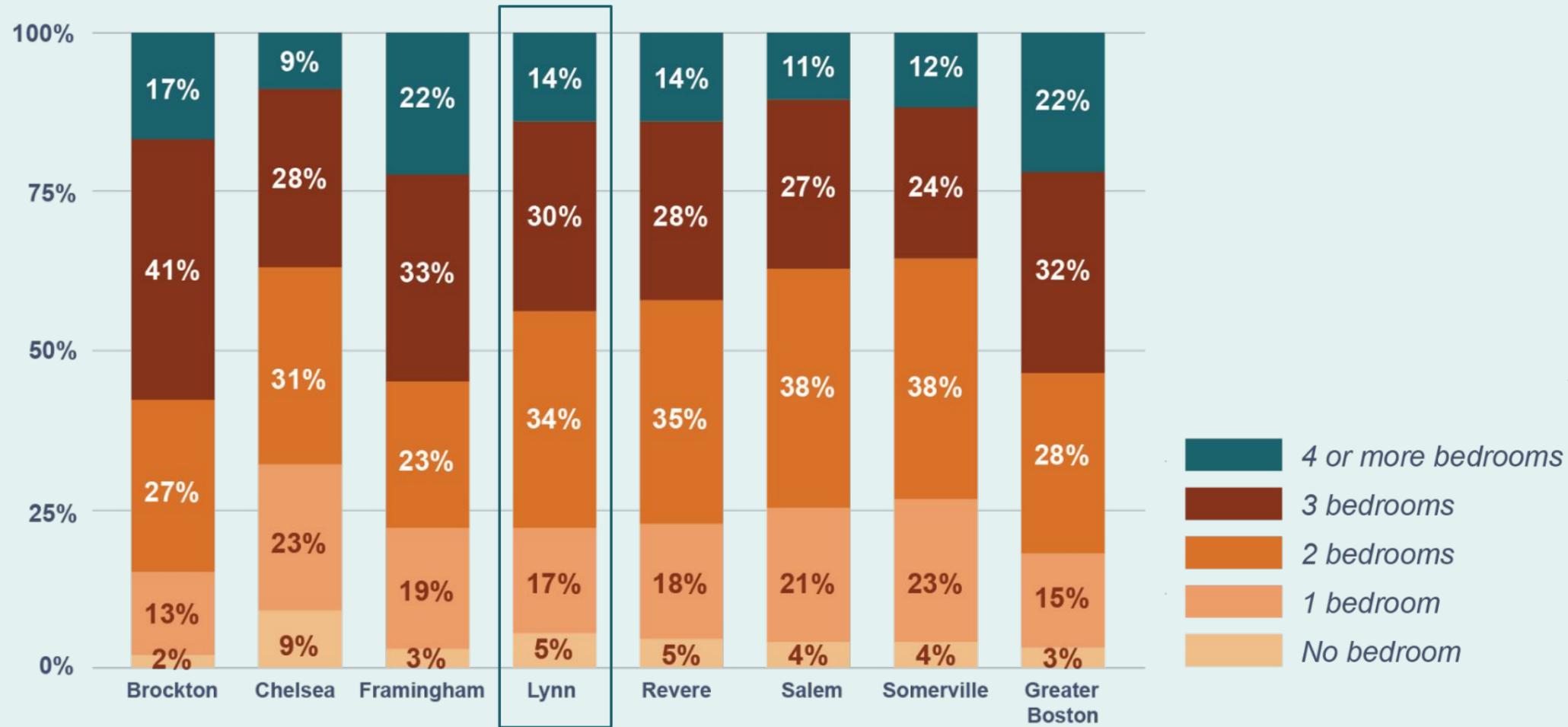
Examples of 20-50 unit developments in this period include “The Vault” building at 30 Willow Street, 24 Mount Vernon Street, and the Washington Square Residences (Lynn Home for Young Women)



Net new housing units by number of units in the building, Lynn, 2009-2018
Source: Lynn Assessor FY2010 - FY 2019

Housing Units by number of bedrooms

44% (15,000) of Lynn’s 35,000 homes are “family-sized” (3+ bedrooms).



Single family home in Lynn, Photo by Utile

65% of households are family-based, and the average family size is 3.5 people.

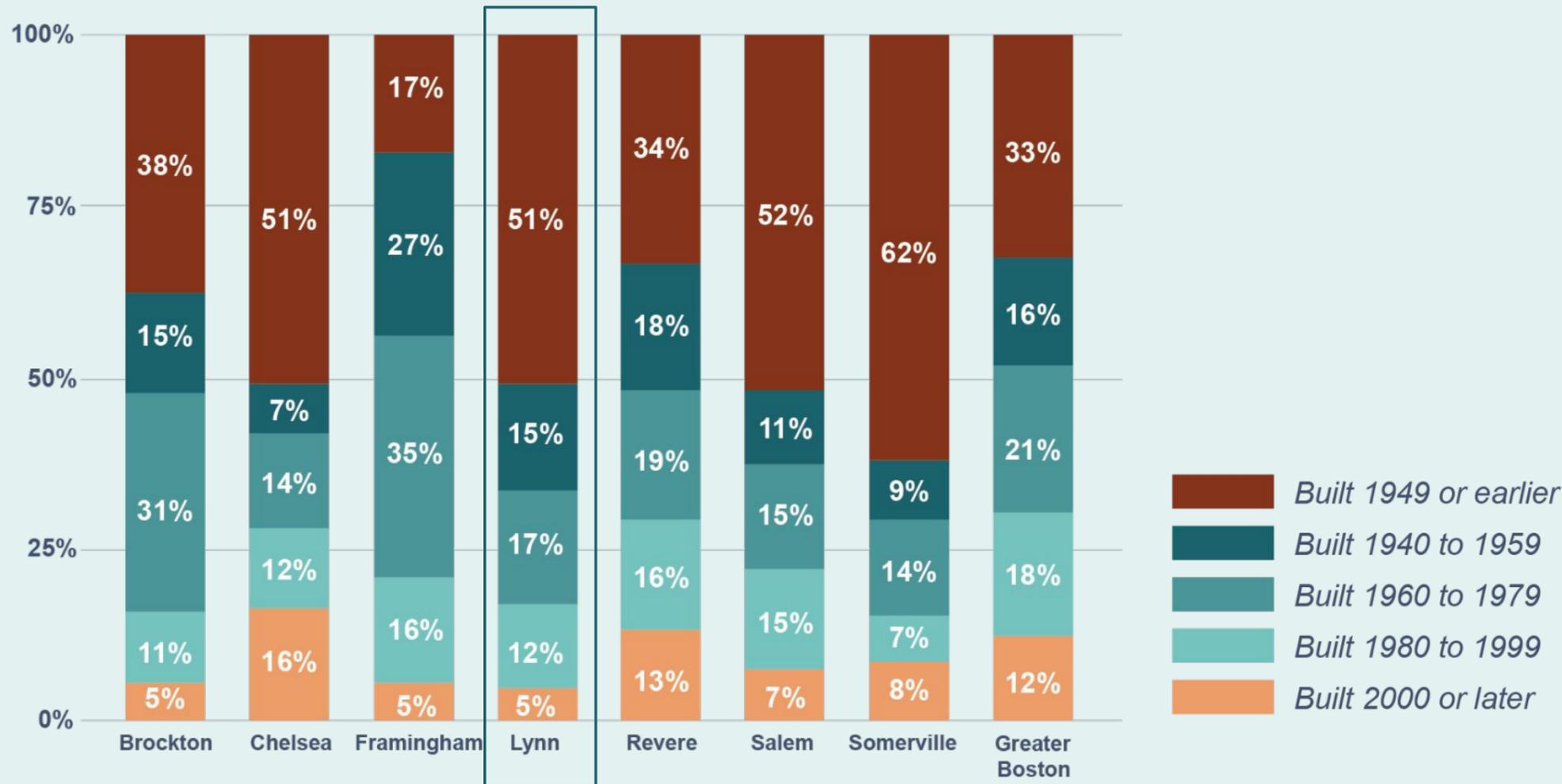
Source: American Community Survey, 2016-2020 5-year estimates

Housing

Much of Lynn's housing is older, and some homes lack basic facilities.

Housing Housing units by year built

Housing stock is older. An estimated 51% (18,000) of Lynn’s homes are in buildings built before World War II, and only 5% (1,600) of the housing stock was built since 2000.



Source: American Community Survey, 2016-2020 5-year estimates

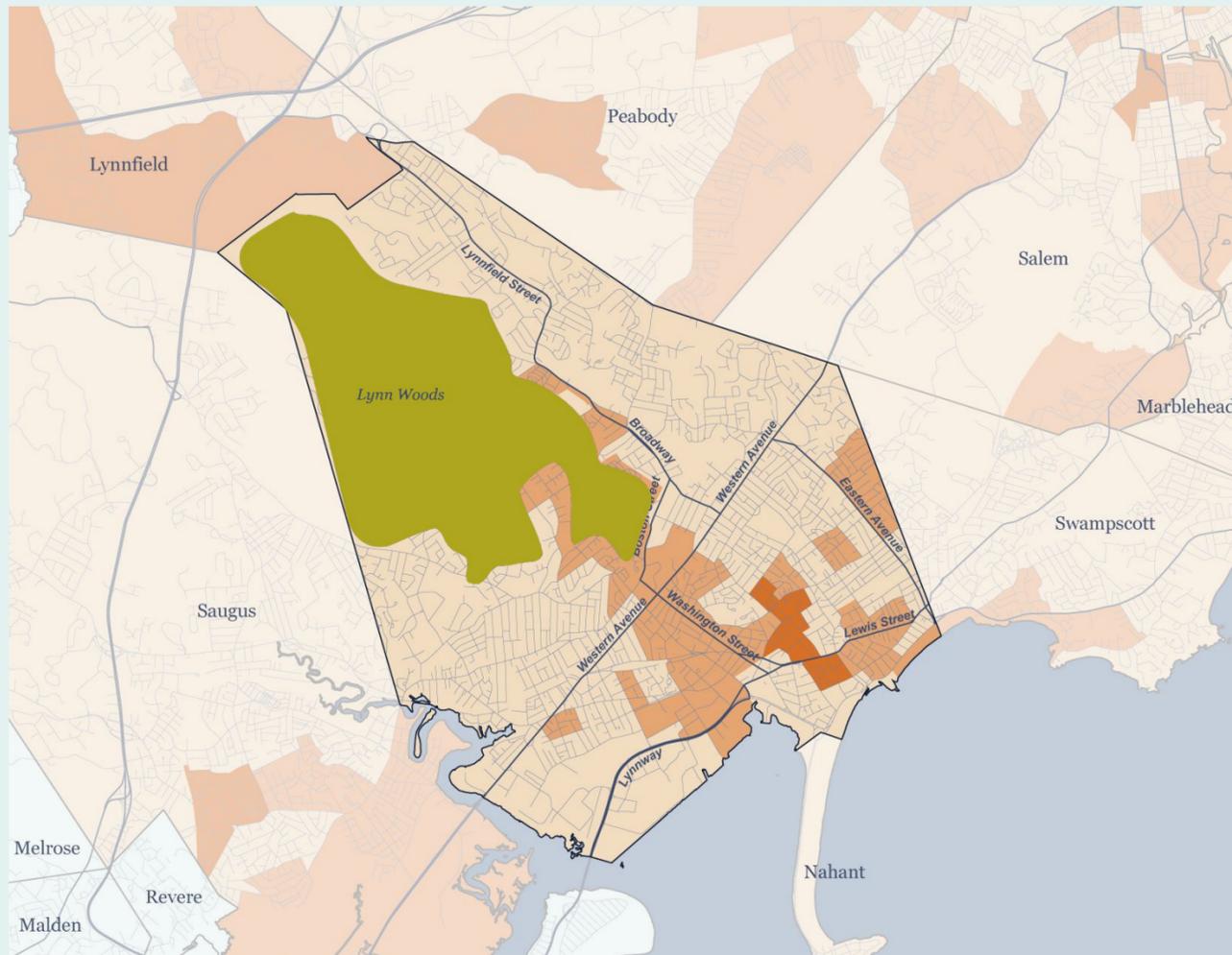


Much of Lynn’s housing stock is older, Photo by Utile

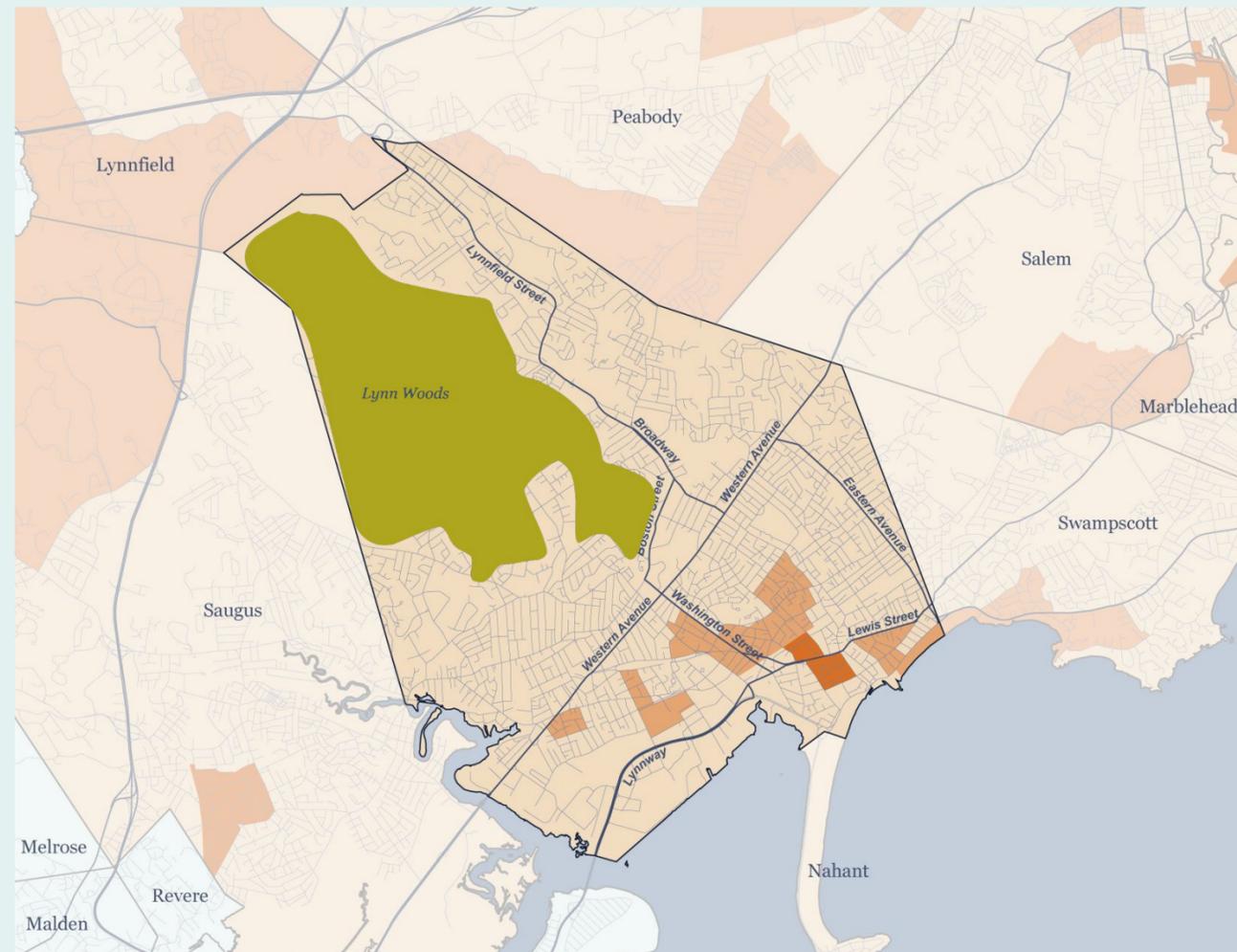
Housing

Homes lacking basic facilities

In a few neighborhoods, roughly 15% of occupied homes lack basic facilities. 500 of the 33,000 occupied homes lack a complete kitchen, and 300 lack complete plumbing.

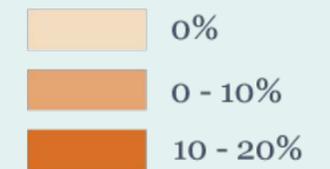


Percent of homes lacking complete kitchens
Source: American Community Survey, 2016-2020 5-year estimates

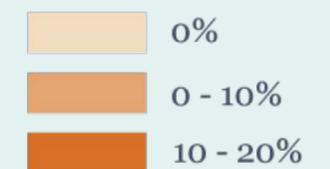


Percent of homes lacking complete plumbing facilities
Source: American Community Survey, 2016-2020 5-year estimates

% of Households Lacking Kitchens



% of Households Lacking Plumbing



Housing Rental Inspections

The Lynn City Council passed a rental inspection ordinance on 2020, which requires all rental units to be registered and inspected every five years.

Inspections started occurring in 2022, assessing units for code violations that make units unsafe or unhealthy.

Inspections Totals, February - July 2022

1,002 Units Inspected

46% Units Failed

Top Issues in Rental Inspections

	% of Units Inspected
Windows or Window Screens	29%
Smoke Detectors	27%
Lighting or Electrical Issues	27%
Ventilation	23%
Wall, Ceiling, or Floor Issues	12%

Source: City of Lynn Inspectional Services Department

Housing

The real estate market cannot support all Lynn households. Lynners are experiencing substantial housing cost burden.

Housing Median Rental Listing Prices

Median rents are high and rose 25% from 2015 to 2018.

	Studio	1-bedroom	2-bedroom	3-bedroom
2015	\$1,250	\$1,125	\$1,550	\$1,675
2016	\$1,225	\$1,300	\$1,550	\$1,800
2017	\$1,000	\$1,375	\$1,650	\$1,900
2018	\$1,575	\$1,700	\$1,975	\$1,900

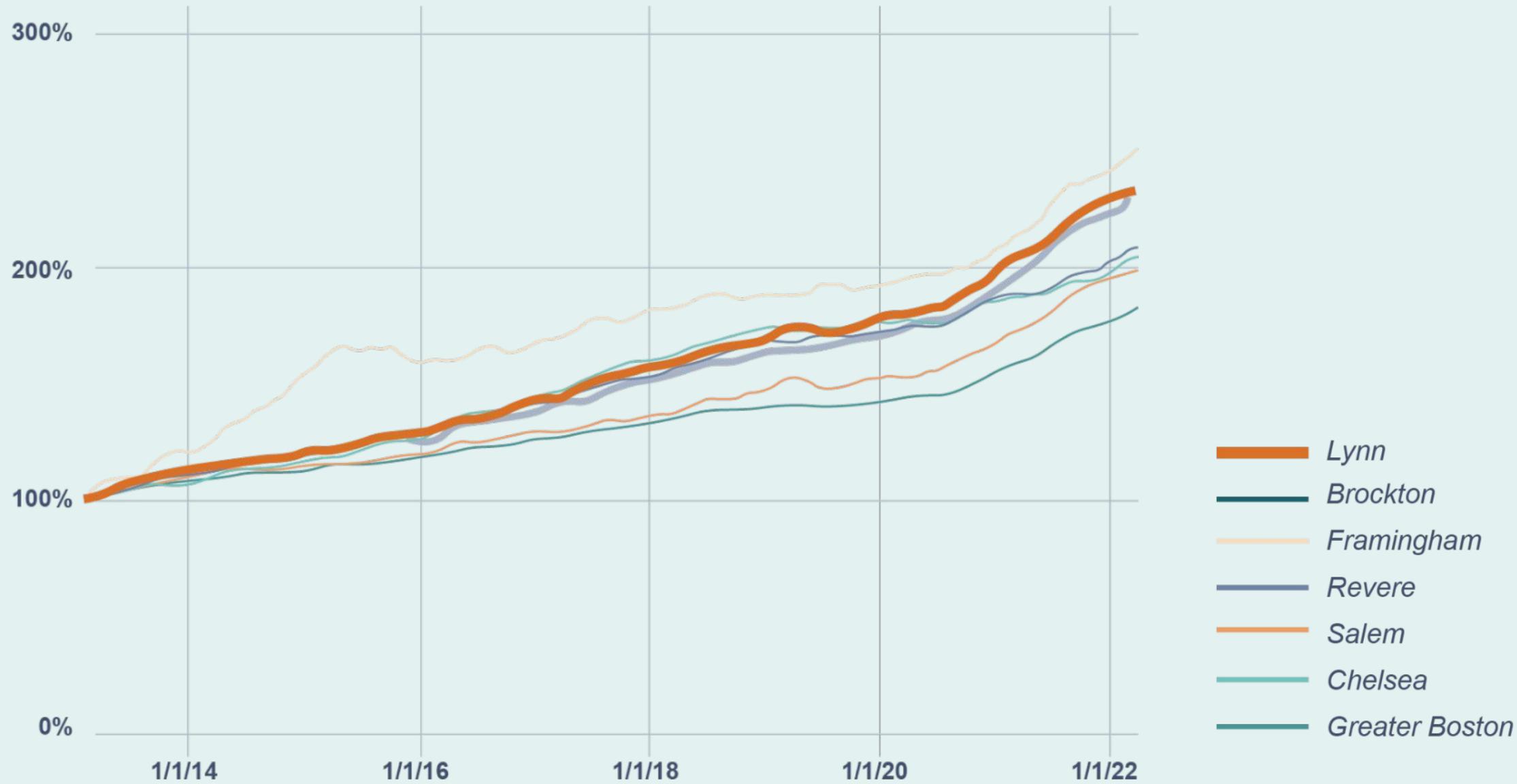
Median Rental Listing Prices by Bedroom Count, Lynn, 2015-2018
Source: MAPC Rental Listings Database



Protesters gather on the steps of the foyer in Lynn City Hall on Tuesday to speak out against the proposal to build luxury apartments at 811 Lynnway. (Spenser Hasak)

Housing Home Values

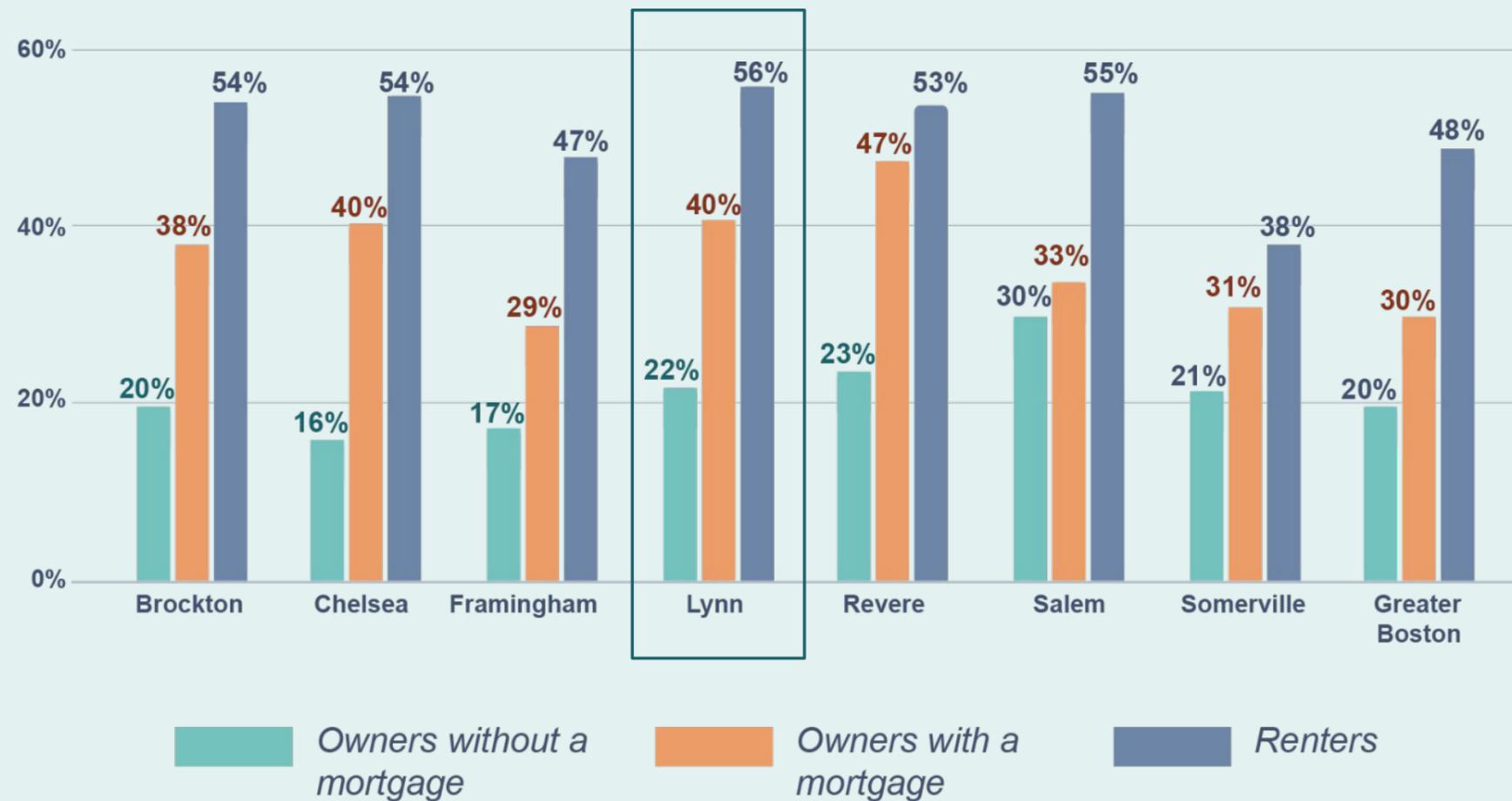
Home values have more than doubled since 2013.



Source: Zillow Home Value Index, 01/31/2013-03/31/2022, values are set to 100% for each city in 2013.

Housing Cost-Burden

More than half of renters and 40% of owners pay more than they can afford for housing in Lynn.



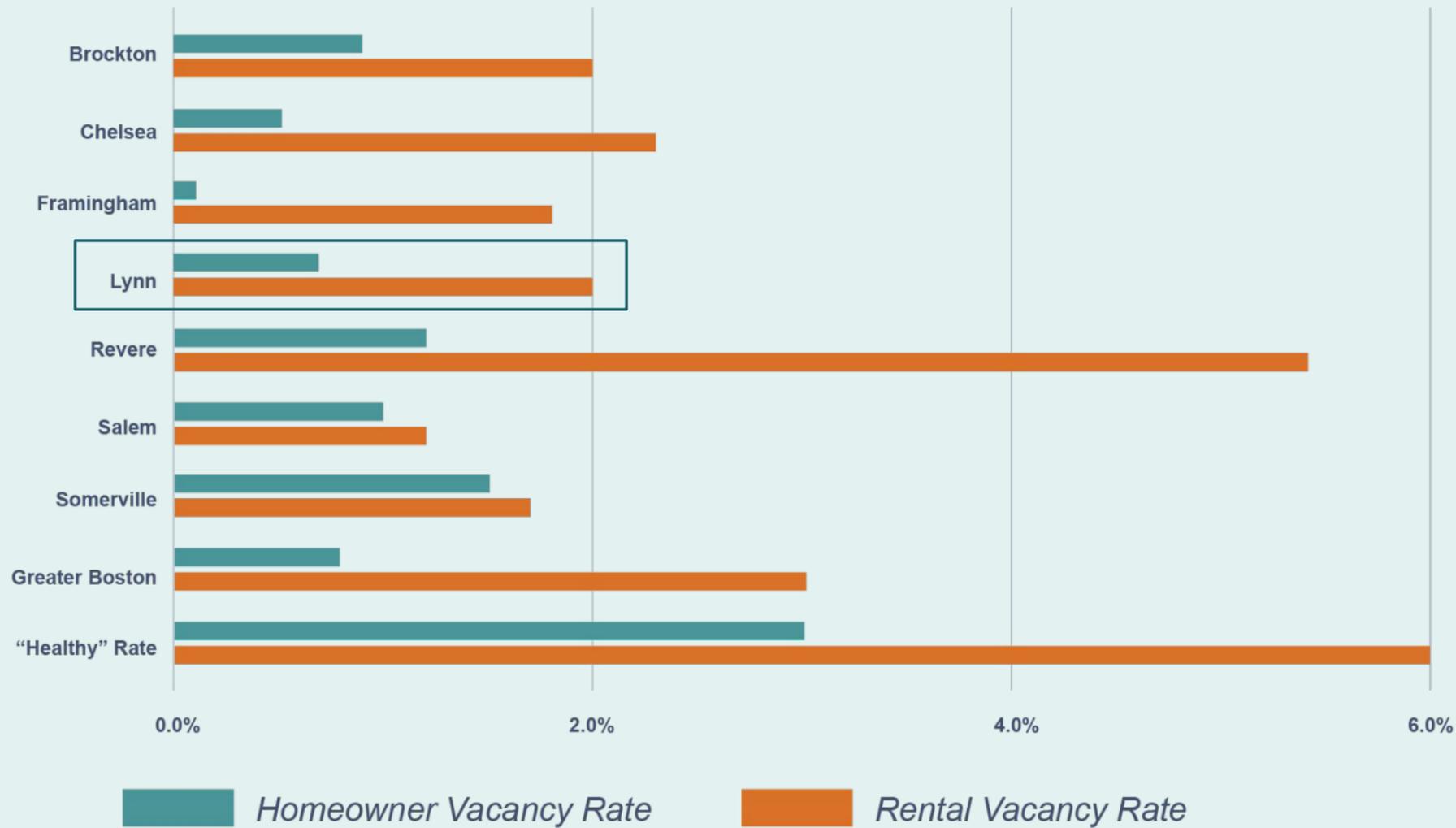
The federal government defines “housing cost-burden” as paying more than 30% of your income for housing.

Many households who pay this much are forced to make tough spending choices, weighing housing against food and healthcare.

Source: American Community Survey, 2016-2020 5-year Estimates

Housing Homeowner and rental vacancy rate

Vacancies are well below stable levels, meaning the market is failing.



New multi-multifamily construction in Lynn

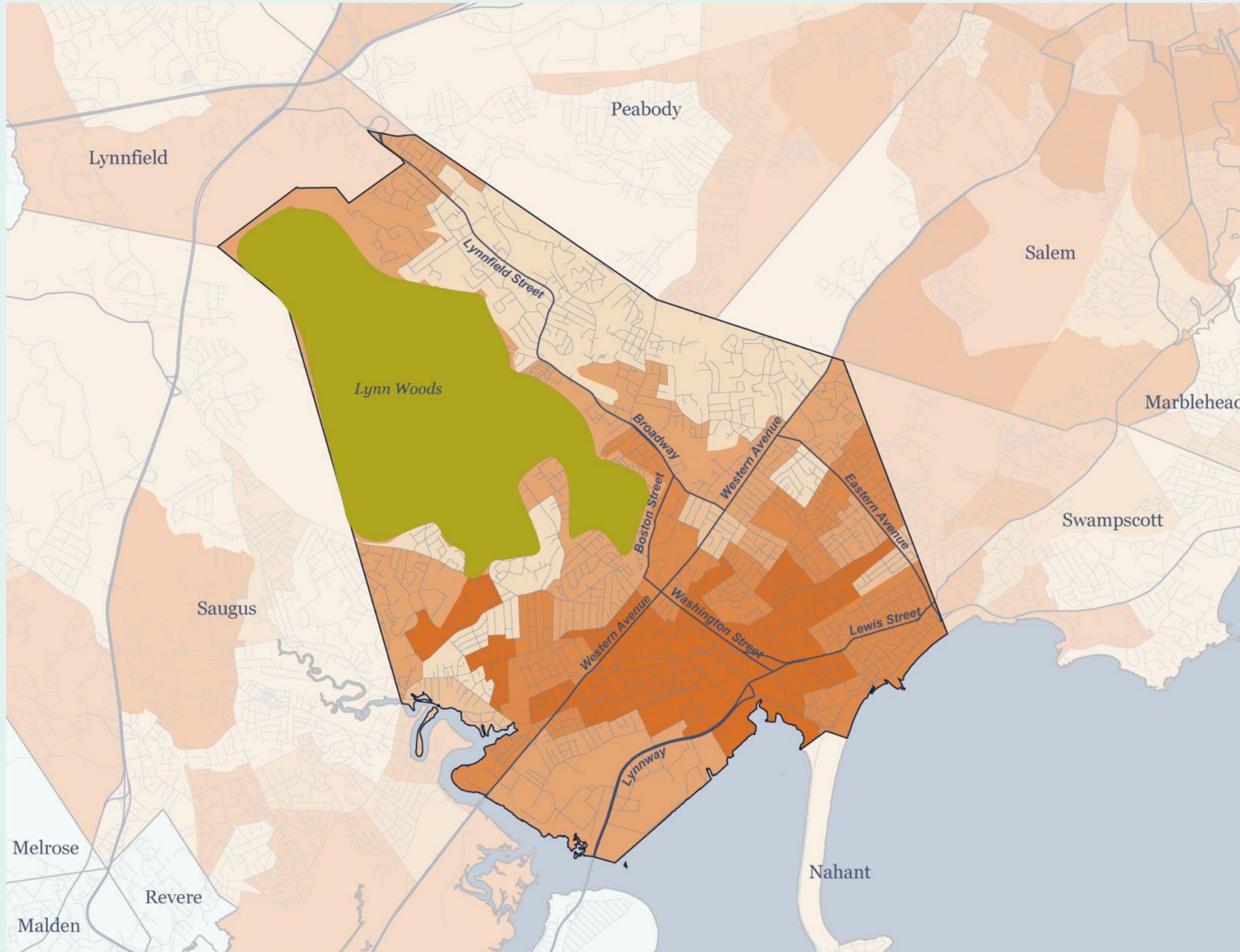
“Estimates of stable vacancy rates vary, but in general a **stable rental vacancy rate is around 6%**, while a **stable ownership vacancy rate is around 3%**. [An unstable vacancy rate] advantages wealthier renters and buyers and encourages overcrowding among lower-income households.”

Source: Housing Lynn

Source: American Community Survey, 2016-2020 5-year estimates; Housing Lynn

Housing

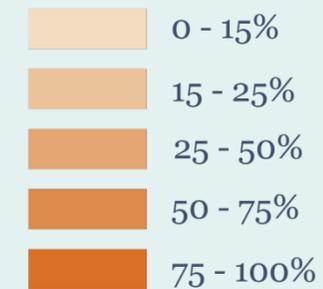
Overcrowding is common



Overcrowding is common, indicating households may be grouping up to afford housing.

Overcrowding is concentrated in Southern Lynn, and radiates out from the downtown.

% of Households with 1 or More Persons Per Room



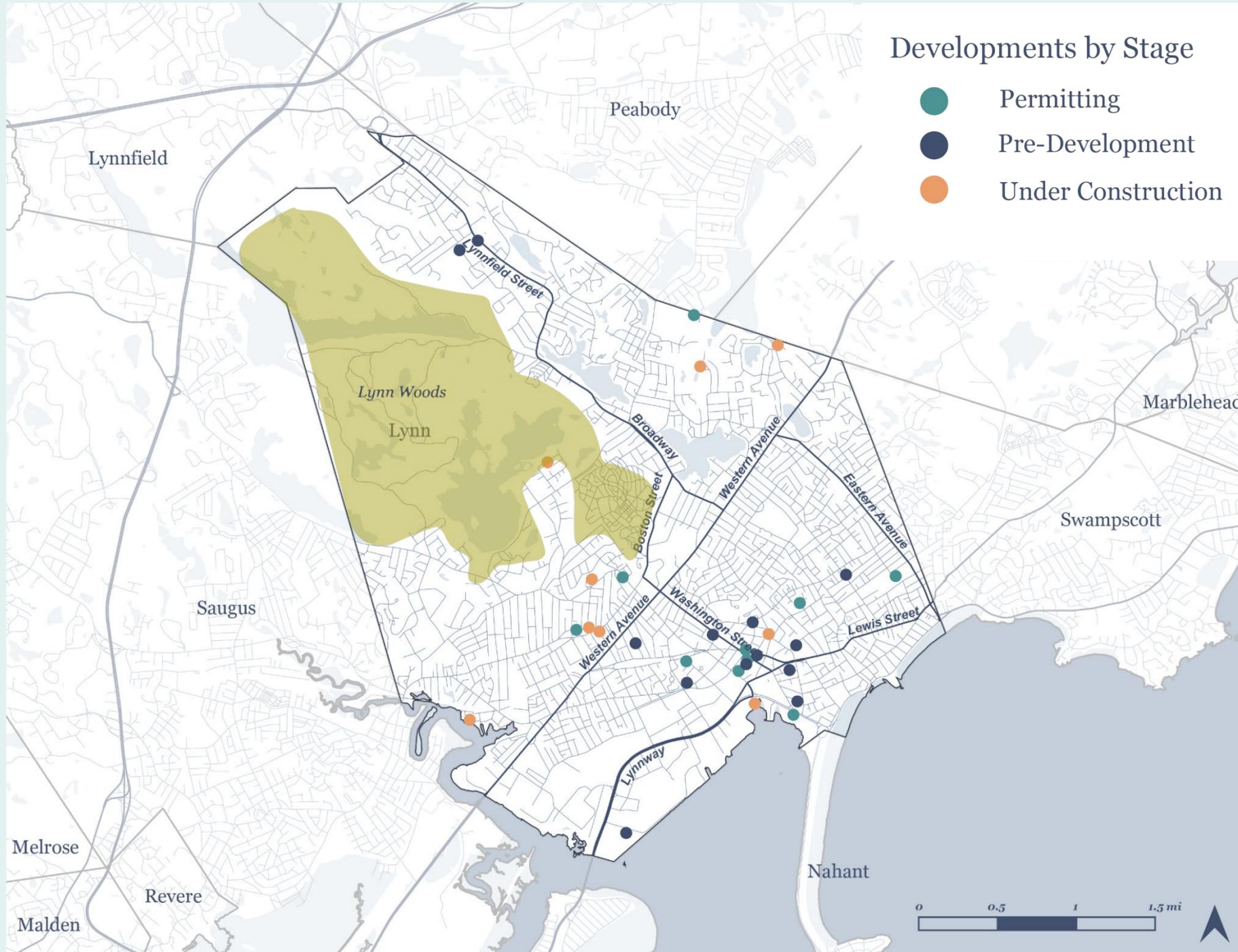
During the Housing Lynn planning process, many community members and service providers discussed overcrowding as being a problem for many Lynnners.

Source: American Community Survey, 2016-2020 5-year estimates

Housing

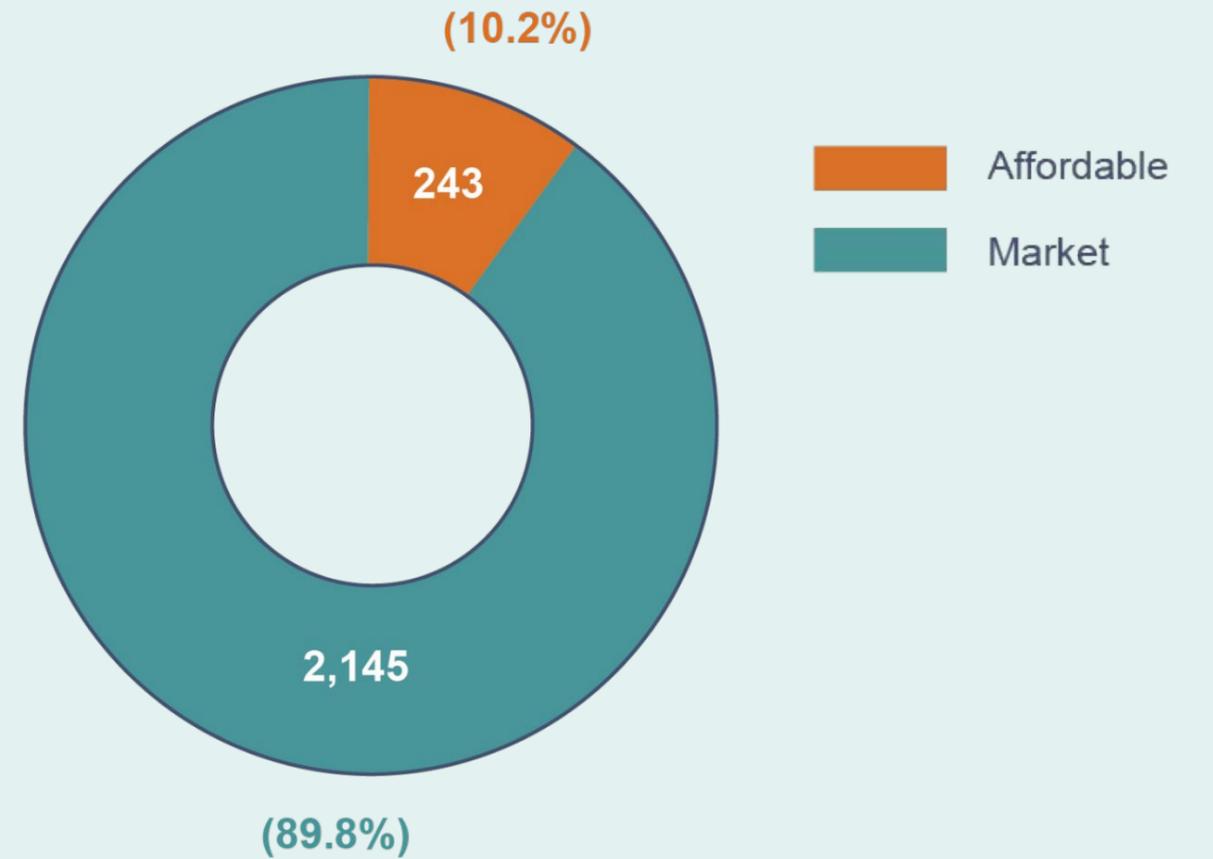
The city is adding homes, but mostly single family homes and large multifamily buildings that are expensive.

Housing Developments “in the pipeline”



There are numerous developments “in the pipeline.”

Most of these pipeline units are at market rate.



Map illustrating developments “in the pipeline”
Source: Lynn Development Pipeline, Lynn Planning Department

Housing

Deed-restricted Affordable Housing is an important but under-resourced part of Lynn's housing stock.

Housing Affordable Housing stock + need



About 1 in 8 homes are deed-restricted affordable Housing



...But this amount can only provide housing for 1 in 4 eligible households.

Findings from Lynn Housing Plan

Significant affordability gap:

- As of 2021, Lynn had 4,307 Subsidized Housing Inventory (SHI) units (by state definition). This number does not include market-rate housing rented with vouchers or unsubsidized housing that happens to be inexpensive.
- According to the Housing Lynn plan, there are approximately 19,840 Lynn households eligible for those 4,307 subsidized units.

Expiring affordability:

- Hundreds of deed-restricted Affordable Housing units are at risk of losing their restrictions by 2026.

Housing

Lynn has laid out a direction for housing including new production and protections for current residents.

Housing

Key Opportunities and Challenges

Opportunities

- Carefully-developed inclusionary zoning can help leverage private, market-rate development into more moderately priced, perpetually affordable units.
- Energy from recent planning processes, grassroots initiatives, and coalition building is creating support for real action.
- New housing can serve as a catalyst to improve other elements of life in Lynn, such as economic opportunity, enhanced public realm and environmental resilience.

Challenges

- Housing costs are going up, threatening further displacement of residents.
- Lynn doesn't have enough deed-restricted Affordable Housing stock to meet resident demand.
- The older housing stock is often unsafe for current residents.
- It is difficult to build new housing at a price affordable to Lynn residents.

Action Items

- The City Council passed a **rental inspection ordinance**, which will help improve safety in the housing stock.
- The City increased **property tax relief for seniors** this Spring.
- The City has also established an **affordable housing trust fund**, is beginning an **inclusionary zoning analysis**, and is exploring how to turn **public land into affordable housing**. All of these initiatives will help implement the recommendations of **Housing Lynn**.

A City for All Economic Development



This section provides an overview of Lynn's economic strengths and weaknesses at the local and regional level.

A City for All

Economic Development

Key Insights

- Jobs in Lynn are concentrated in sectors that are expected to grow: health care and social assistance, education, manufacturing, and retail.
- Small businesses are another key component of Lynn's economy.
- Spatial mismatch of jobs
- Lynn has many low-income households and significant income inequality.
- Many Lynn timers work in low-paying occupations.
- Many Lynn timers lack opportunities provided by a college degree, internet access, or labor representation.

Economic Development

Jobs in Lynn are concentrated in sectors that are expected to grow: health care and social assistance, education, manufacturing, and retail.

Economic Development

Jobs in Lynn

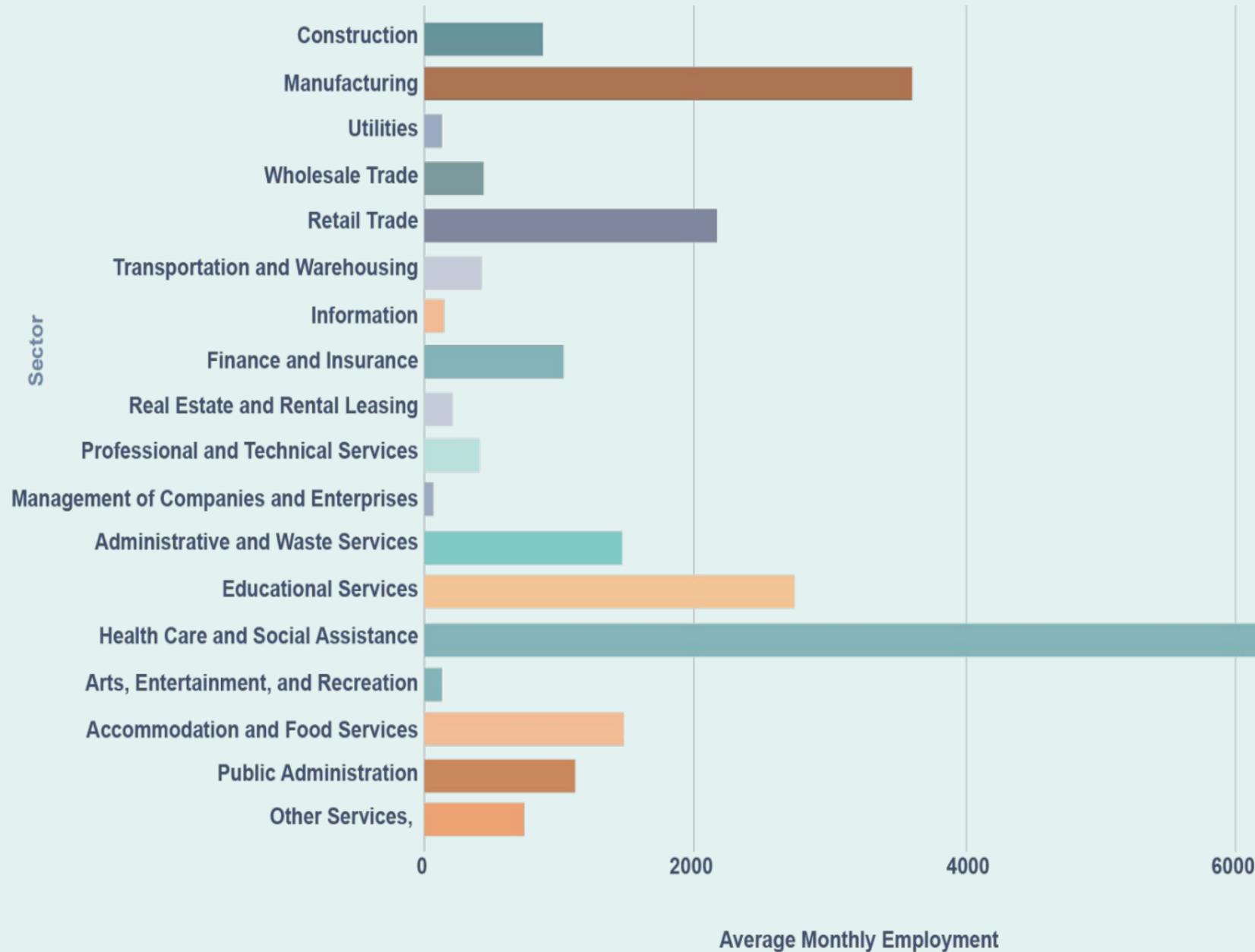
	Jobs (2020)	Population
Essex County	297,126	809,829
Lynn	23,333	101,253
Lynn as % of Essex County	8%	13%

Lynn has 13% of Essex County's population, but only 8% of its jobs.

- More Lynnners must leave the city to find work. This costs the community time and money on commuting, and it creates more congestion than would otherwise be expected.

Source: Massachusetts Labor Market Information, Employment and Wages (ES-202), US Decennial Census

Economic Development Employment by sector



The healthcare and social assistance sector employs the most people in Lynn.

Manufacturing, Education, and Retail are the next largest sectors employing people in Lynn.

Many of Lynn’s sectors are expected to grow in the next decade:

- Health care and social assistance: by 10%.
- Manufacturing: chemical (21%), fabricated metal products (17%) and food (8%) manufacturing.
- Retail trade: by 6% (motor vehicle sales).
- Accommodation and food service : by 4% (mostly led by hotels).

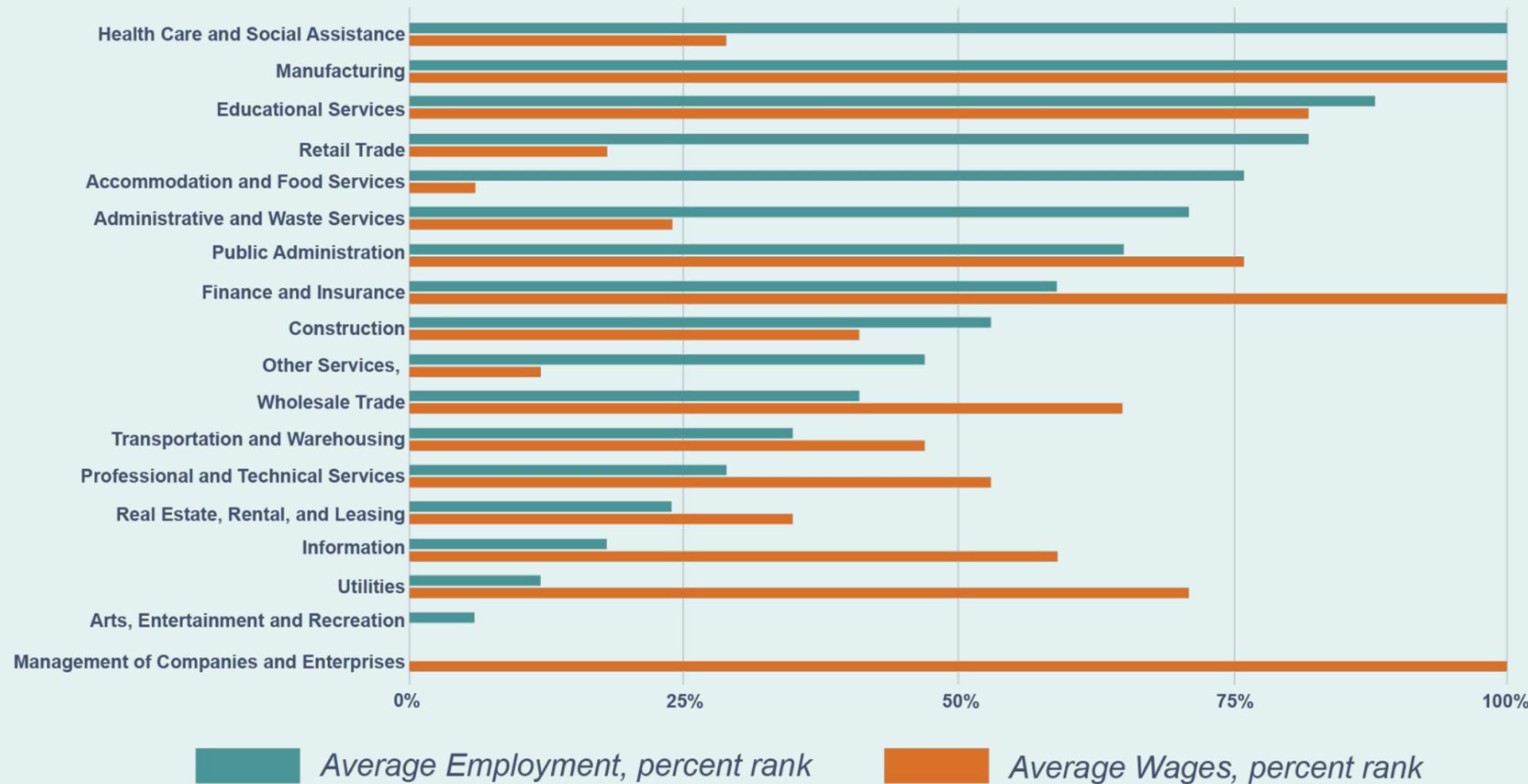
Source: Long-Term Industry Projections for North Shore WDA, 2018-2028, Massachusetts Department of Unemployment Assistance, Economic Research Department

Source: Massachusetts Labor Market Information, Employment and Wages (ES-202)

Economic Development

Sectors by employment and wages

3 of the 5 biggest sectors in Lynn pay relatively low wages:



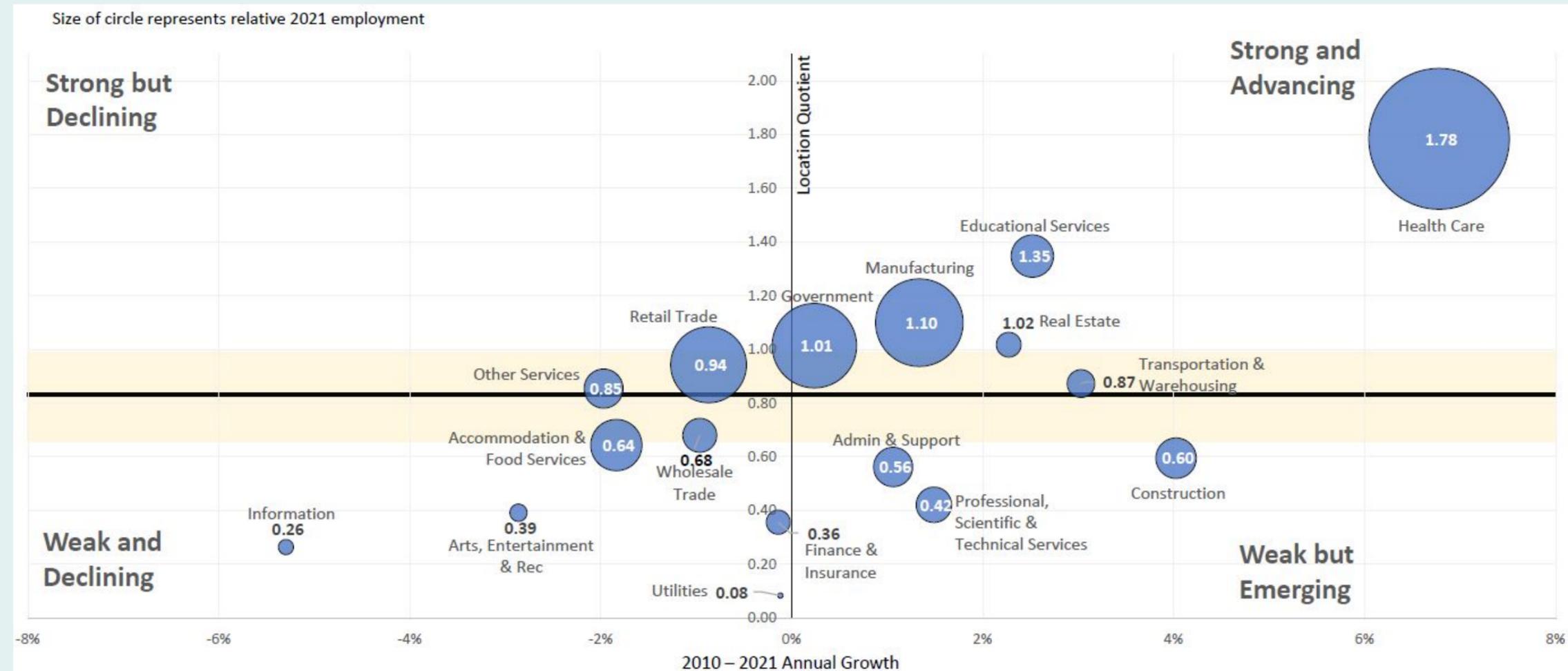
- Healthcare and Social Assistance organizations have the most jobs in Lynn, but wages are lower than 72% of other jobs.
- Retail and Accommodation & Food Service organizations also have many employees in Lynn, but pay among the lowest wages.
- By contrast: Manufacturing and Education employers have many jobs in Lynn, and among the highest wages.

All analysis on this slide is based on percent ranks, meaning they are not comparing absolute numbers of jobs or wages, but those figures relative to other sectors.

Source: Massachusetts Labor Market Information, Employment and Wages (ES-202)

Economic Development Location Quotients

Location Quotients highlight a local economy's strengths compared to a larger economic region. **Health care, educational services, and manufacturing** are all specialities of Lynn's economy.



- Lynn also specializes in many aspects of **construction**, including contractors (masonry, roofing, flooring, painting) and residential building constructors.
- Lynn has a particularly strong **food manufacturing** specialty.
- **Repair and maintenance** and **funeral services** are also major specialties of the Lynn economy.

Source: RKG Associates, EMSI, 2020-2021. A LQ of < 0.8 indicates an underrepresentation of an industry, 0.8-1.2 is considered in line with the larger region, and a LQ of > 1.2 indicates specialization for the area within the region.

Economic Development Manufacturing Key Subsectors



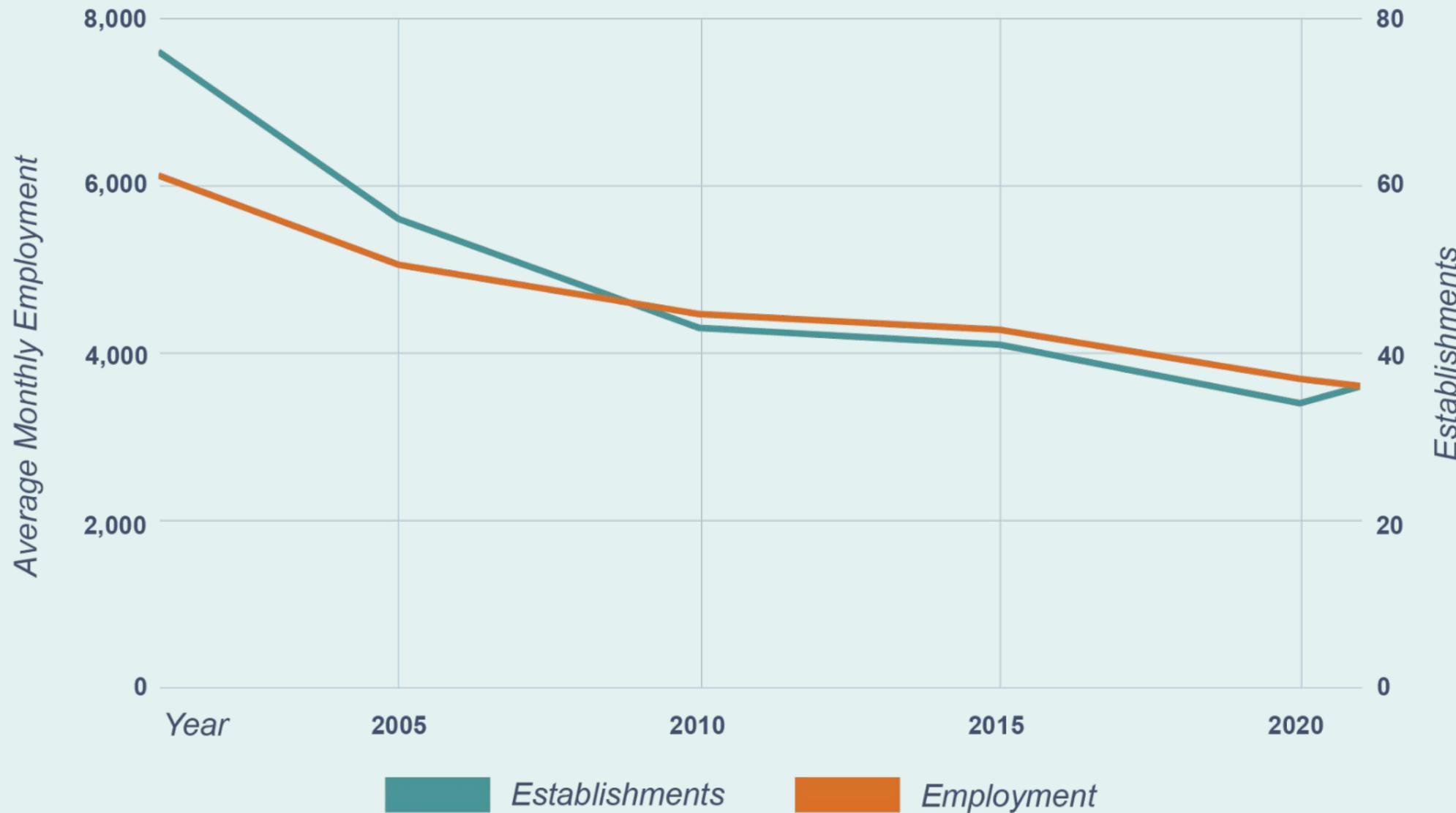
Food production, custom fabrication, and high performance materials are some of the most important manufacturing subsectors in Lynn. These include large manufacturing operations, new businesses, and small specialized teams.



Sources: Traditional Breads, Kettle Cuisine, Thermocraft Engineering, and Hawthaway Polyurethane Dispersions,

Economic Development

Manufacturing: Change in Employment over Time



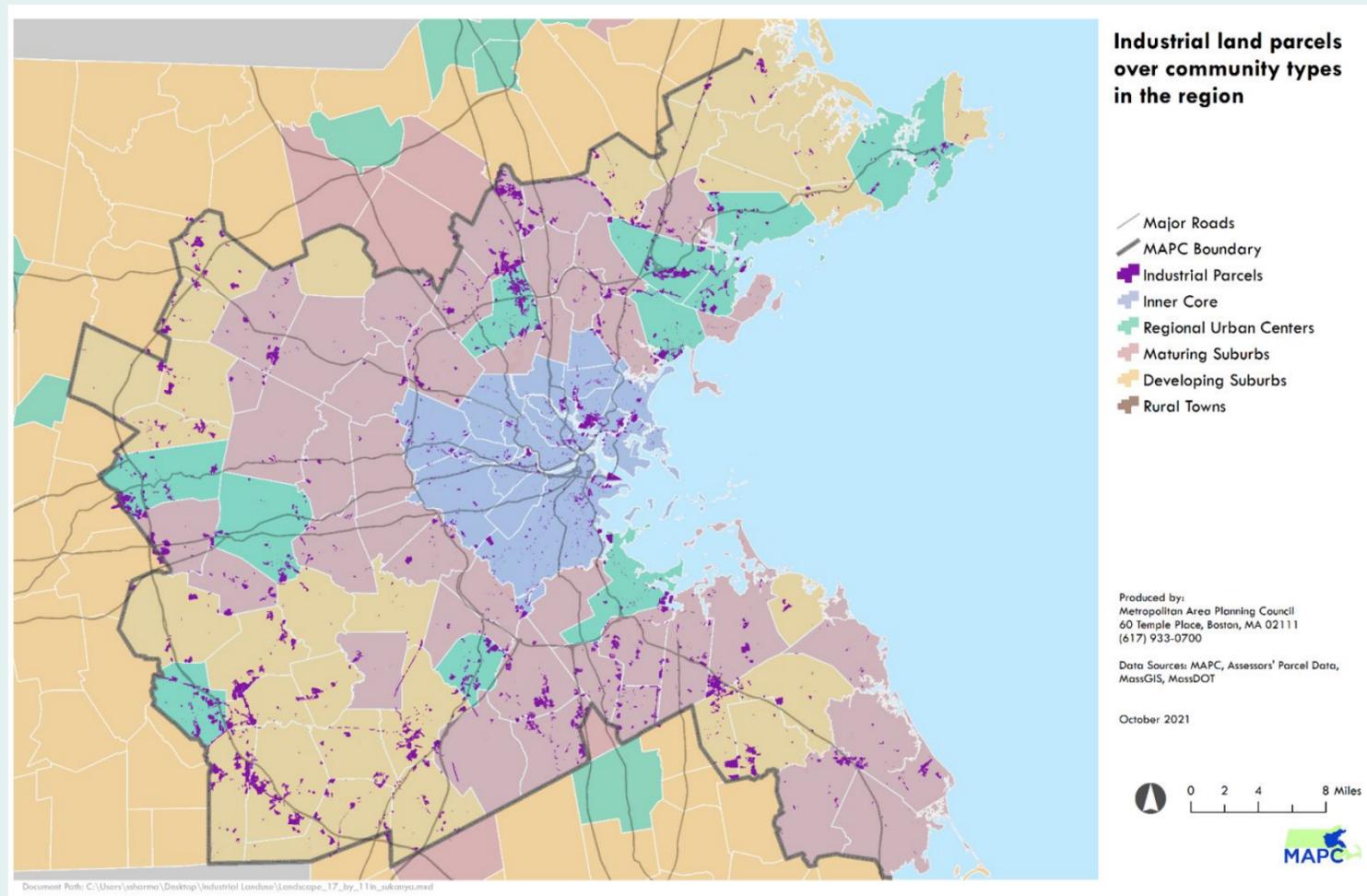
The manufacturing sector remains under threat.

- The number of manufacturing businesses declined over the last 20 years, but increased between 2020 and 2021.
- Average monthly employment has declined in tandem with the decline in manufacturing businesses.
- Declines were faster in the first decade of this century than in the last 10 years.

Source: Massachusetts Department of Economic Research, ES-202. 2021 data only draws from the fourth quarter of the year.

Economic Development Regional Industrial Research

MAPC is currently studying the regional industrial economy, which is partly located in Lynn.



Some key takeaways from the draft MAPC study

Research findings

- “The industry sectors compared in this analysis are more racially diverse than other major sectors in the MAPC region.”
- “Median wages in industrial sectors pay between \$15k - \$20k more for workers without a college degree than in comparison sectors”
- “The racial pay gap within the industrial sector shrinks significantly when comparing physical production activities, yet some sectors continue to exhibit uneven pay.”
- “Regional Urban Centers [like Lynn] have the highest concentration of industrial land, yet may be at risk of converting that land due to real estate market pressures and changing community demographics.”

Recommendations for municipalities

- “Integrate industrial land use and planning to master plan or economic development planning processes...”
- “Utilize land-use tools like zoning and permitting to combat real-estate pressures on industrial land...”
- “Create incentives for the development of light industrial space in mixed-use developments...”
- “Explore opportunities to implement Transfer of Development Rights (TDR) zoning when considering land-use changes to industrial real estate...”
- “Offer Citizen Planner Training Collaborative (CPTC) training for municipal staff in communities with regionally strategic industrial sites...”

Economic Development

Life Sciences and Biomanufacturing



Life sciences and related biomanufacturing are some of the fastest growing sectors in Massachusetts.

- The sectors are expected to add 40,000 net new jobs by 2024 (Massachusetts Biotechnology Council, 2021).
- Jobs include research roles that require graduate education and technician roles accessible through apprenticeships or associate degrees.
- Life sciences companies are looking millions of square feet of space in Greater Boston, and about $\frac{1}{3}$ of that is for biomanufacturing. ([Bisnow](#))

Boston Has A 'Dire Shortage' Of Biomanufacturing Facilities

January 7, 2021 | Andrew Martinez, Bisnow Boston ✉

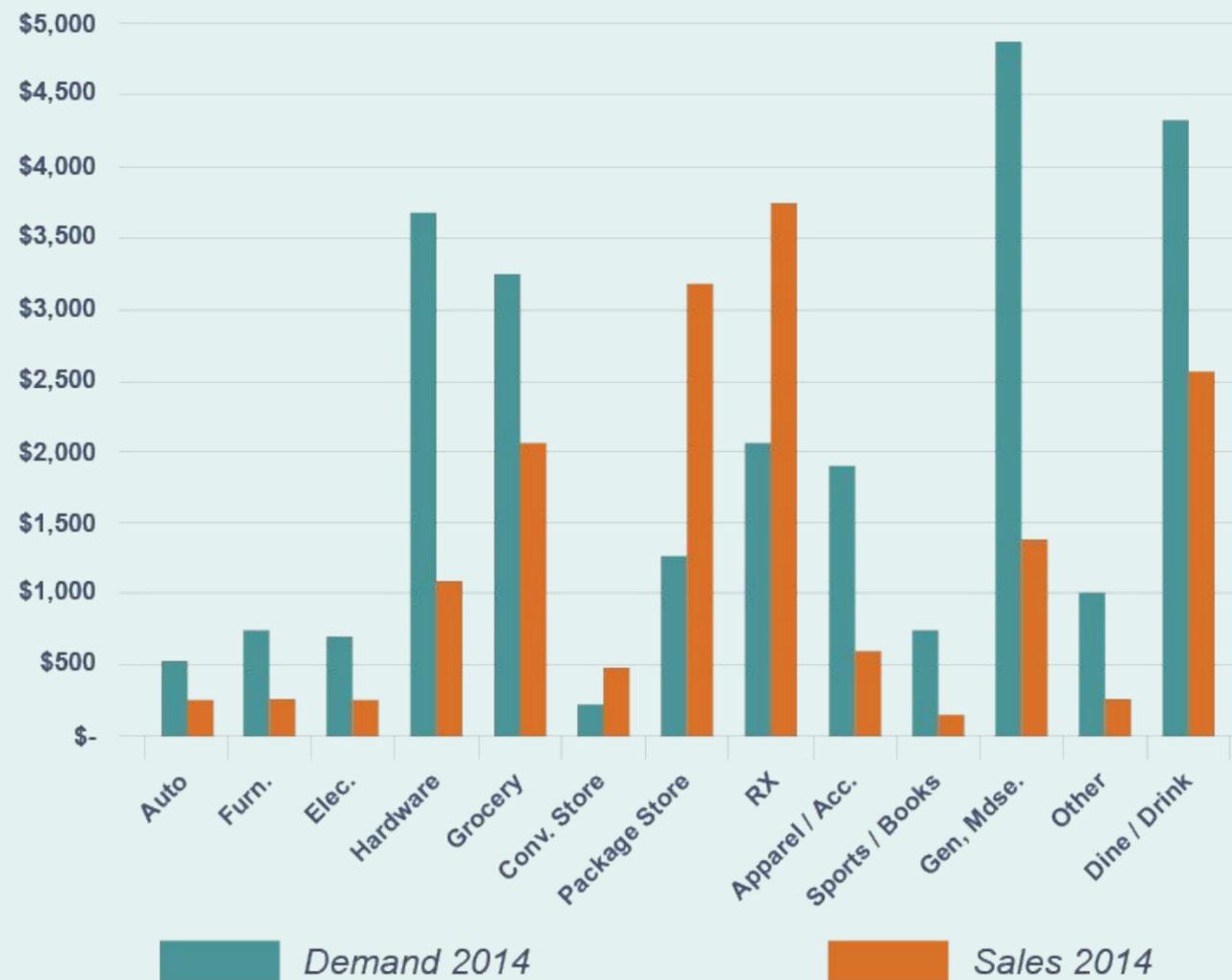
Economic Development

Small businesses are another key component of Lynn's economy.

Economic Development

Retail leakage

Lynn, MA - Per Household Demand & Sales



In 2014, the City’s Economic Development Strategy estimated 38% of all retail demand by Lynn residents “leaked” out to other cities and towns.

- Demand for general merchandise, dining and drinking, hardware, and groceries were the sectors with the largest demand not fulfilled in Lynn. These sectors are the biggest opportunities for new local businesses.
- Only convenience stores, package stores (alcohol), and prescriptions saw more sales in Lynn than estimated household demand.

Source: Claritas & R.K.G. Associates, Inc.

Economic Development Downtown Rapid Recovery Plan

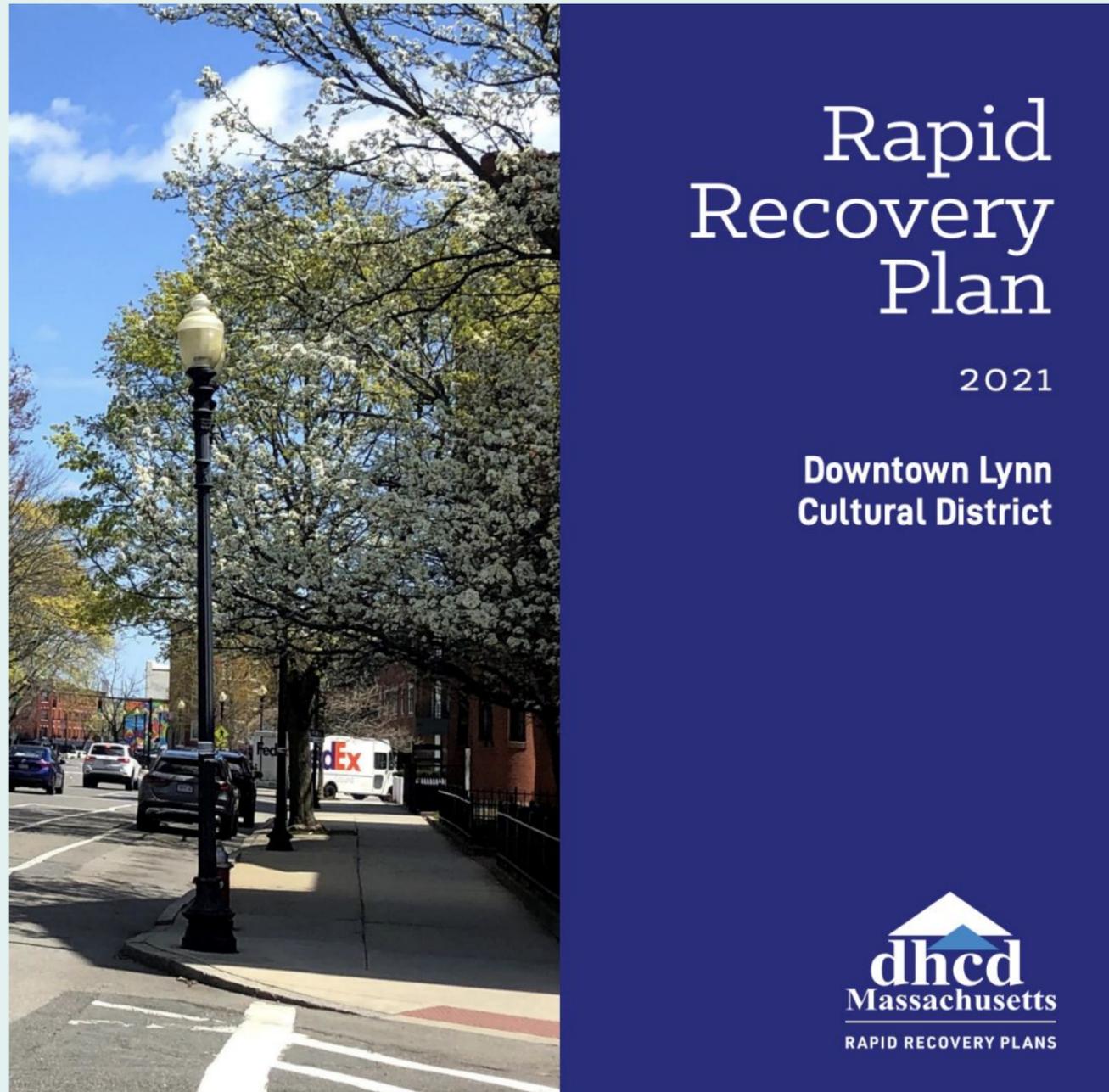


Active storefront. Source: Rapid Recovery Plan

Findings from Lynn Rapid Recovery Plan (2021)

- Downtown Lynn contains approximately **300 businesses** and 225-250 storefronts. About **25% of businesses do not have a storefront.**
- The Downtown Lynn Cultural District Rapid Recovery Plan found that **business owners in Downtown Lynn were racially and ethnically diverse.**
- A **sample of 16 businesses** had owners representing nine **nationalities from four continents**, with **different languages** also represented.
- Half of the residents Downtown are low-income.
- An influx of workers in the daytime triples the area's population and changes the demographics.
- Though there are new prominent vacancies downtown, **the market for retail space is getting hotter.** Between 2011 and 2021, commercial rents have increased 26%.

Economic Development Downtown Rapid Recovery Plan



Goals and Strategies from Rapid Recovery Plan

Goals

1. Support existing small businesses, particularly establishments owned by people of color and immigrants.
2. Increase foot traffic in the downtown in the near-and long-term.
3. Support new businesses.
4. Activate underutilized space.
5. Support safety, comfort, and cleanliness in the downtown.

Example Strategies

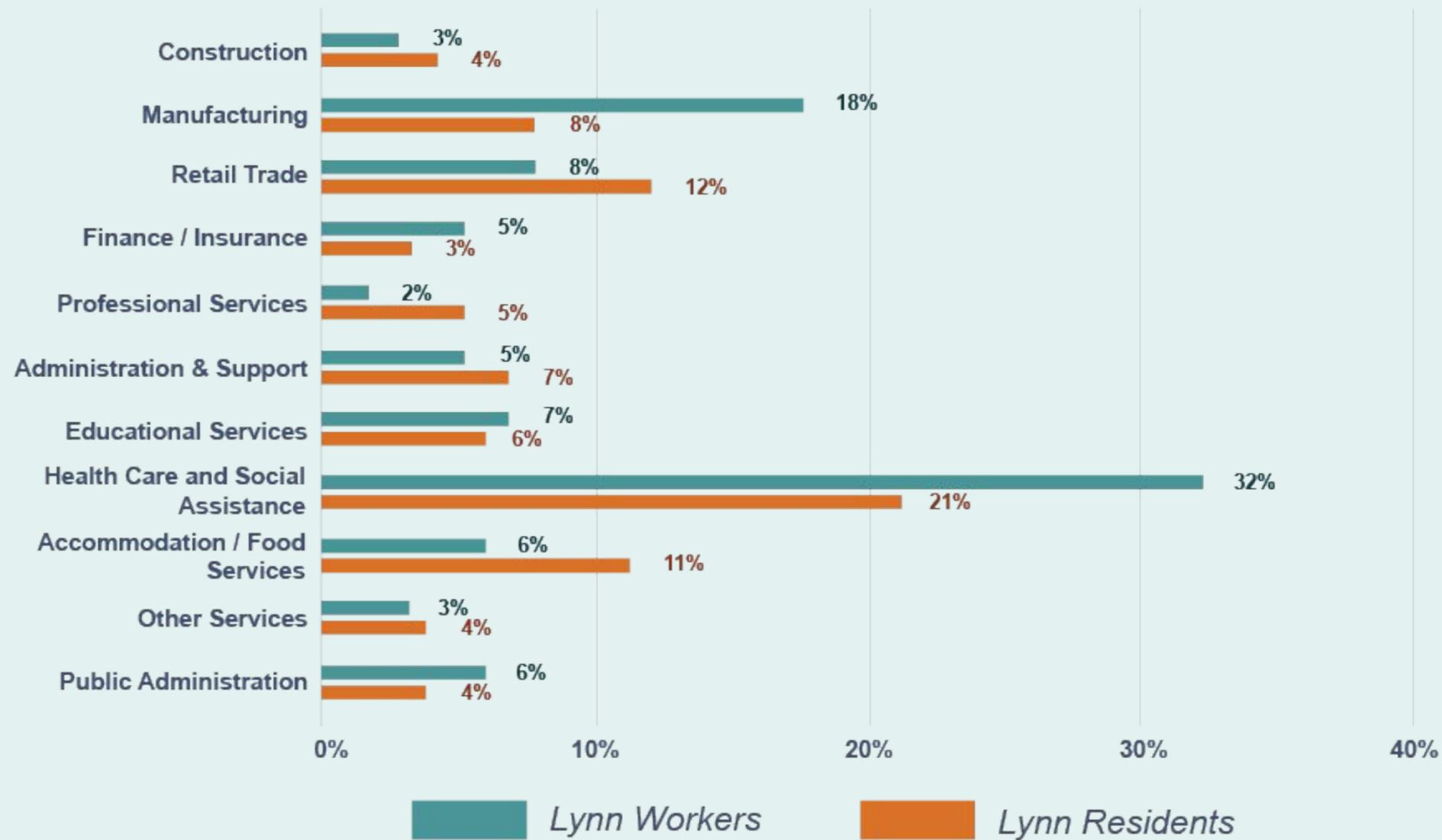
- Coordinate the existing City and non-profit business support services in order to further bridge the gap between services and POC-and immigrant owned businesses.
- Continue to improve communication between the City and EDIC and POC and immigrant owned establishments.
- Help businesses adapt to and benefit from a changing real estate market through property stabilization.
- Support and promote the culture and diversity of Downtown.
- Install attractive and helpful wayfinding signage, including to public parking options.
- Invest in pedestrian infrastructure.
- Initiate a marketing campaign that promotes Downtown's history and cultural diversity.

Economic Development

Spatial mismatch of jobs

Economic Development

Share of Employment for Select Industries, Lynn Workers vs Residents



The industries Lynners work in don't align with jobs in Lynn.

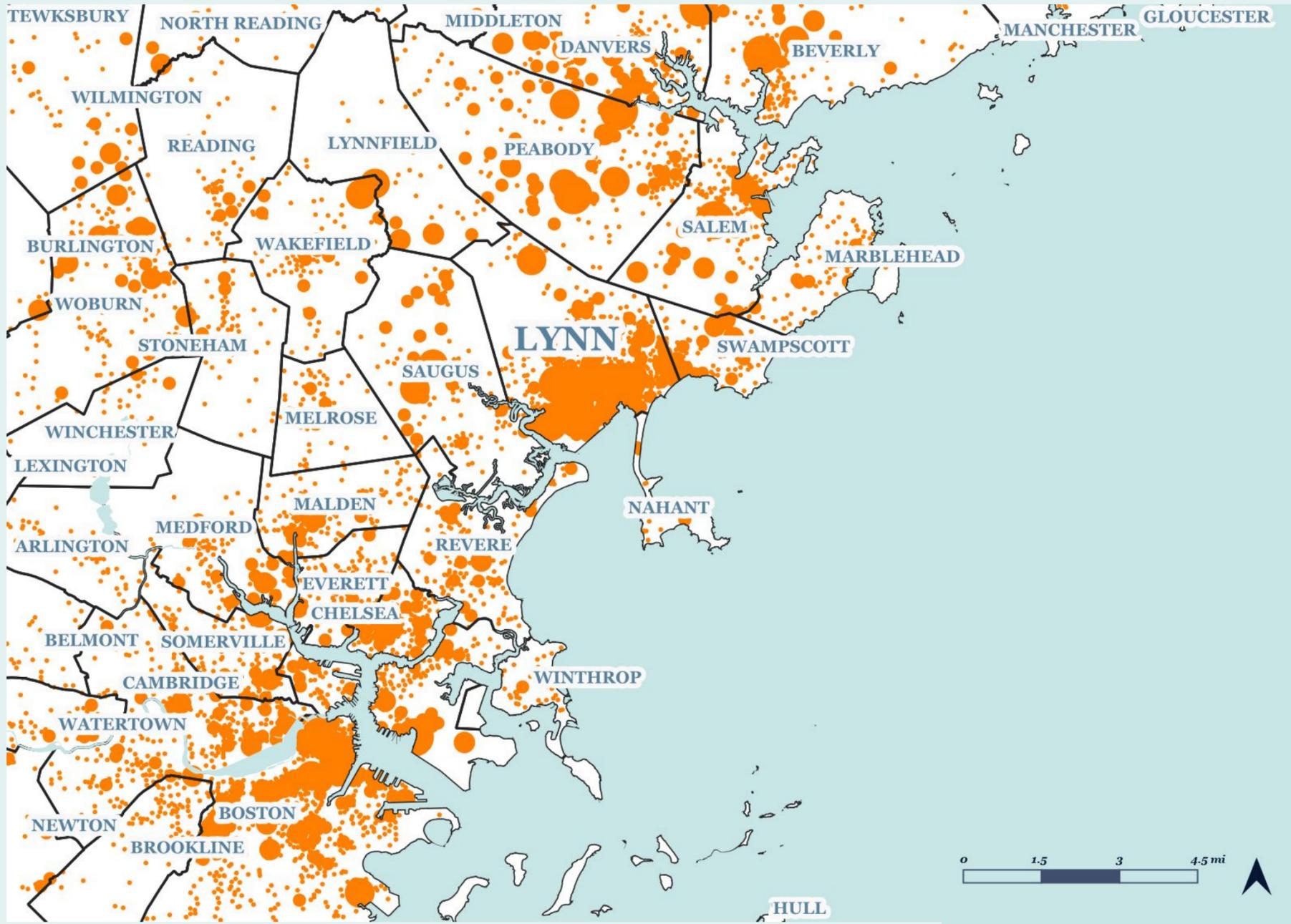
While 18% of Lynn jobs were in manufacturing in 2018, only 8% of Lynn residents work in the industry. A similar gap exists for health care.

More Lynn residents are in retail trade, accommodation and food services, and professional services than the jobs Lynn offers.

Source: U.S. Census, Quarterly Workforce Indicators. Data pulled from OnTheMap, 2018.

Economic Development

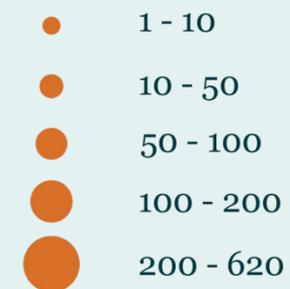
Where Lynn residents work



Lynn residents can be found working all throughout the Boston Metropolitan Area:

- Downtown Boston, Kendall Square, Saugus, Malden, to Peabody.
- Many Lynnners work in Lynn, as well

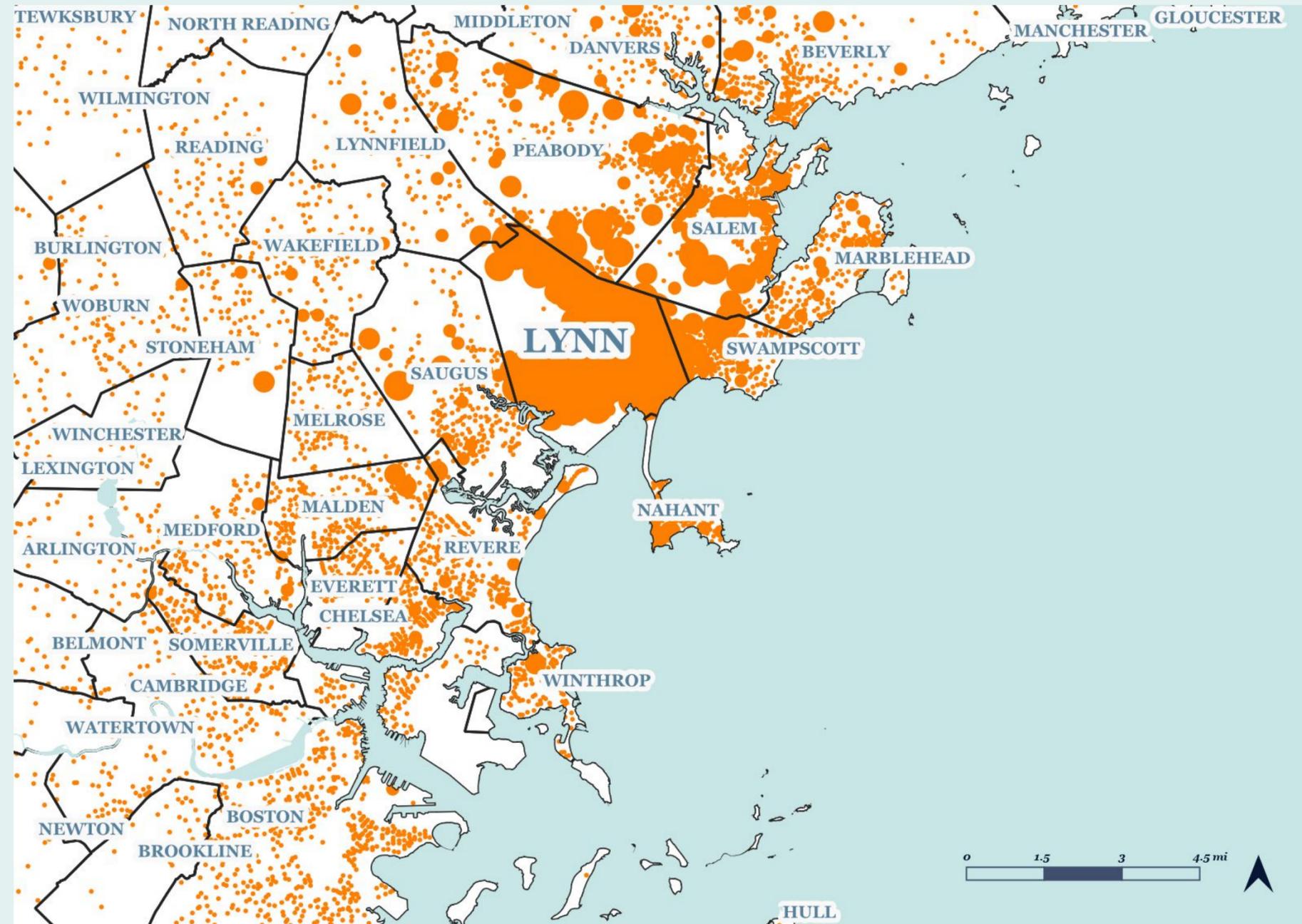
Where Lynn Residents Work



Source: Longitudinal Employer-Household Dynamics Origin-Destination Data Block-Level Analysis, US Census Bureau, 2021.

Economic Development

Where Lynn workers live



People who work in Lynn predominantly reside in Lynn, while many still do live outside of the city: in Salem, Somerville, and Revere, for instance.

Where Lynn Workers Live

- 1 - 5
- 5 - 10
- 10 - 25
- 25 - 50
- 50 - 82

Source: Longitudinal Employer-Household Dynamics Origin-Destination Data Block-Level Analysis, US Census Bureau, 2021.

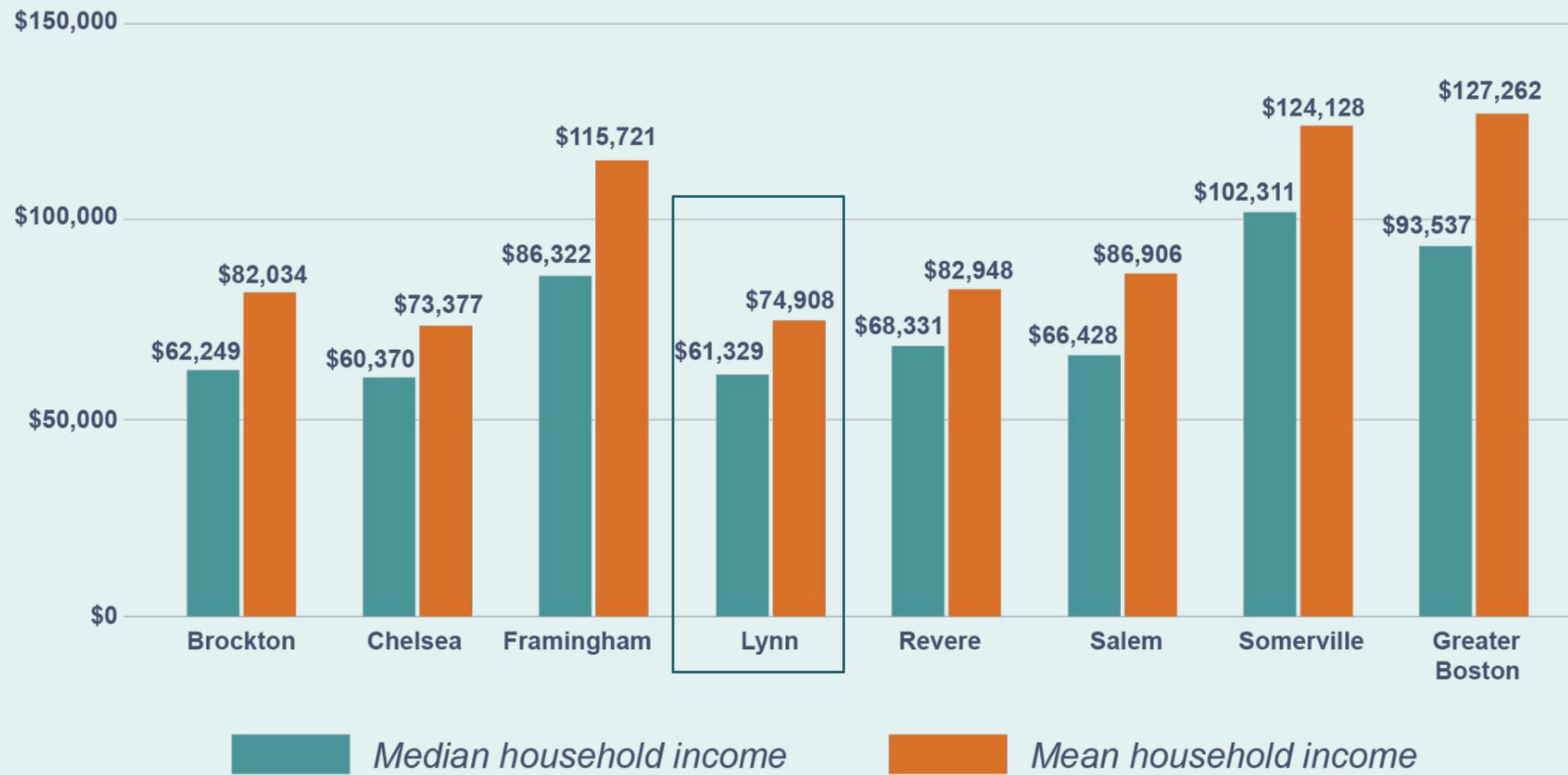
Economic Development

Lynn has many low-income households and significant income inequality.

Housing

Average household incomes

Household incomes are relatively low in Lynn.



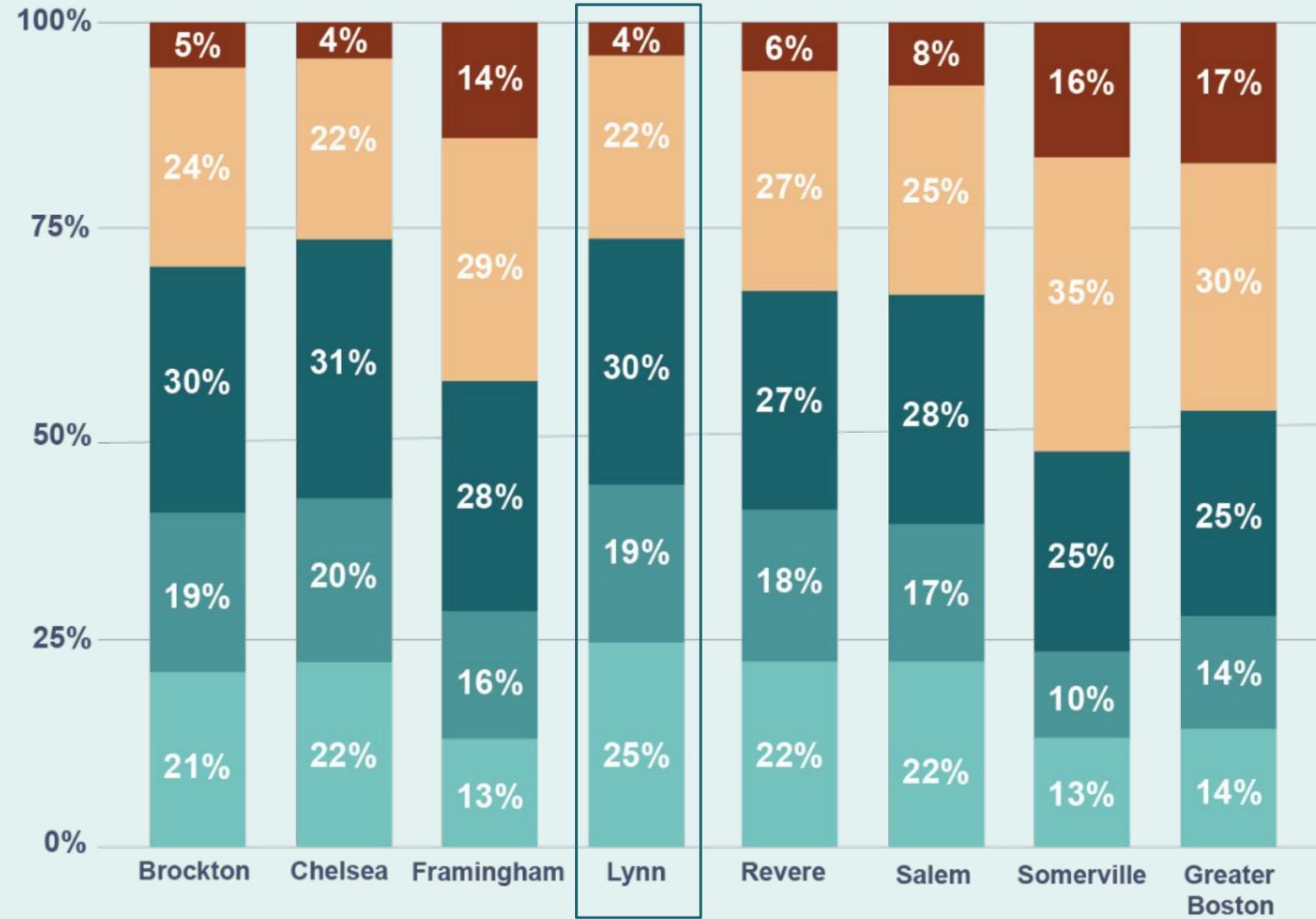
More than 42% of all Lynn households are housing cost burdened. Per federal standards, a household is said to be housing cost burdened when it pays 30% or more of its income on housing, whether that be homeownership costs like a mortgage and taxes or rent.

Source: Housing Lynn 2021

Source: American Community Survey, 2016-2020 5-year estimates

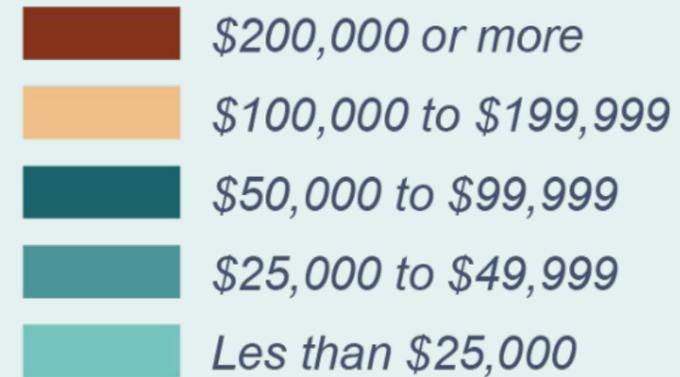
Economic Development

Households by income



44% of Lynn’s 33,000 households make less than \$50,000 per year.

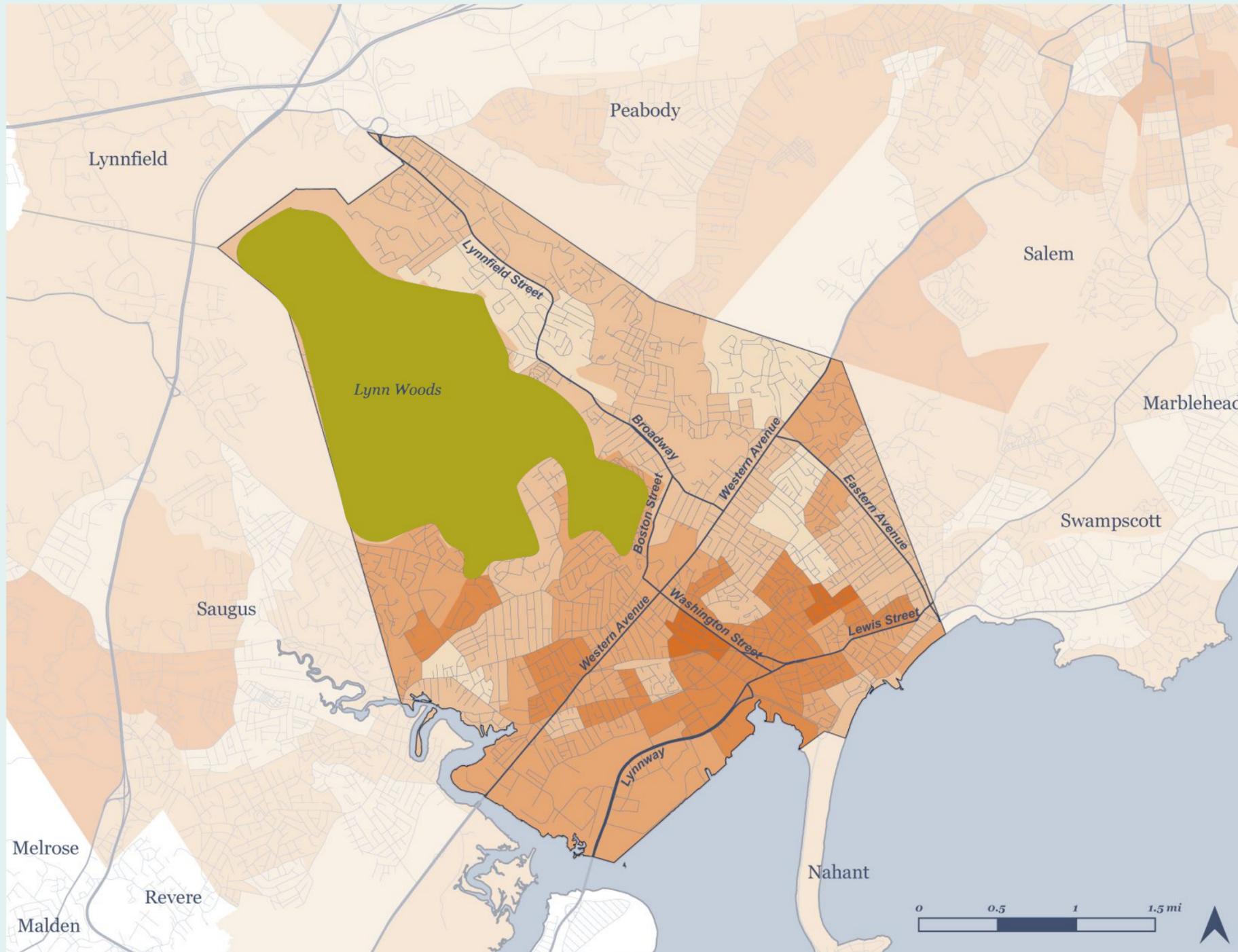
25% make less than \$10,000 per year. This group tends to include people living on fixed incomes, such as seniors and some people with disabilities.



Source: American Community Survey, 2016-2020 5-year estimates

Economic Development

Households in poverty

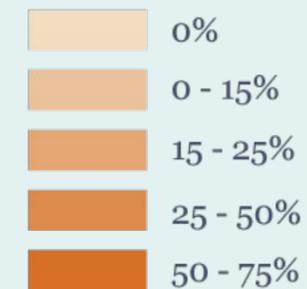


The lowest income households are concentrated in Downtown Lynn and adjacent areas.

The threshold for living in poverty—about \$35 per day for a single person under 65 years old—does not reflect the cost of basic needs, especially in eastern Massachusetts.

Still, there are large areas of southern Lynn where more than 25% of households officially live in poverty.

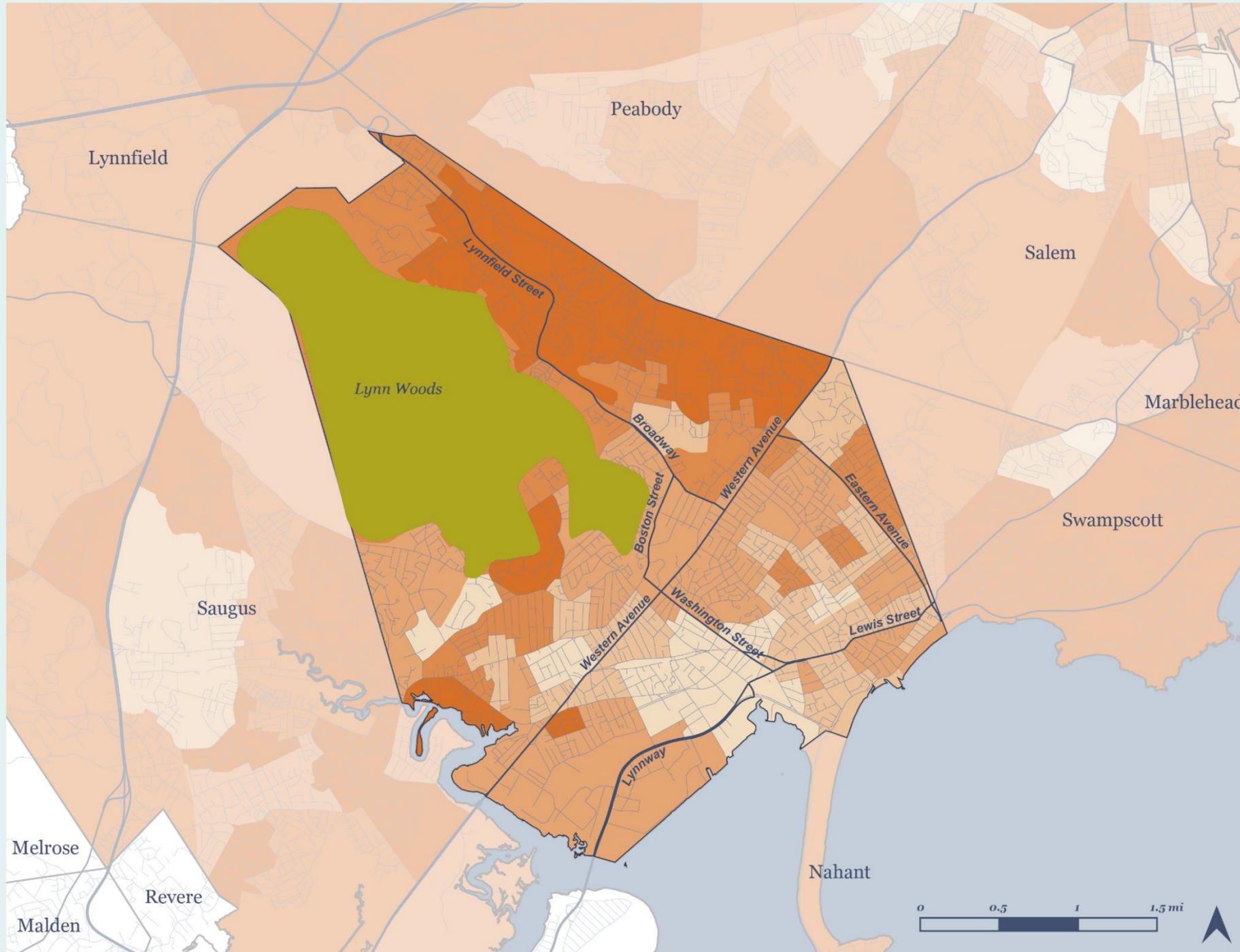
% of Households in Poverty



Source: American Community Survey, 2016-2020 5-year estimates

Economic Development

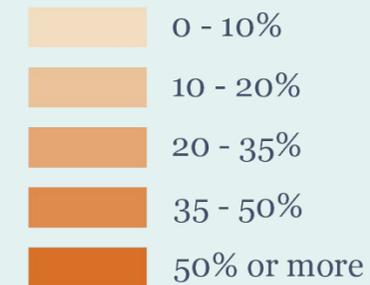
High-income households



The highest income households are concentrated in Ward 1, with some other high-income areas.

This spatial trend of a North / South divide in Lynn – is further emphasized by reviewing where households that make over \$100,000 live in Lynn – primarily Northern Lynn.

Households with Income over \$100k

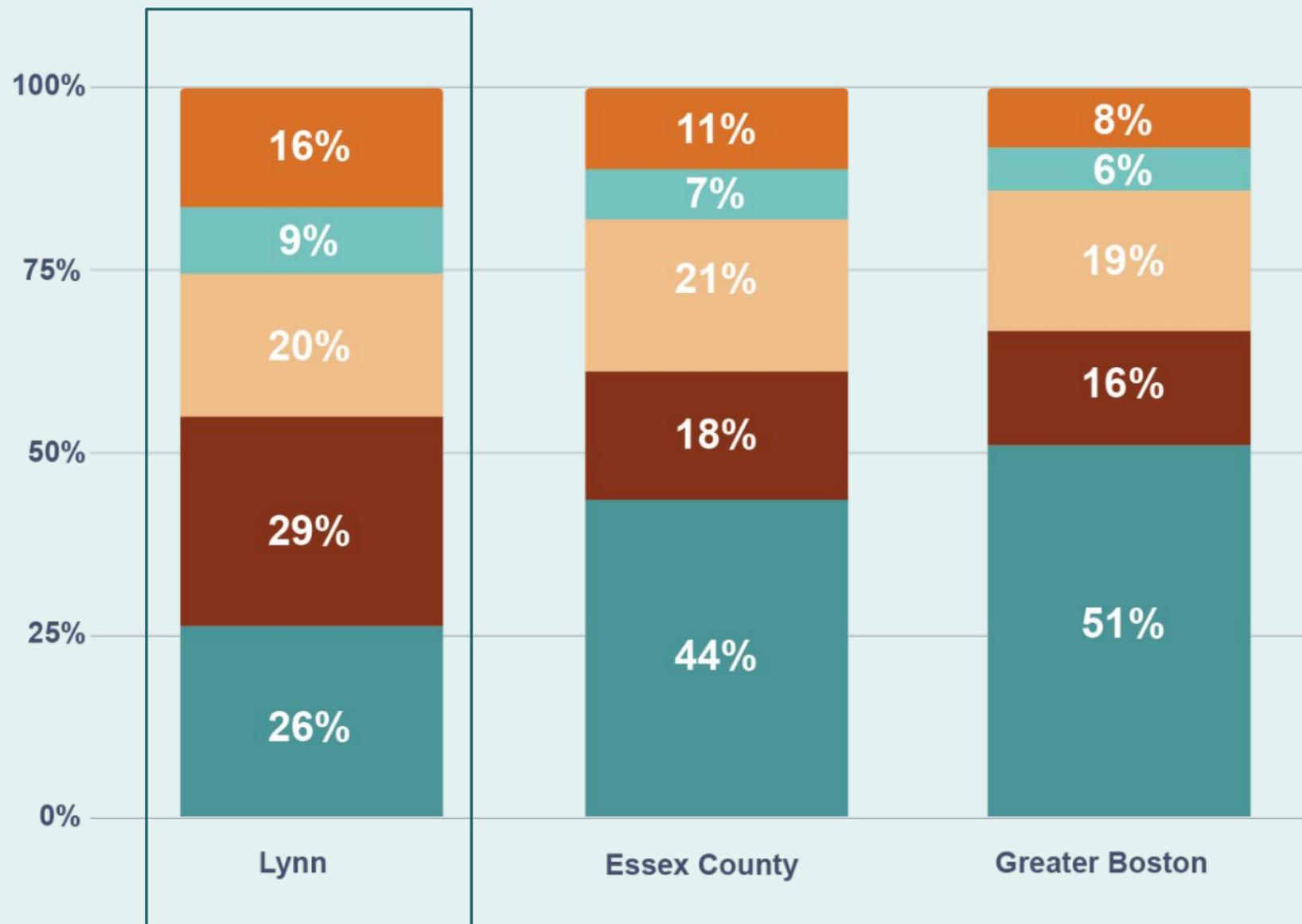


Source: American Community Survey, 2016-2020 5-year estimates

Economic Development

Many Lynners work in low-paying occupations.

Economic Development Employment by occupation



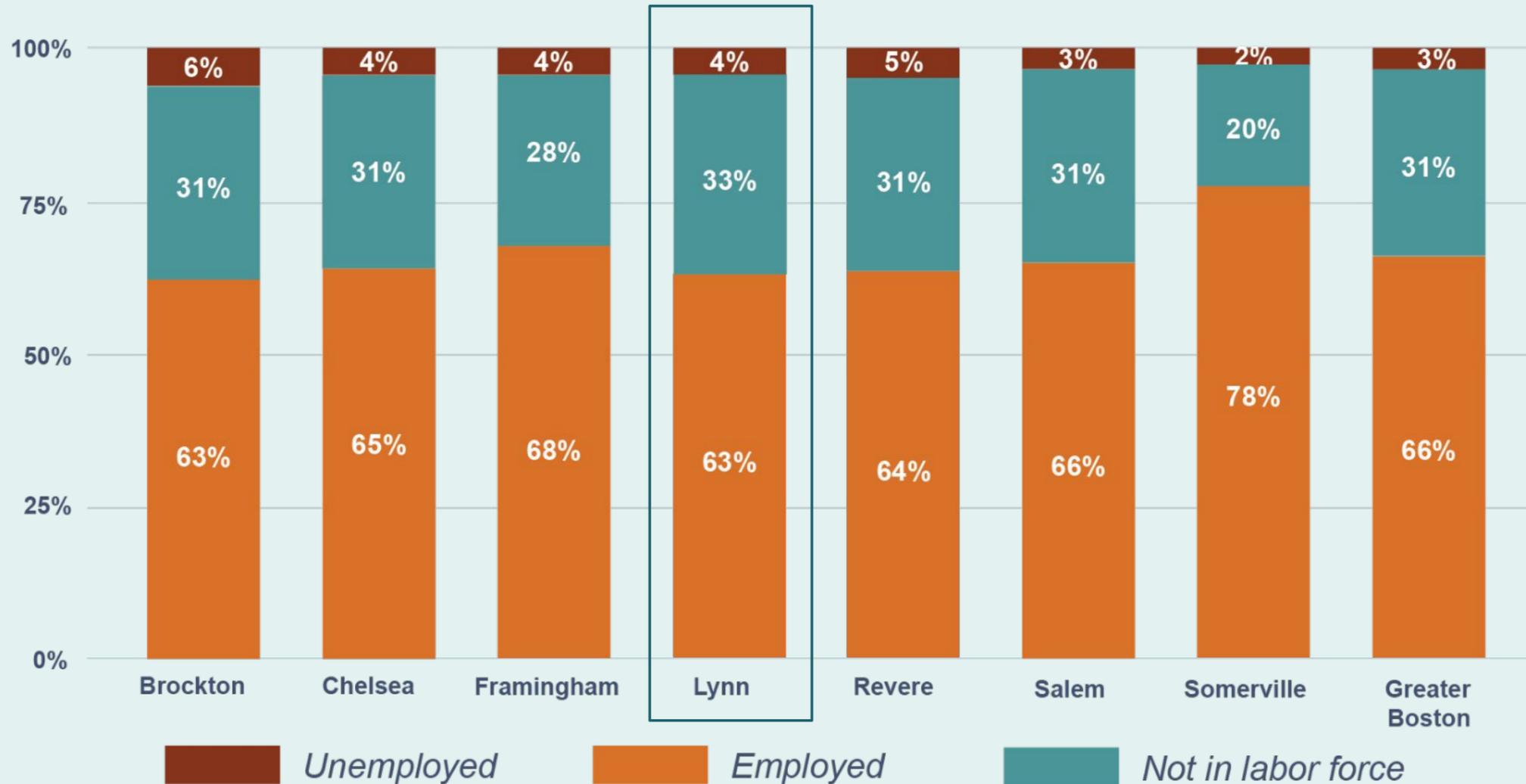
Lynn residents are more likely to work in production (manufacturing), transportation, and service occupations than residents of the region generally.

Proportionally fewer residents work in management, business, scientist, and the arts.

Source: American Community Survey, 2016-2020 5-year estimates

Economic Development

Labor force participation and employment



Labor force participation and unemployment are normal for the region.

- This data is based on a survey that has fewer responses from low-income and marginalized people, meaning labor force participation is likely lower and unemployment likely higher than indicated.
- Still, low incomes are *not* likely the result of people choosing not to work or not finding work.
- This indicates Lynner’s wages are likely low, and underemployment is likely an issue.

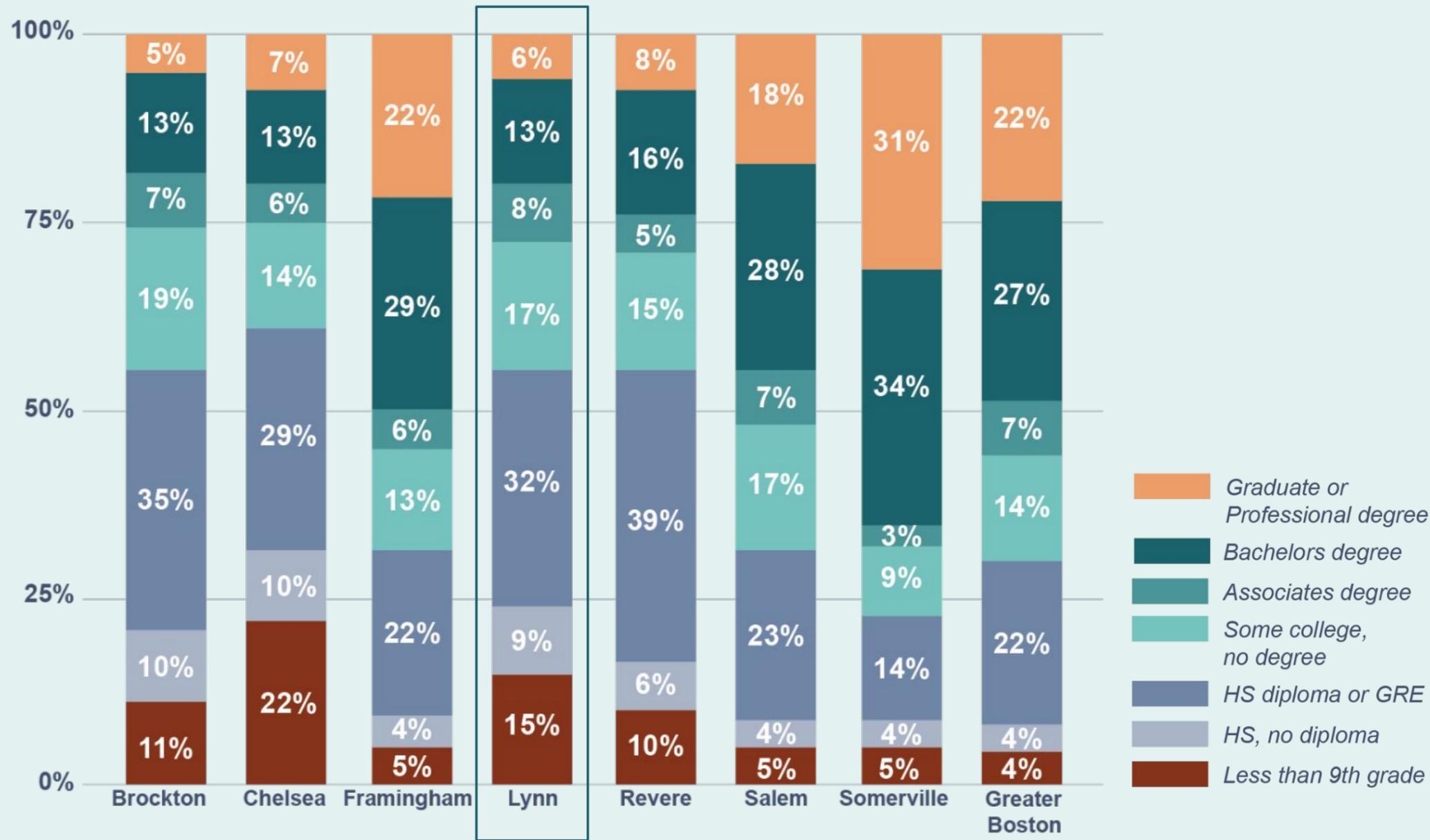
Source: American Community Survey, 2016-2020 5-year estimates

Economic Development

Many Lynners lack opportunities provided by a college degree, internet access, or labor representation.

Economic Development

Educational attainment



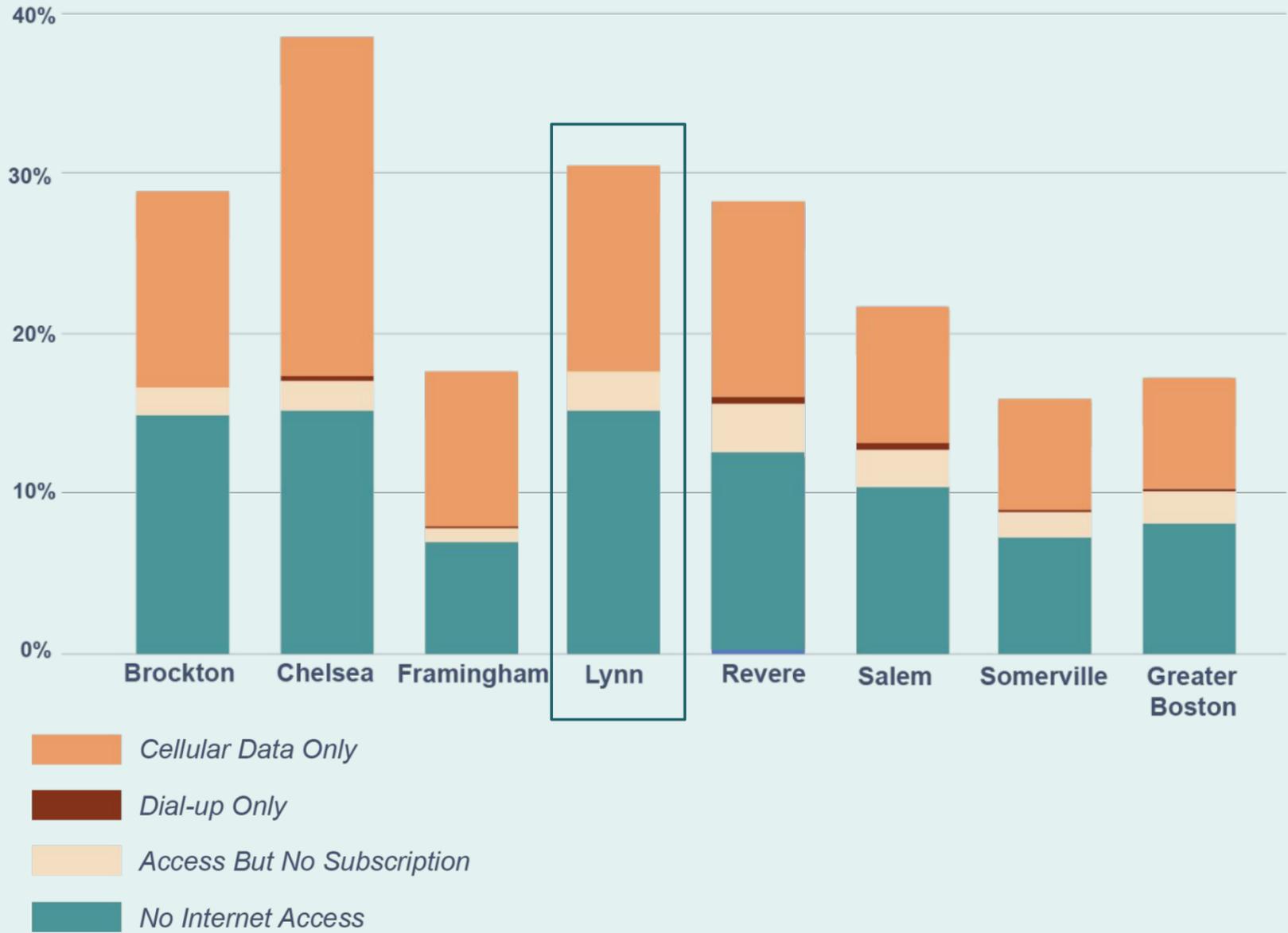
29% of Lynn 62,000 residents 25 or older have a bachelor's or graduate degree.

- College degrees are not necessary for many professions, like those in manufacturing, logistics, and building trades. A high school degree or equivalent, especially with vocational training from Lynn Vocational and Technical High School, can lead to a job with good wages and benefits.
- College degrees are required to enter other professions, though, even when they aren't necessary to perform the work. These include many of the jobs in the region with decent pay and benefits.

Source: American Community Survey. 2016-2020, 5 year estimates

Economic Development

Households with a computer and with a broadband subscription



For all workers, access to a computer and broadband internet can be important for finding and securing work, as well as performing certain jobs.

Nearly 1 in 3 Lynn households don't have regular access to broadband internet at home.

In terms of hardware, 13% of Lynn households have no computing device at all, and 11% have only a smartphone, limiting its use for work.

Source: American Community Survey, 2016-2020 5 year estimates

Economic Development

Union representation



- Only 11% of workers in Metro Boston are covered by a union.
- Unionized workers typically earn 11% more than non-union counterparts.
- Union membership generally reduces pay gaps between White workers and Black and Latino/a/x workers, and between men and women.

Sources: BLS
(<https://www.bls.gov/news.release/union2.t02.htm>),
Hirsch & Macpherson (<https://www.unionstats.com/>)

Economic Development

Key Opportunities and Challenges

Opportunities

- Lynn's industrial stock and history of manufacturing can be leveraged to provide more jobs for Lynnners.
- Lynn could utilize key development opportunities and other policies to attract life sciences companies.
- Adding more jobs in Lynn can help provide more opportunities for Lynnners.

Challenges

- Many Lynnners are underemployed or working in gig-based or low-wage fields.
- The jobs that Lynn currently offers tend to be in low-wage fields. Low wages are a driver of low incomes in Lynn.
- Industries that tend to be higher-paying are often seeking highly educated workforces and a concentration of similar companies and desired amenities that Lynn does not yet have.

Action Items

- The City is beginning a **Workforce Development Plan**.
- A new **Development Review Committee** of City staff is providing more structured review to development proposals.
- **Implementation of the Local Rapid Recovery Plan** is progressing along several goals.
- The City utilized a grant to better understand demand of **industrial land**.
- Lynn Public School is now a 1:1 district, **providing devices to every student**.

A City for All Public Health



This section looks at current conditions affecting the health of Lynn residents.

A City for All Public Health

Key Insights

- Lynners face public health challenges that can result in death.
- Many Lynners face environmental hazards and live in environmental justice communities.
- Many Lynners lack access to healthy foods.
- Socioeconomic conditions and the built environment drive health disparities.
- Access to healthcare is limited by health insurance availability and underinsurance.
- Housing insecurity exacerbates public health outcomes in Lynn.
- Crime and perceptions of crime drive feelings of unsafety.

Public Health

Lynners face public health challenges that can result in death.

Public Health

Premature Mortality

Causes of Death: Lynn, Salem, Peabody, Massachusetts, 2008 - 2010

Cause of Death	Lynn			Salem			Peabody			Massachusetts		
	Total	Rate per 100,000	95%CI	Total	Rate per 100,000	95%CI	Total	Rate per 100,000	95%CI	Total	Rate per 100,000	95%CI
All-Cause Mortality	1,993	723.9	(692.5 - 755.3)	995	672.6	(631.5 - 713.7)	1,837	752.8	(718.5 - 787.1)	156,676	679.1	(675.8 - 682.4)
Premature Mortality, All Causes	1,993	358.3	(360.7 - 409.9)	995	264.9	(236.1 - 293.7)	1,837	285.4	(260.3 - 310.5)	156,676	279.6	(277.3 - 282.0)
Heart Disease	461	166	(150.9 - 181.2)	258	170.5	(149.7 - 191.4)	446	173.6	(157.3 - 189.9)	37,069	155	(153.4 - 156.6)
Diabetes	32	12	(7.8 - 16.2)	8	5.9	(1.8 - 10.1)	32	14	(9.0 - 18.9)	3,103	13.6	(13.1 - 14.1)
Breast Cancer	31	21	(13.5 - 28.4)	19	22.9	(12.4 - 33.4)	33	26.1	(16.8 - 35.3)	2,657	20.8	(19.6 - 21.6)
Lung Cancer	142	54.3	(45.3 - 63.3)	56	39.7	(29.3 - 50.2)	131	57.2	(47.3 - 67.2)	10,663	48.4	(47.4 - 49.3)
Motor Vehicle	19	6.8	(3.7 - 9.8)	8	5.8	(1.7 - 9.9)	5	3	(0.3 - 5.8)	1,134	5.4	(5.1 - 5.8)
Suicide	20	7.1	(4.0 - 10.2)	12	9.2	(4.0 - 14.5)	13	7.9	(3.5 - 12.3)	1,621	7.9	(7.5 - 8.3)

Lynn residents have a higher premature mortality rate than residents of Massachusetts generally.

- Death by heart disease, breast cancer, lung cancer, and motor vehicles were more common in Lynn than in the rest of the state.
- Death by diabetes and suicide were slightly less common in Lynn than in Massachusetts generally.

Source: Nextshift Collaborative, "Creating Community Health and Wellbeing in Lynn," 2016

Public Health

**Many Lynners face environmental hazards
and live in environmental justice
communities.**

Public Health

Lead - environmental hazard

Lead is a neurotoxin found in the paint of older homes.

Lead Screening

70%

Statewide: 65%

Percentage of children age 9-47 months screened for lead in 2020

Prevalence of Blood Lead Levels (BLL) ≥ 5 ug/dl

29.1 per 1,000

Statewide: 15 per 1,000

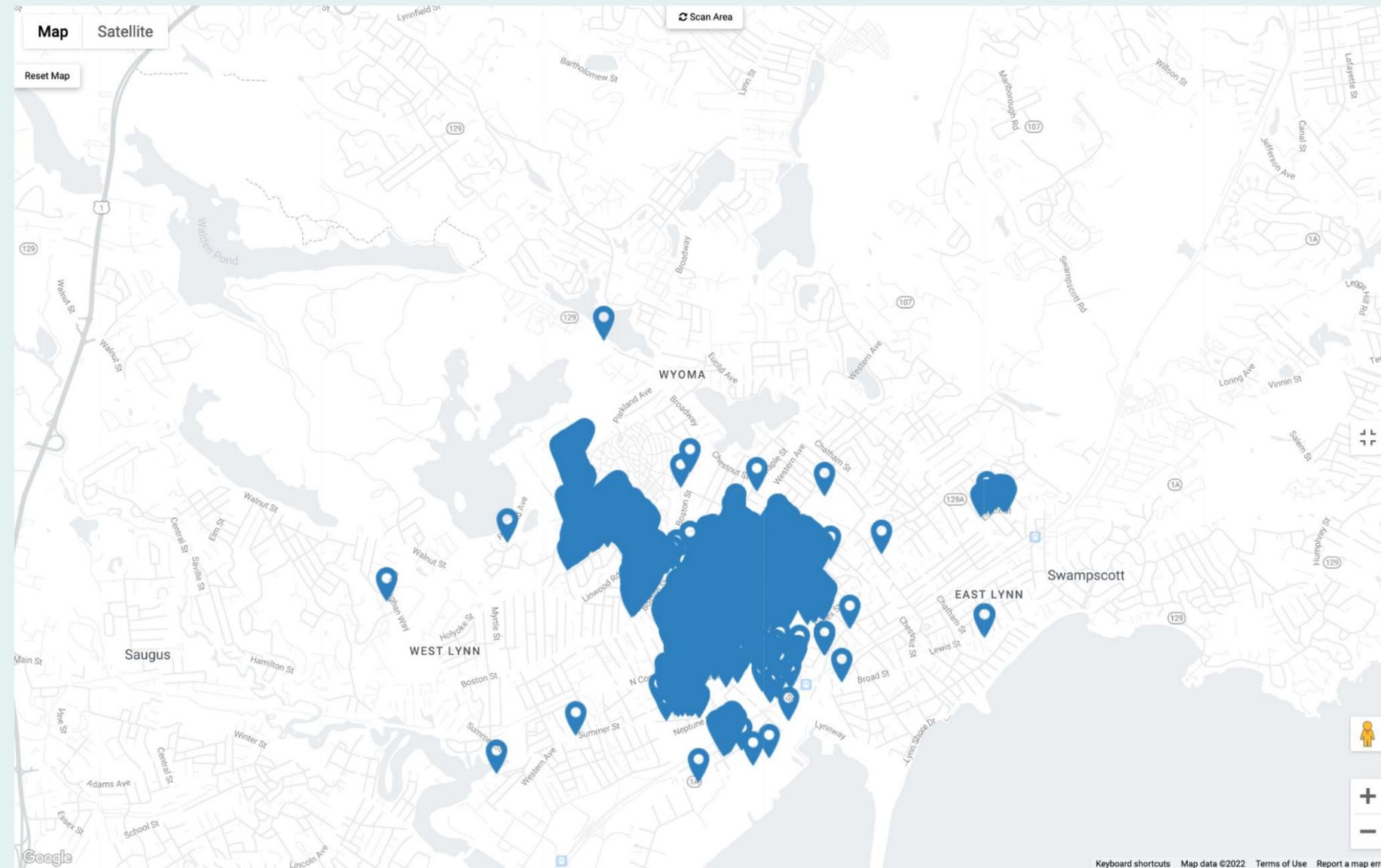
5-year annual average rate (2016-2020) for children age 9-47 months with an estimated confirmed blood level ≥ 5 ug/dL

Percentage of houses built before 1978

84.7%

Statewide: 68.9%

Public Health Lead paint remediation program



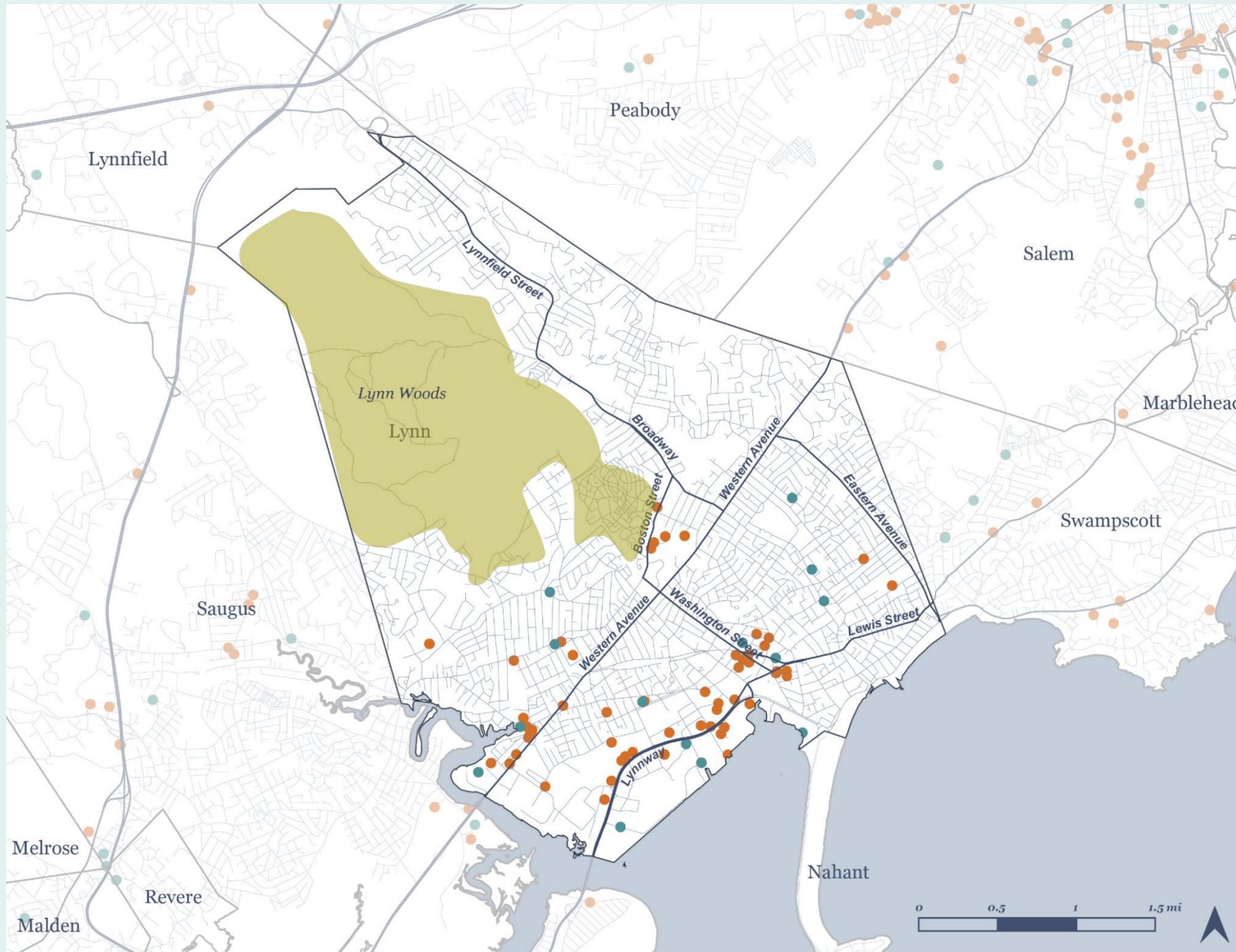
Lynn has been working to address lead exposure in homes.

Lead is a neurotoxin found in the paint of older homes. Lead poisoning is very dangerous in children.

Since 2009, Lynn Housing Authority and Neighborhood Development has received \$19.5 million from HUD to fund lead paint abatement in its older housing stock.

Homes qualifying for LHAND's lead paint remediation program
Source: LHAND

Public Health Hazardous Materials and Brownfields



Lynn has numerous sites with hazardous material exposure identified by the state.

- Brownfields can include former gas stations, restaurants that improperly dispose of cooking oils, factories that work with toxic chemicals, and waste disposal facilities that deal with hazardous materials.
- All of Lynn’s brownfield sites are in the southern part of the city.

Hazardous Materials and Brownfields

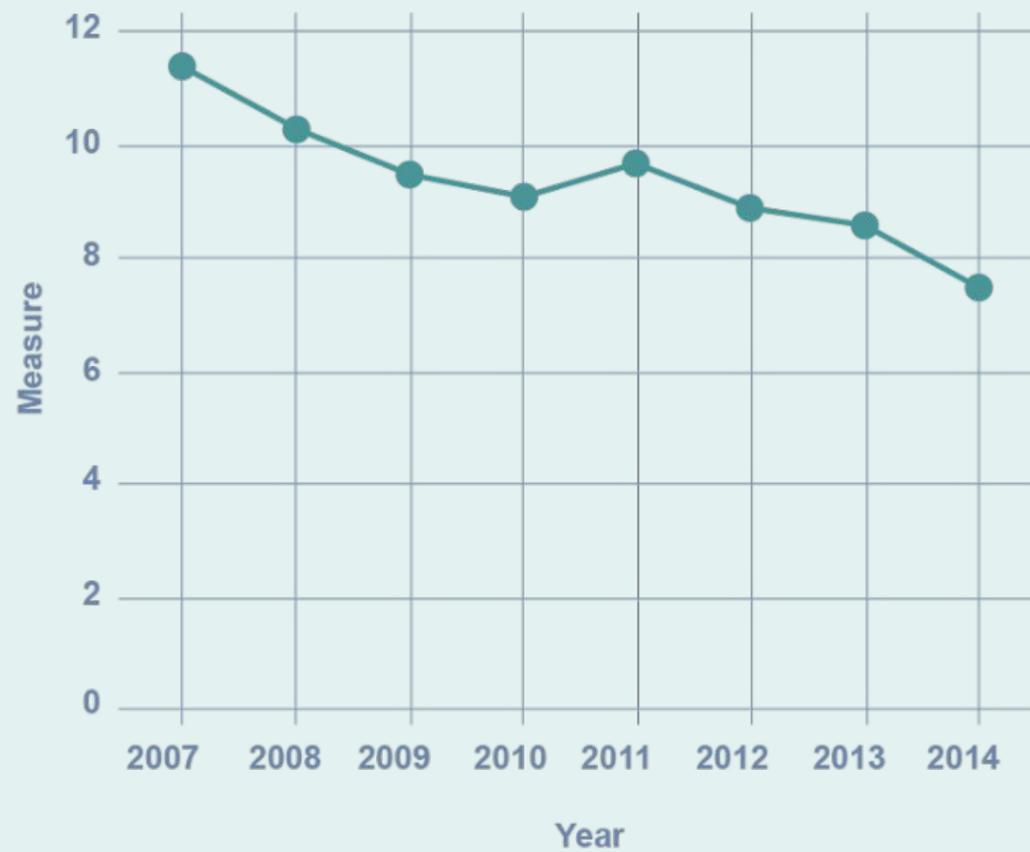
- Chapter 21E Sites
- Activity and Use Limitations

Public Health

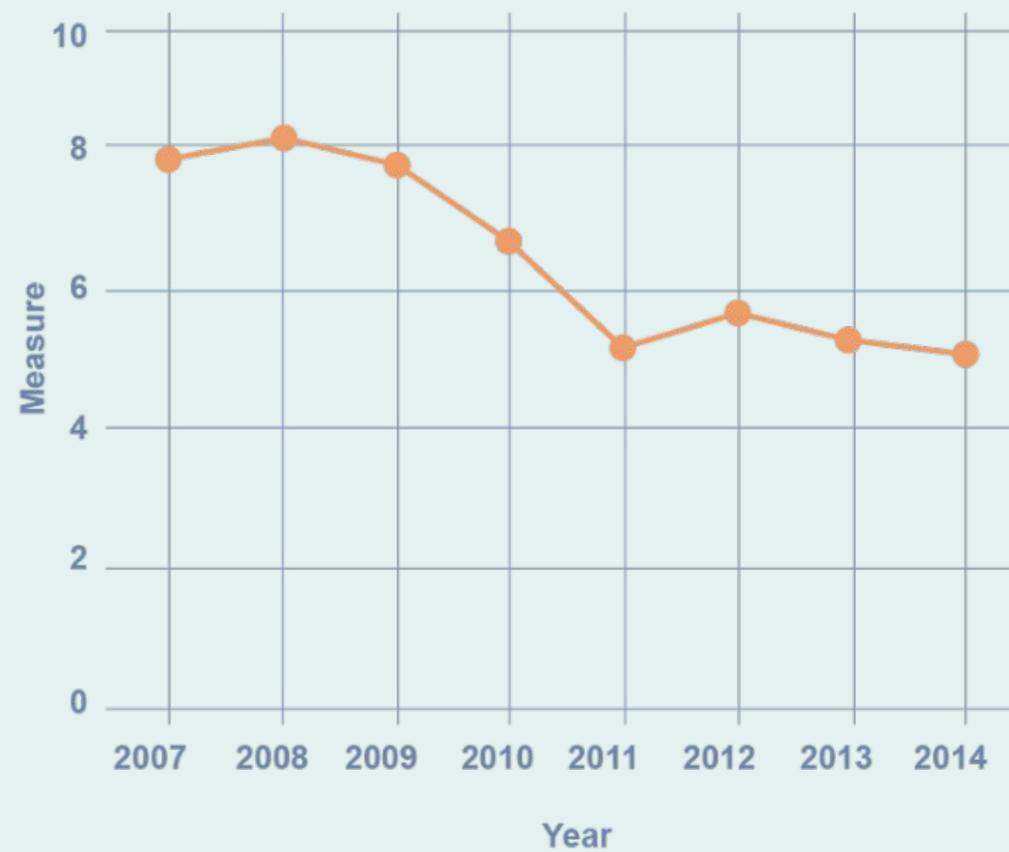
Air quality

Air quality has been improving in Lynn/Essex County.

Air Quality Modeled Data
Annual Average PM2.5 Concentrations
(micrograms/cubic meter)



Air Quality Modeled Data
Annual Average PM2.5 Concentrations
(micrograms/cubic meter)



County

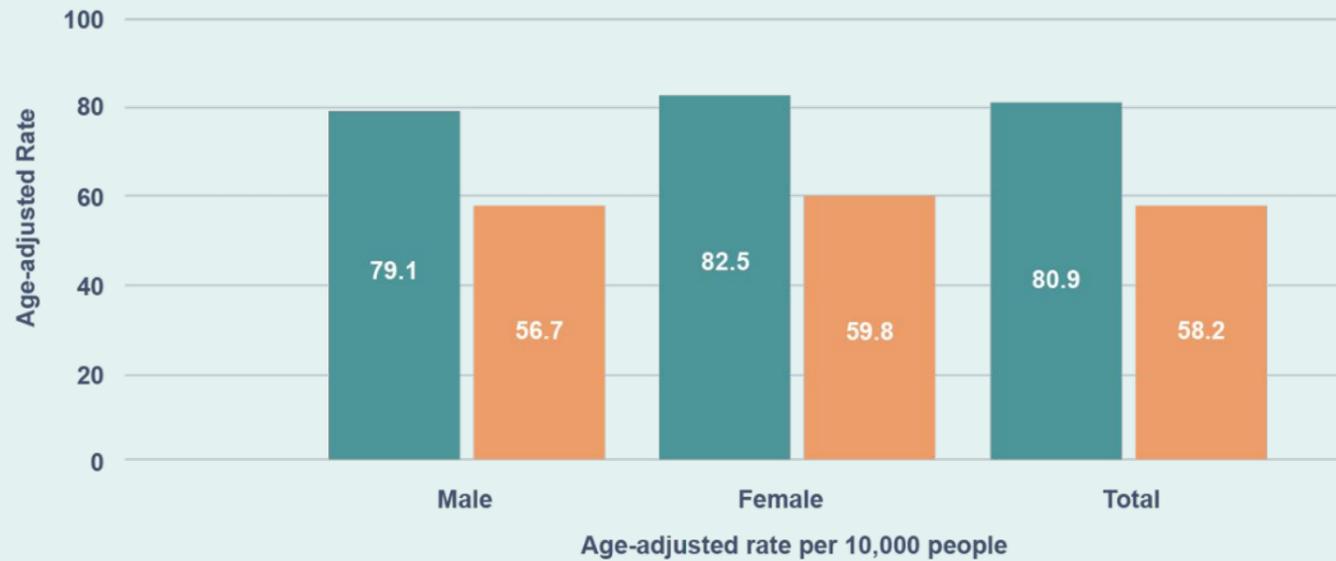
- Lynn
- Essex

Source: MA Bureau of Environmental Health

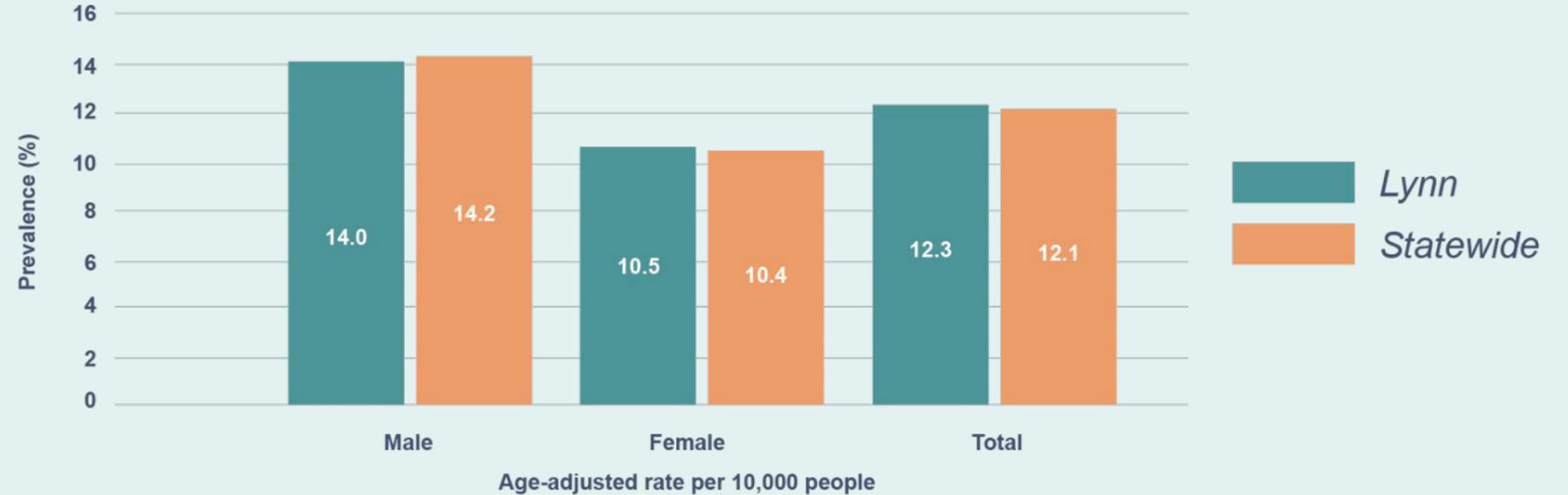
Public Health Childhood Asthma

Childhood asthma rates are consistent with the state, but ER visits are more prevalent in Lynn.

Asthma Emergency Department Visits



Pediatric Asthma Prevalence in K-8 Students



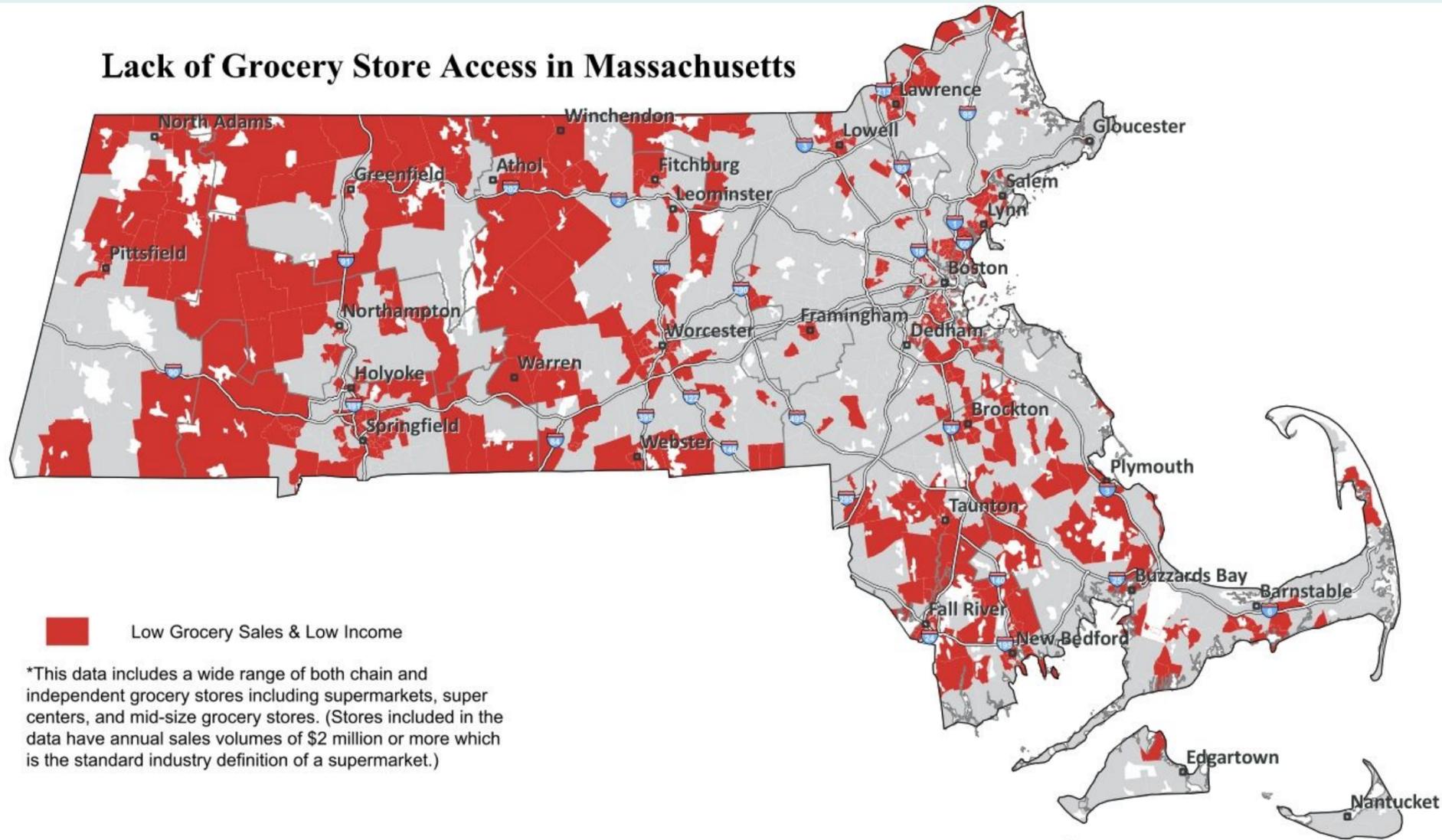
Source: MA Environmental Public Health Tracking

Public Health

Many Lynners lack access to healthy foods.

Public Health Food Access

Lack of Grocery Store Access in Massachusetts

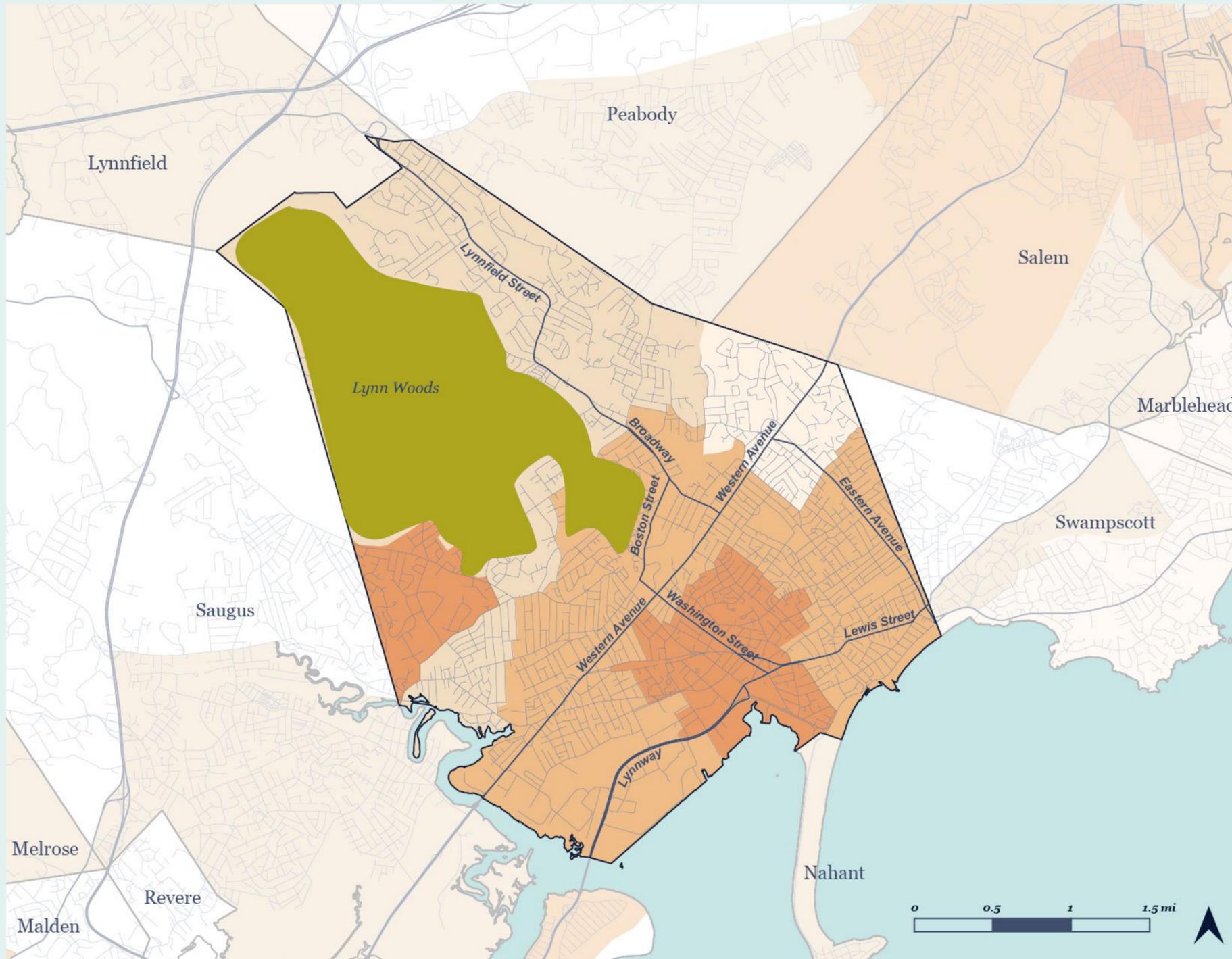


40% of Massachusetts is considered a food desert, and Lynn has the eight biggest “Grocery Gap” of any city or town in the commonwealth (MA Public Health Association, 2017).

While southern Lynn has the greatest locational access to grocery stores (MAPC, “Massachusetts Food Access Index,” 2017), the area’s low incomes and lack of vehicle access make it more food insecure.

Source: Massachusetts Public Health Association

Public Health Food Access



The Greater Boston Food Bank and Feeding America calculated a food insecurity index. In some parts of Downtown, West Lynn, Sagamore Hill, and the Diamond District, more than 20% of the population is food insecure.

% Food Insecure

- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%

Source: Greater Boston Food Bank and Feeding America via MAPC

Public Health

Socioeconomic conditions and the built environment drive health disparities.

Public Health

COVID's impact

Lynn was an early COVID hotspot, in part due to overcrowding in housing and precarity of front-line workers.

CORONAVIRUS RESOURCES

[Latest Mass. numbers](#) | [Town-by-town COVID-19 data](#) | [Vaccination charts](#) | [Donate](#) | [More coverage](#)

Lynn emerges as a new center of COVID-19 in Massachusetts

By [Dasia Moore](#) Globe Staff, Updated August 24, 2020, 7:41 p.m.



As COVID Cases Soar, Some Lynn Residents Fear Hospitalizations, Feel Consequences Of Losing City's Only Hospital

April 27, 2020

By [Simón Rios](#) and [Tibisay Zea](#)



COVID-19's Disparate Impact on Low-Income Communities of Color

August 12, 2020

Study links crowded housing in Greater Boston's poorer neighborhoods with spread of COVID-19

The Boston Foundation report found that many frontline workers' living conditions makes self-isolating nearly impossible.

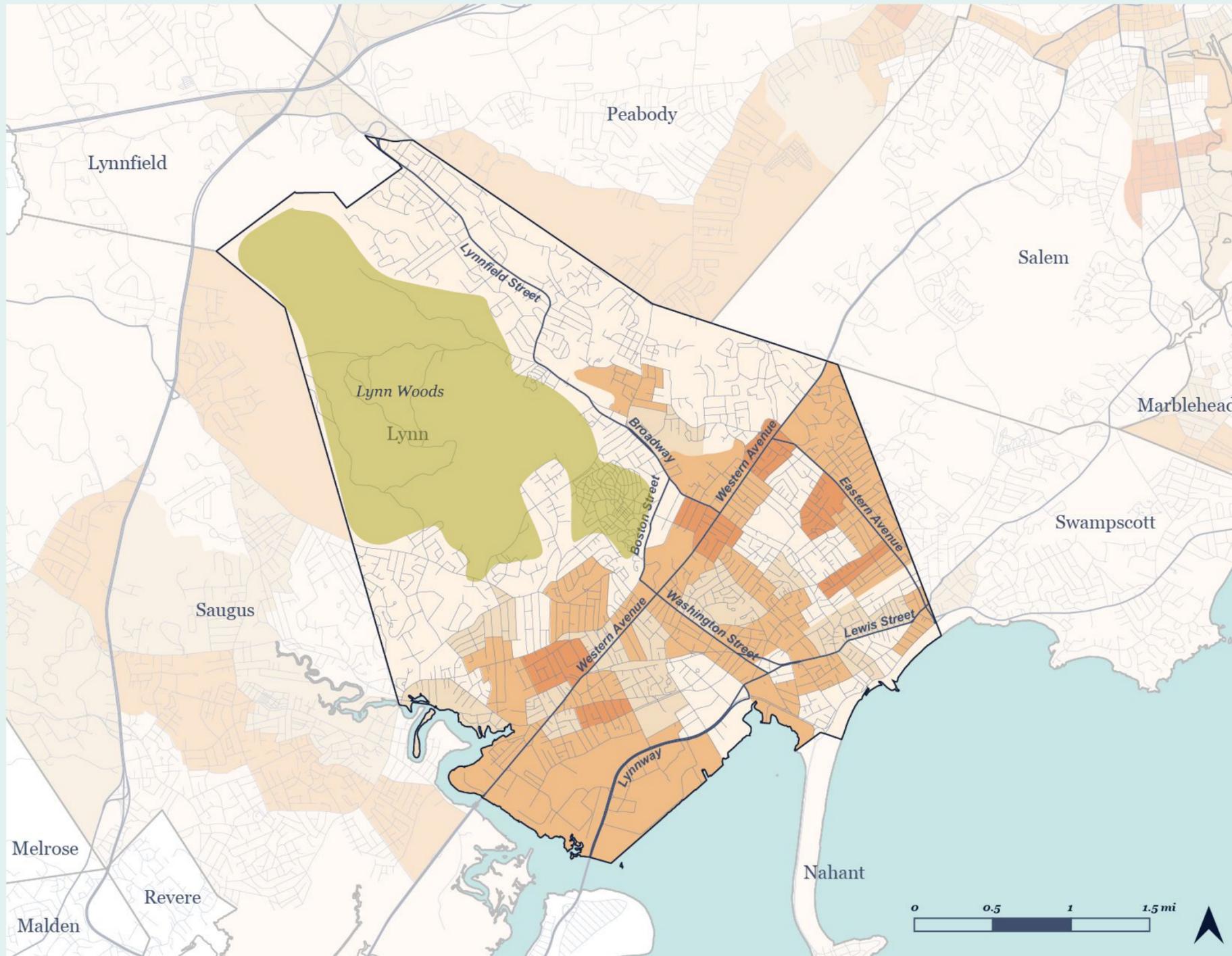
By [Tim Logan](#) Globe Staff, Updated July 16, 2020, 12:14 p.m.



Public Health

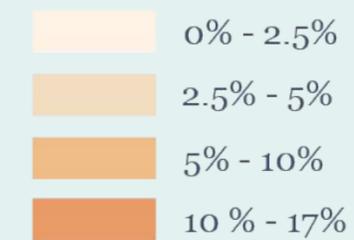
Access to healthcare is limited by health insurance availability and underinsurance.

Public Health Health Insurance



Most Lynnners have some form of health insurance, whether through their employer, through public insurance programs for seniors, low-income households, or veterans, or through public insurance markets. However, in many areas of southern Lynn, more than 5% of people are uninsured.

% Uninsured



Source: Greater Boston Food Bank and Feeding America via MAPC

Public Health

Housing insecurity exacerbates public health outcomes in Lynn.

Public Health

Housing insecurity and public health outcomes

The CDC has found that housing insecure people were more likely to be in poor or fair health, to have health limit daily activity, and to delay doctors visits.

Housing insecure people are more likely to suffer from infectious diseases, diabetes, cardiovascular disease, and COPD, according to the American Hospital Association.

Housing insecurity includes homelessness and being under threat of eviction, foreclosure, or homelessness.

Public Health

Homelessness

Official “point-in-time” counts of the homeless population identified 943 homeless persons in 280 households in 2021.

- Most homeless persons were children, and most were female
- Only 50 people were identified as chronically homeless
- Only 112 suffered severe mental illness, and only 50 were chronic substance abusers
- 59 persons were domestic violence survivors

The point-in-time count is an undercount, as it does not track the “invisible homeless” who have no fixed address, but may stay with family, friends, or acquaintances. This group is estimated to be the largest homeless population.

Housing Lynn states: “According to the Lynn Public Schools, there were 1,098 students experiencing homelessness registered at some point during the 2019-20 school year. This higher count includes unaccompanied students and those living in shelters, motels, or ‘doubled up.’”

Public Health

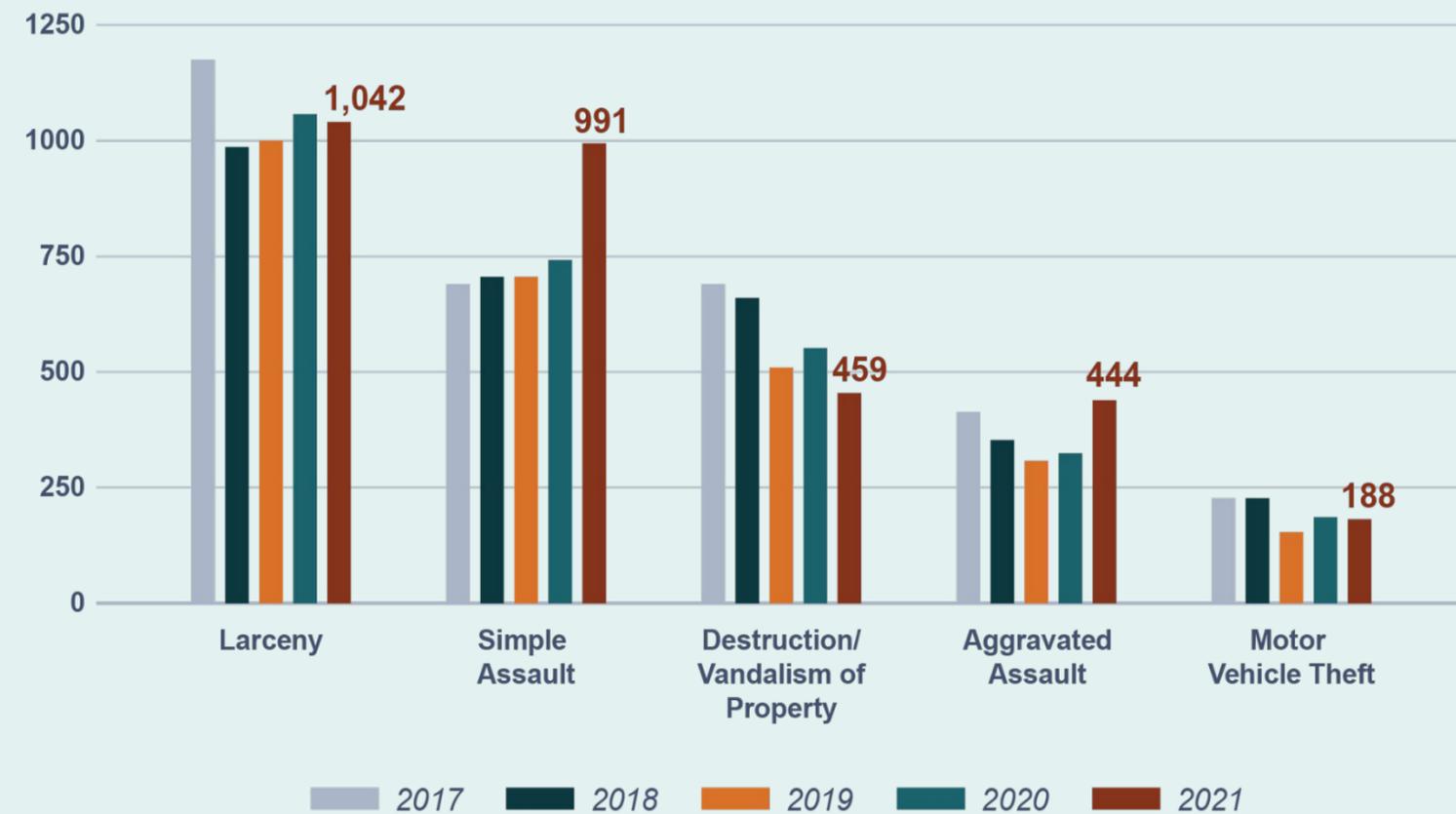
Crime and perceptions of crime drive feelings of unsafety.

Public Health

Crime and Public Safety

The number of incidents logged by the Lynn Police Department decreased 36% from 2017 to 2021.

Number of Select Crimes Per Year



Source: Lynn Police Department, NIBRS Stats

However, some types of incidents, like larcenies and assaults, increased in 2021.

On average, 35% of aggravated assaults each year have involved the use of a firearm.

Survey respondents identified improved public safety as a major priority for Lynn. Many said they felt unsafe downtown (108 respondents), on the streets (56), or everywhere in the city (42).

When asked where they felt safe, the most common answers were at home (62 respondents) or nowhere (32).

Public Health

Key Opportunities and Challenges

Opportunities

- Health goals for Lynn residents should take into account the multivalent nature of health—in that it's physical, environmental, and mental.
- Supporting housing security, housing safety, and food access can improve public health, as well as address housing needs.
- The COVID-19 pandemic exposed many flaws in the public health system, but resultant funding (such as ARPA funds) can be used to improve environmental and social factors contributing to health.

Challenges

- Lynn residents face poor public health outcomes due to environmental and social determinants of health. Many of these determinants are difficult to change quickly.
- While most residents have healthcare insurance, many cannot access adequate care due to costs.
- Neighborhood disparities also drive health outcomes for residents through access to open space and adjacency to environmental hazards.

Action Items

- The City will apply for **EPA Brownfields Grants** to help support the study and remediation of contaminated properties.
- The City's ARPA funding will help conduct a **Community Health Assessment**, which will provide useful insight into the health of Lynners.

A City for All Fiscal Sustainability



This section describes the city's fiscal health including budget sources and allocations.

A City for All

Fiscal Sustainability

Key Insights

- Lynn's fiscal health has stabilized after a period of insecurity and budget imbalances.
- Lynn's spending per person has grown over time, and most of the local budget goes to schools.
- Lynn's operating budget relies on state aid, which has grown significantly, in addition to locally generated revenue.
- The City will need to expand locally generated revenue, primarily through new growth, in order to deliver desired services.
- Lynn's government includes agencies funded by the local budget and others using federal funds.

Fiscal Sustainability

Lynn's fiscal health has stabilized after a period of insecurity and budget imbalances.

Fiscal Sustainability

Fiscal recovery and reserves

- In 2016, the City was forced to issue a bond to cover a budget deficit. Credit rating agencies then downgraded Lynn's credit rating, meaning borrowing costs went up for the City, including for infrastructure spending.
- The City's finances have since recovered, supported by the hiring of a full-time CFO, the establishment of a Capital Improvement Plan, and the adoption of other best practices.
- In its credit opinion in February 2022, S&P cited these administrative improvements, as well as Lynn's development: "We believe total assessed value (AV) growth is key to the city's fiscal balance over the long term, and we expect continued AV growth over the next few years."

\$44M

City Reserves
Compared to \$1M in 2018

A+

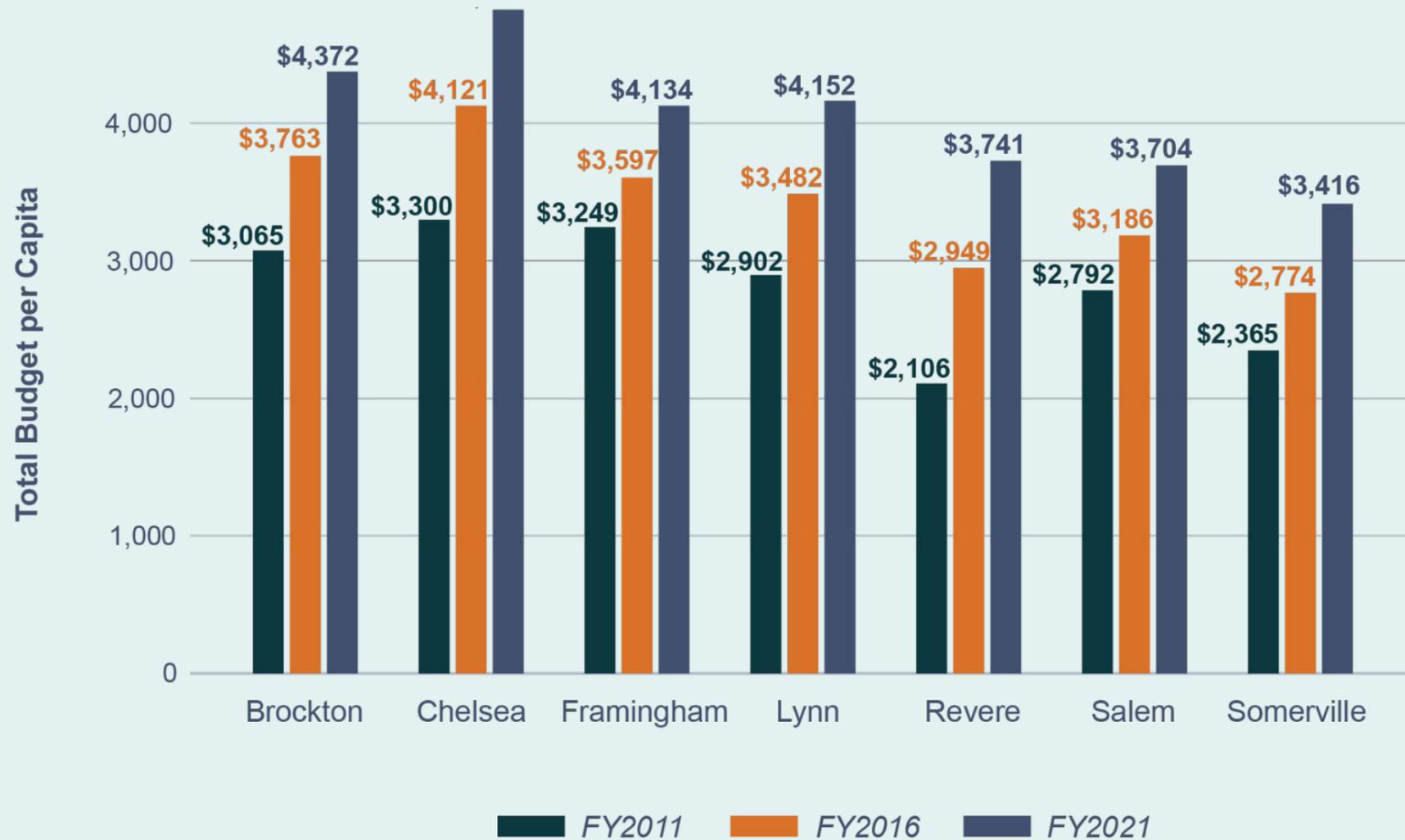
Standard and Poor's Credit Rating
Upgraded in 2022

Fiscal Sustainability

Lynn's spending per person has grown over time, and most of the local budget goes to schools.

Fiscal Sustainability

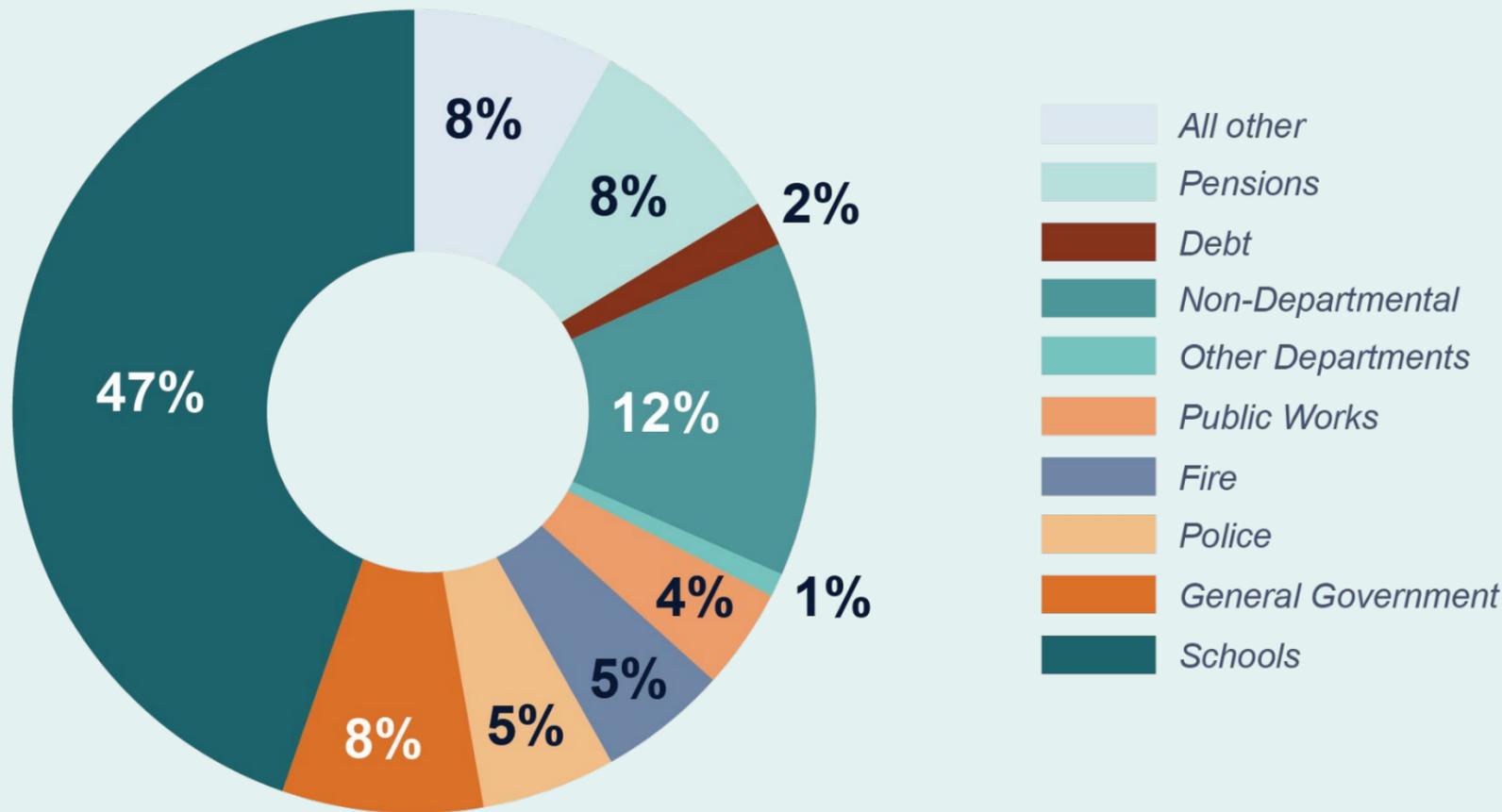
Spending Per Capita



Lynn has increased spending per capita by 71% in the last ten years.

Source: City of Lynn budgets, FY2023

Fiscal Sustainability Budget Uses



\$448M

General Fund Total Expenditures FY23 Budget

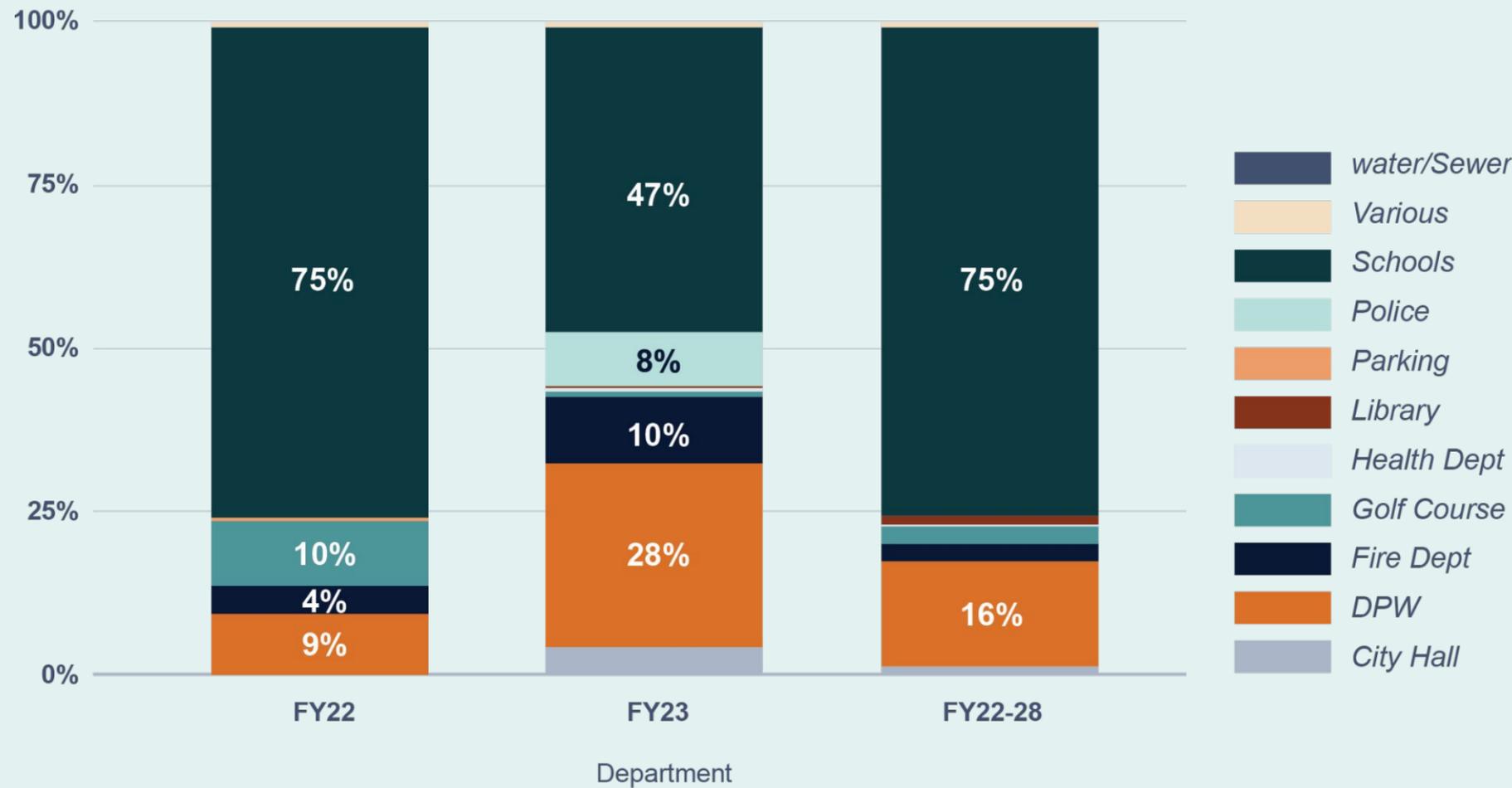
47% of Lynn’s budget goes to schools, in part because of Chapter 70, which increased the amount of state aid Lynn gets but set requirements on school spending.

- “General government” departments (e.g., the treasurer, IT, inspections) make up 8% of the operating budget.
- Police, Fire, and Public Works each get between 4 to 5% (14% total). All other departments make up a combined 1% of the budget.
- “Non-departmental costs”, which are 12% of the budget and include insurance, taxes, and mandatory reserves.
- Pensions and other costs (like fees for state services) each take up another 8% of the budget.

Source: City of Lynn budgets, FY2023

Fiscal Sustainability

Capital Budget by Department



Between FY2022 and FY2028, Lynn plans to spend \$105 million on capital projects from the municipal budget.

- 75% of capital spending will go to schools, including \$38 million for Pickering Middle School, matched with \$115-145 million in MSBA grants.
- In addition to the budgeted capital improvements, the City has other funding sources to utilize:
 - \$75 million in ARPA dollars from the federal government.
 - \$20 million in a RAISE grant to reconstruct the Lynnway
 - Over \$100 million from the state MPO, which assigns other federal dollars to local transportation projects.

Fiscal Sustainability

Lynn's operating budget relies on State aid, which has grown significantly, in addition to locally generated revenue.

Fiscal Sustainability Budget Sources

Revenues by Source, FY 2023



Revenues	FY2023 \$	FY2023 %
Property Taxes	\$153,453,404	34%
State Aid	\$274,727,109	61%
Local Receipts	\$18,872,000	4%
Other	\$1,045,422	0.2%

Source: City of Lynn budgets, FY2019-FY2023

Revenue Changes

- State aid has increased by more than \$80 million or 42% since FY 2019.
- \$77 million increase in state aid through Chapter 70 (School Funds and State Aid for Public Schools).
- \$4 million increase in general unrestricted state aid.
- Property tax revenues grew 21% since FY 2019.
- Other revenue sources decreased.
- These revenues do not include individual grants that can often cover specific projects.

Fiscal Sustainability

The City will need to expand locally generated revenue, primarily through new growth, in order to deliver desired services.

Fiscal Sustainability

Property Tax Growth

Property Tax Growth, FY2019 - FY2023



Property taxes grew \$27 million since fiscal year 2018.

- 63% of this growth came from allowed value increases on existing property under “Proposition 2.5.”
- The remaining 37% came from “new growth”, or property development that adds to the tax base.
- Annual property tax revenue would be \$10.6 million less in FY2023 without new development over the past five years.

Source: City of Lynn budgets, FY2019-FY2023

Fiscal Sustainability

Tax Producing Properties

Value by Year and Class



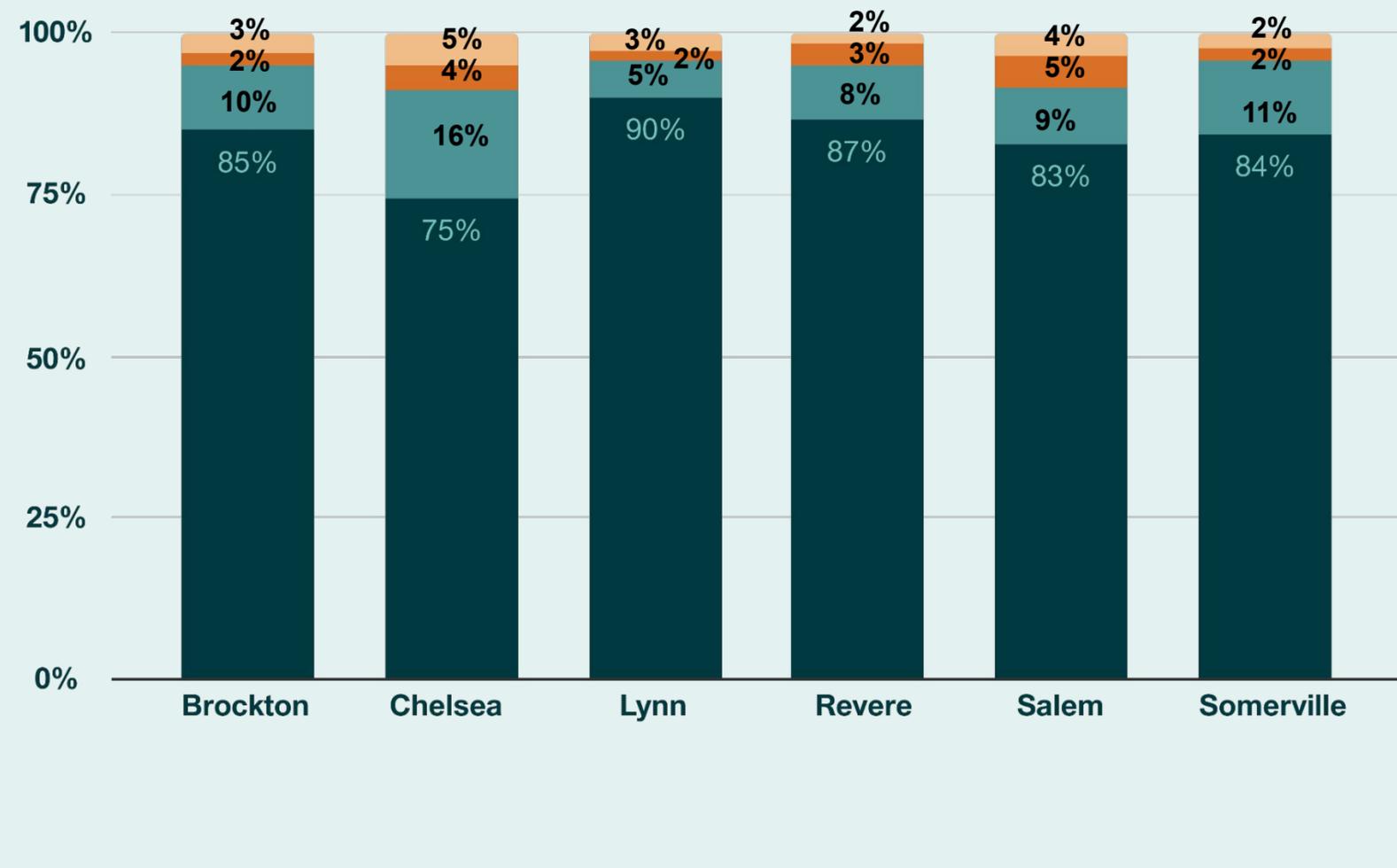
Most of Lynn’s tax value is generated from residential uses. Ideally, someday more of our tax value will come from increased commercial and industrial properties.

- Class 1 Residential
- Class 2 Open Space
- Class 3 Commercial
- Class 4 Industrial
- Personal Property

Source: City of Lynn budgets, FY2019-FY2023

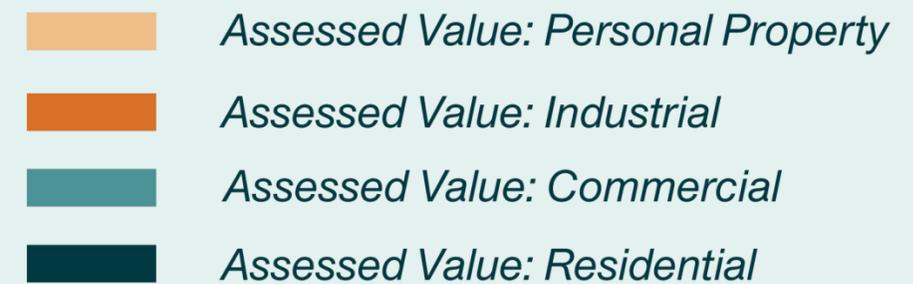
Fiscal Sustainability

Assessed Values by Class Comparison



Lynn’s residential properties account for 90% of all assessed value, a higher share than any of our comparison communities.

Because there is already new housing coming to Lynn, a great deal of commercial or industrial development would be needed to reduce our reliance on residential property values.



Source: Department of Local Services, FY2022 Assessed Values by Class

Fiscal Sustainability

Tax Producing Properties

Exempt Property Types	Number of Parcels	Estimated Total Tax
Charitable Services and Housing Organizations	111	\$ 2,596,107
Lynn Housing Authority and Neighborhood Development	25	\$ 1,292,443
Religious Organizations	96	\$ 2,412,911
EDIC Lynn	13	\$ 676,755
Private Schools	5	\$ 591,924
Other	19	\$ 150,438
Municipal, State, MBTA, or US Postal Service	340	\$ 6,629,191
Grand Total	609	\$ 14,349,770

Lynn has 609 tax-exempt parcels, which would pay an estimated \$14M in taxes if they were not exempt.

- 78% of these parcels are dedicated to charitable services, housing nonprofits or LHAND, or governmental use.

Source: City of Lynn budgets, FY2019-FY2023

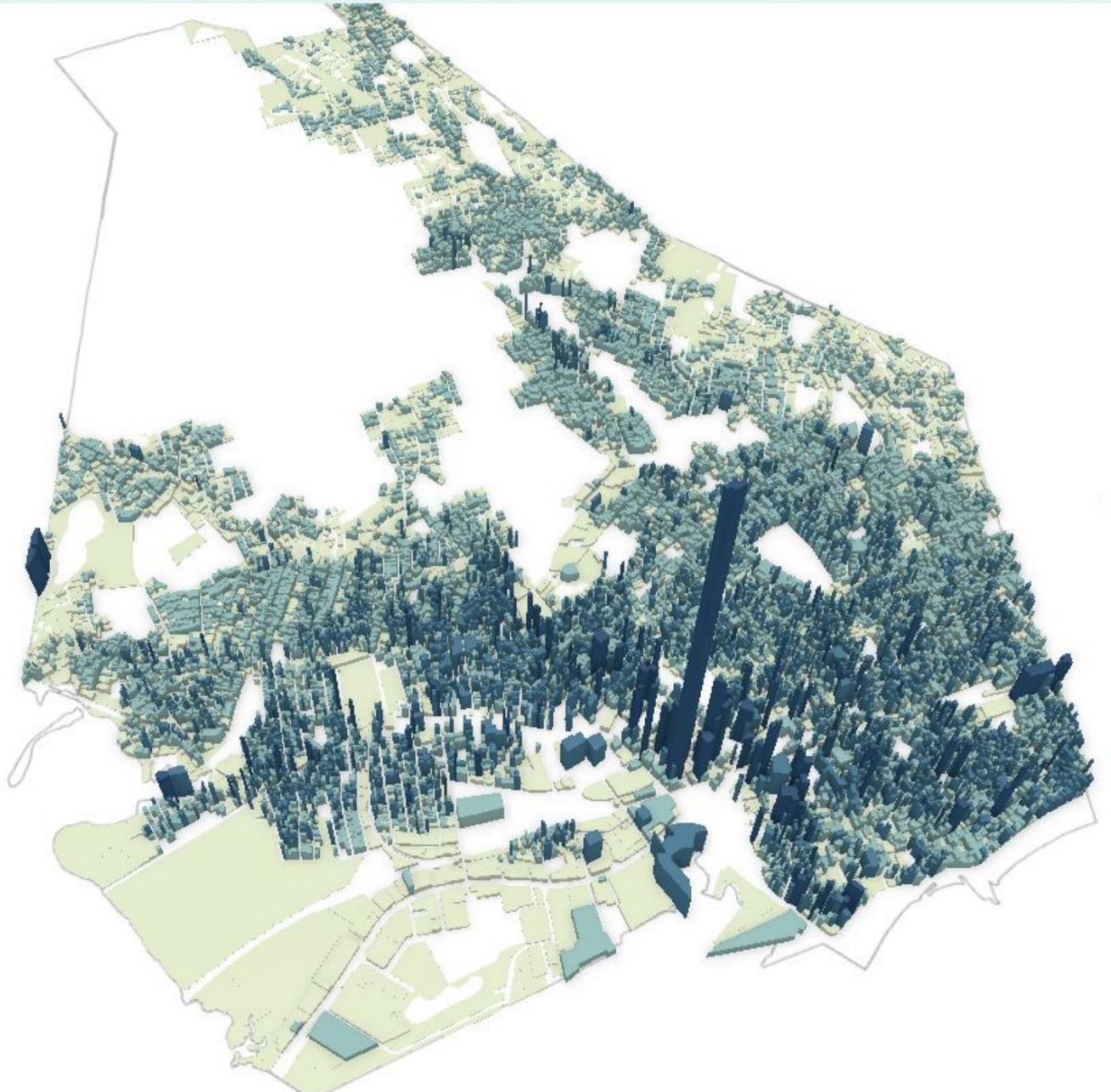
Fiscal Sustainability Assessed Value by Acre

Different property types have different impacts on the tax base.

This map shows the value of each parcel divided by the number of acres it is.

The downtown and dense neighborhoods tend to produce higher value per acre.

Commercial developments along Boston Ave and the Waterfront provide jobs and services, but not a high value per acre.



Darker, taller parcels indicate higher assessed value per acre.

Fiscal Sustainability

Lynn's government includes agencies funded by the local budget and others using federal funds.

Fiscal Sustainability

Other government agencies

- Department of Community Development
 - Responsible for obtaining and administering federal and state funds, including Community Development Block Grants
- Lynn Housing Authority and Neighborhood Development (LHAND)
 - The local Housing Authority responsible for building and operating public housing, administering housing vouchers, and spending HOME funds
- Lynn Economic Development and Industrial Corporation (EDIC)
 - Responsible for attracting and retaining businesses in Lynn, administers state funds and other resources

Fiscal Sustainability

Key Opportunities and Challenges

Opportunities

- Redevelopment of targeted properties can help boost new tax revenue, especially if developing for high value uses like biomanufacturing.
- State and Federal funding can continue to be a revenue source that the city uses to catalyze project development and “chain” projects together.
- Partnerships with non-governmental actors like nonprofits can help leverage public resources.

Challenges

- Future capital investments will require identifying sources of revenue.
- New revenue sources must come from reallocation of existing uses (which is difficult), or from revenue generated by new development or other new funding streams.
- The City has limited discretion over large parts of the budget and is limited by the 2.5% levy limit.

Action Items

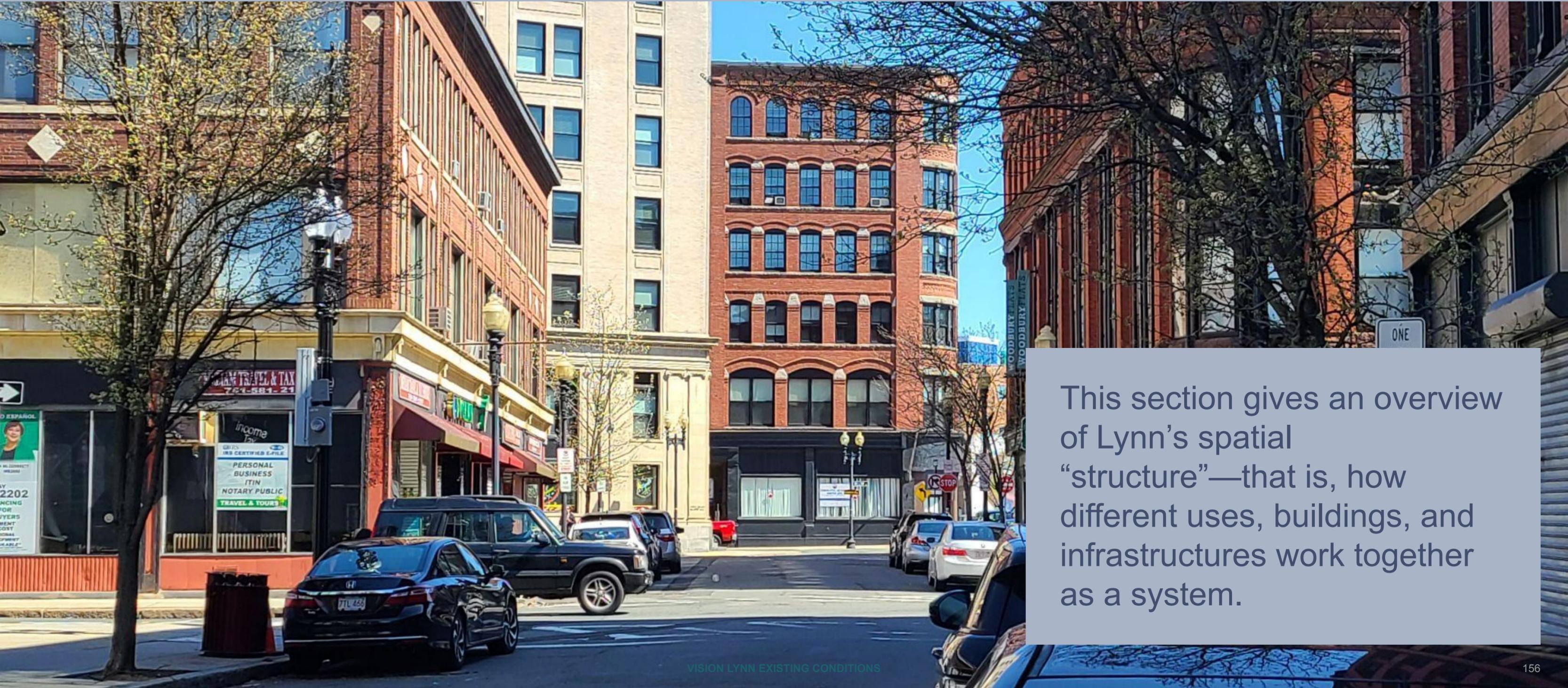
- The City is improving its financial management through the **CFO and budgeting process**, and will continue to strengthen its **capital improvement planning**.
- Improvements to the **credit ratings** are a good sign, but **more work is needed** to secure the city’s financial footing.
- Develop a balanced land use strategy to ensure resilient growth in the tax levy.

Places that support us

- Structure of the city (Land Use and Urban Form), 154
- Open Space, Civic and Public Realm, 164
- Transportation and Mobility, 180
- Environment and Climate Resilience, 208
- Lynn Mental Map, 221

Places that Support Us

Structure of the City - Land Use and Urban Form



This section gives an overview of Lynn’s spatial “structure”—that is, how different uses, buildings, and infrastructures work together as a system.

Places that Support Us

Structure of the City - Land Use and Urban Form

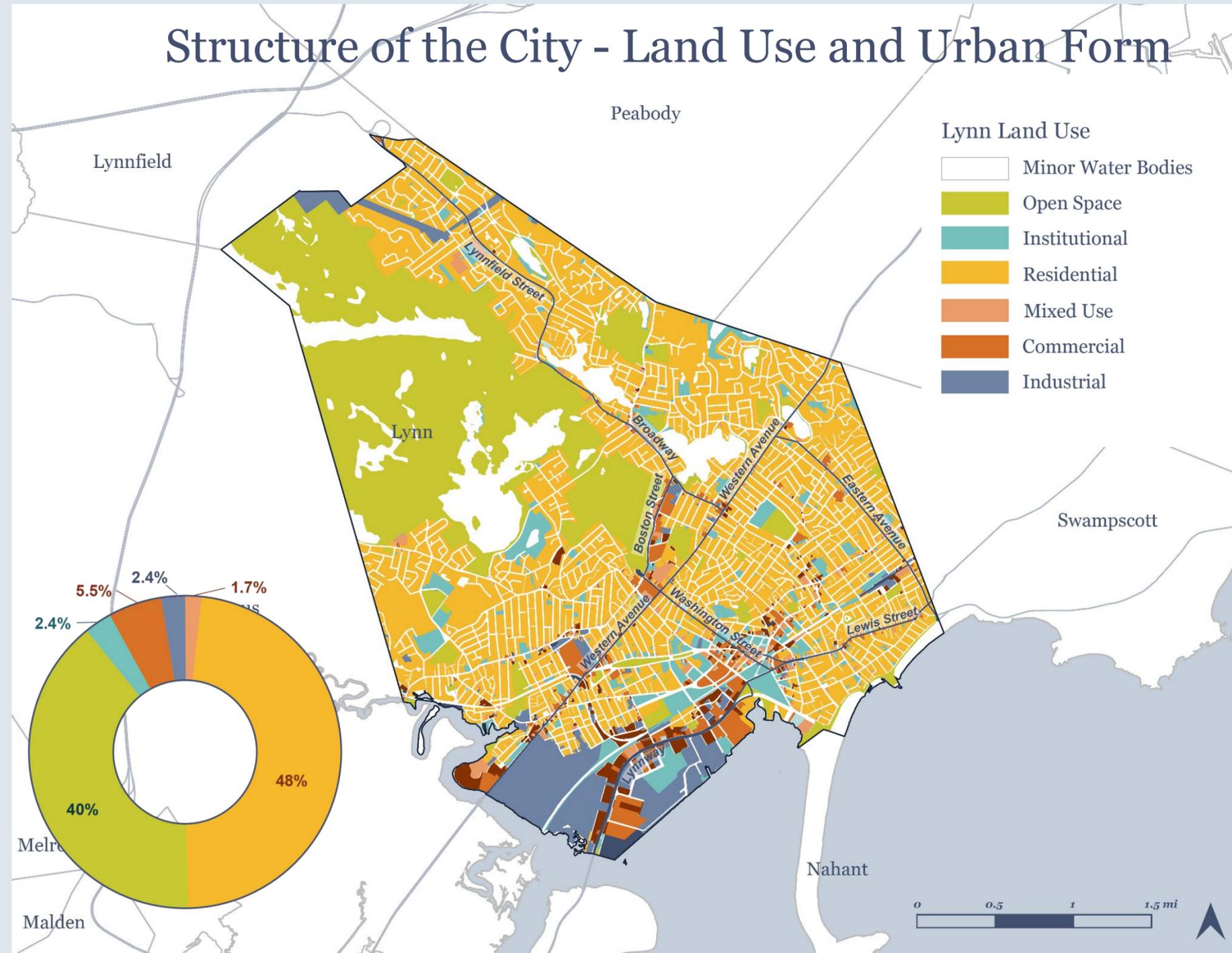
Key Insights

- Lynn has a mix of land uses, and the patterns of uses help to form spatial “structures” like corridors and districts.
- The public realm—streets, open spaces, and other areas where anyone is welcome—connects the more private spaces of homes, businesses, and institutions.
- Activity is concentrated Downtown and at specific places in neighborhoods and corridors.

Structure of the City - Land Use and Urban Form

Lynn has a mix of land uses, and the patterns of uses help to form spatial “structures” like corridors and districts.

Land Use Distribution

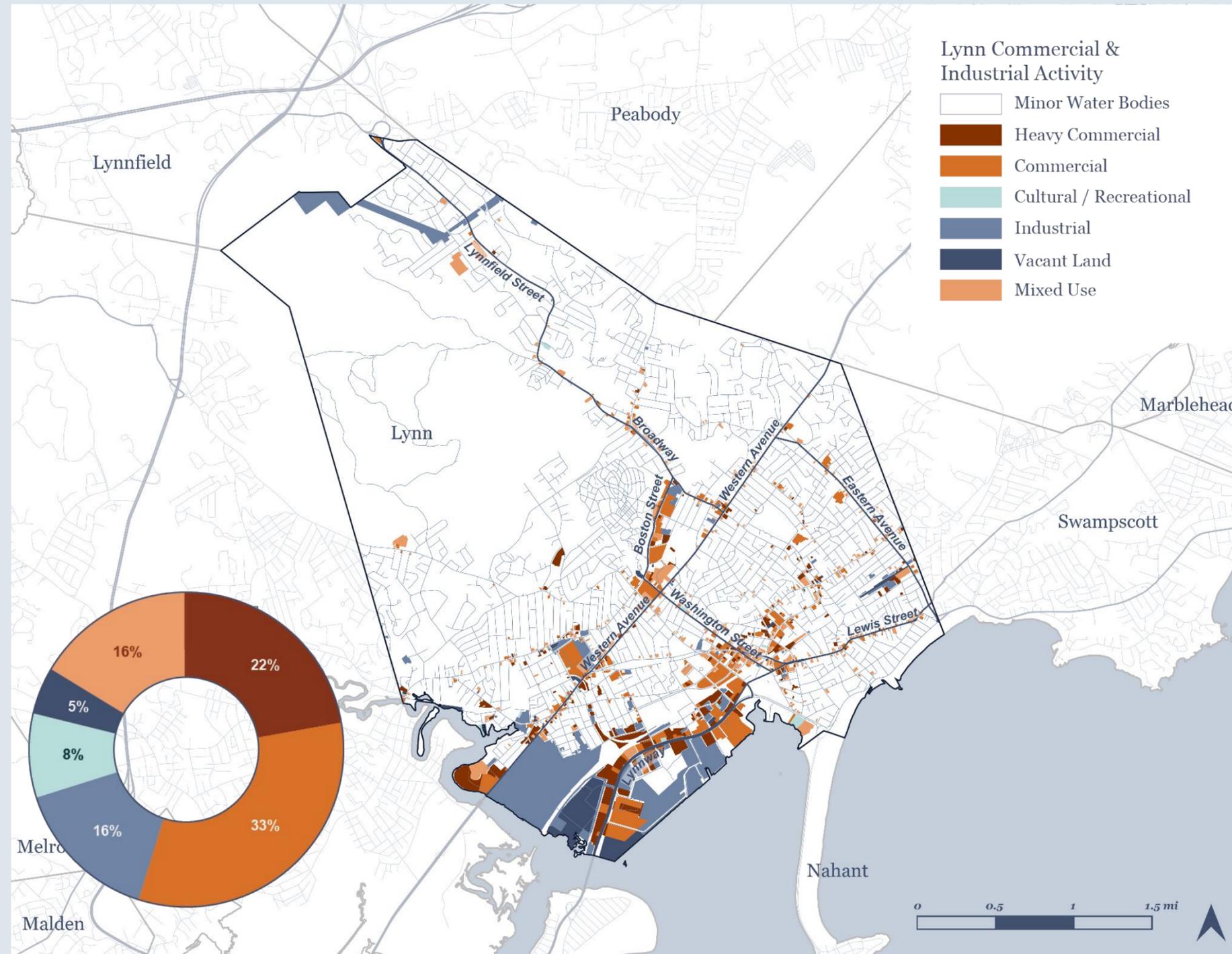


- Most of Lynn’s land area is dedicated to residential use, with either single-family homes, duplexes, triplexes, or apartments.
- Largely due to Lynn Woods and Pine Hill Cemetery, open space is the next most significant land use in Lynn.
- Commercial uses—including office buildings, retail, and auto-oriented uses like auto dealerships—are clustered in Downtown and along major corridors.
- Manufacturing is mostly found in clusters along the Lynnway, at the GE Aviation site, and in a few scattered sites around the city. Lynn has a long history of industrial uses existing next to residential uses.
- Institutional uses—like government buildings, schools, houses of worship, and city-owned land—are distributed throughout the city, but are especially found Downtown.

Source: MAPC Land Parcel Database

Structure of the City - Land Use and Urban Form

Commercial & Industrial Activity

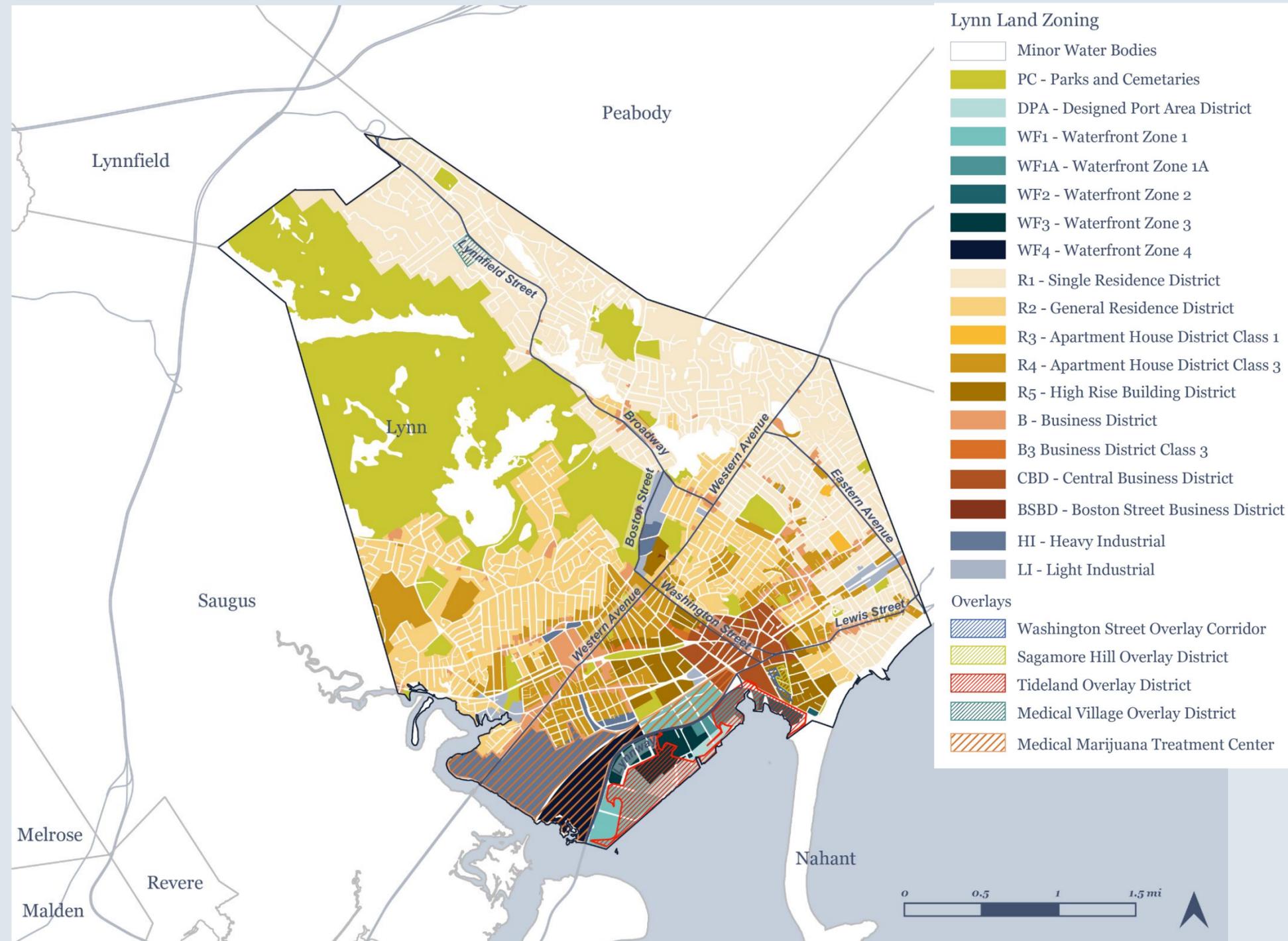


- Commercial uses are clustered along major thoroughfares in Lynn, such as Western Avenue, the Lynnway, Essex Street.
- 33% of commercial and industrial parcels are used for offices, retail, restaurants, and other general commercial uses.
- 38% of parcels are either for industrial uses (manufacturing, waste processing, and more) or heavy commercial (warehousing, auto repair, and more).
- 16% of commercial parcels are mixed-use, with commercial and residential uses.

The Lynn Downtown Cultural District Rapid Recovery Plan aimed to improve the economic recovery in central Lynn after the initial COVID-19-related downturn. Much of the plan focused on supporting the area's many BIPOC and immigrant-owned businesses.

Structure of the City - Land Use and Urban Form

Citywide Zoning



- Zoning laws regulate what uses can exist on a given parcel of land, as well as the scale of new development.
- Some communities use zoning to incentivize affordable housing production and the creation of public benefits, like green infrastructure or open space.
- Most of Lynn’s land is in residential or commercial districts.
- There are many kinds of residential and commercial districts in Lynn, which vary in what are the uses allowed and the intensity of new development.
- Lynn has special districts for waterfront development, which were intended to incentivize certain kinds of new development in those areas.
- Districts in central Lynn and on the waterfront tend to allow more dense development.

Source: [City of Lynn Zoning Map](#), March 1, 2020

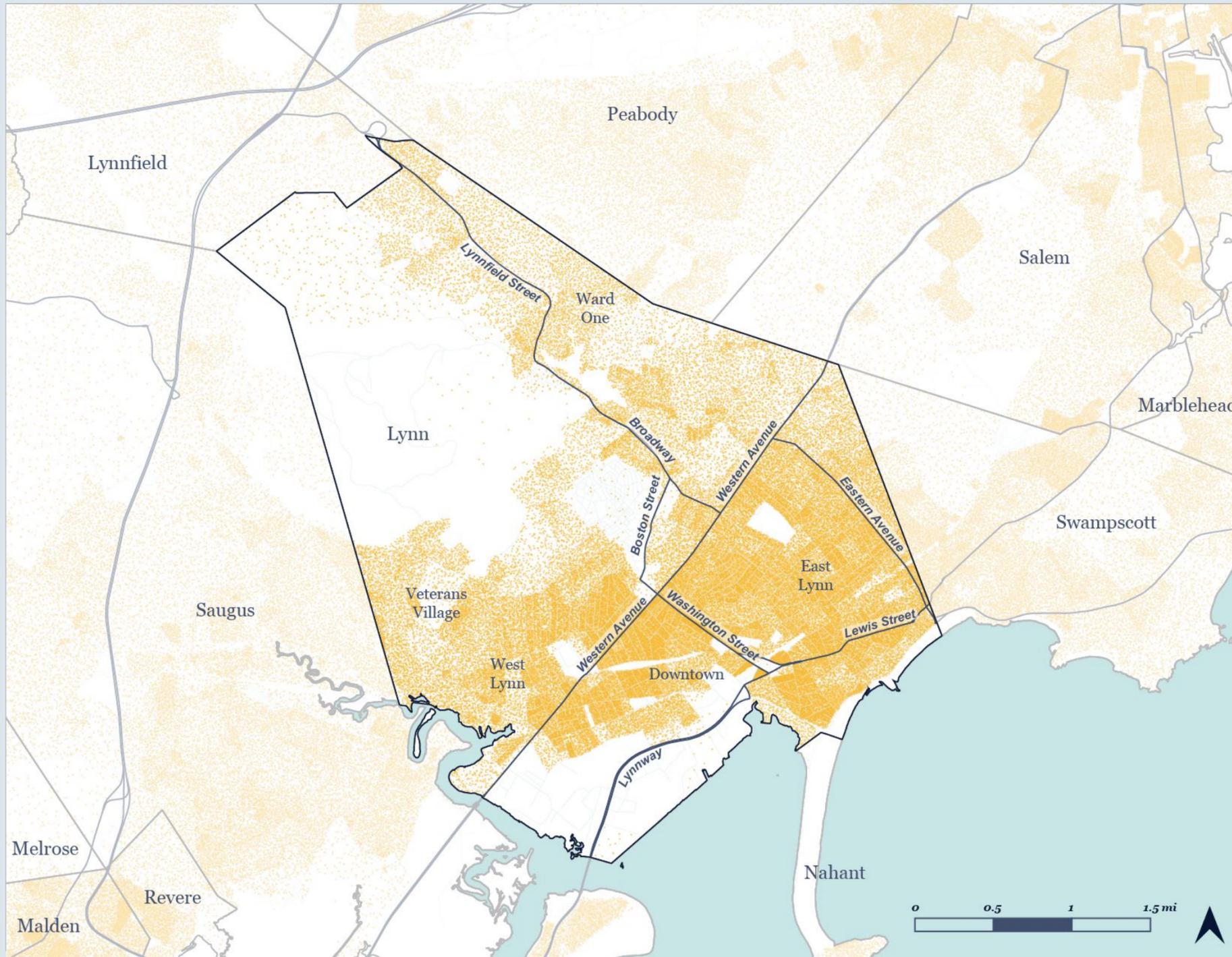
Disclaimer: this is not an official zoning map and does not include the most up-to-date information.

Structure of the City - Land Use and Urban Form

Activity is concentrated Downtown and at specific places in neighborhoods and corridors.

Structure of the City - Land Use and Urban Form

Population Density



- Southern Lynn has the most residential population, especially in the areas adjacent to Downtown.
- While Downtown has fewer residents, the population triples during the daytime, when workers commute into the area.

The MAPC projects the population of Lynn to grow by 11.4% between 2020 and 2040. With the downtown already a destination for many, the expected growth in both employment and population raises questions about the impacts on mobility and access for current and future residents alike.

Source: Transit Action Plan (2020), p.16

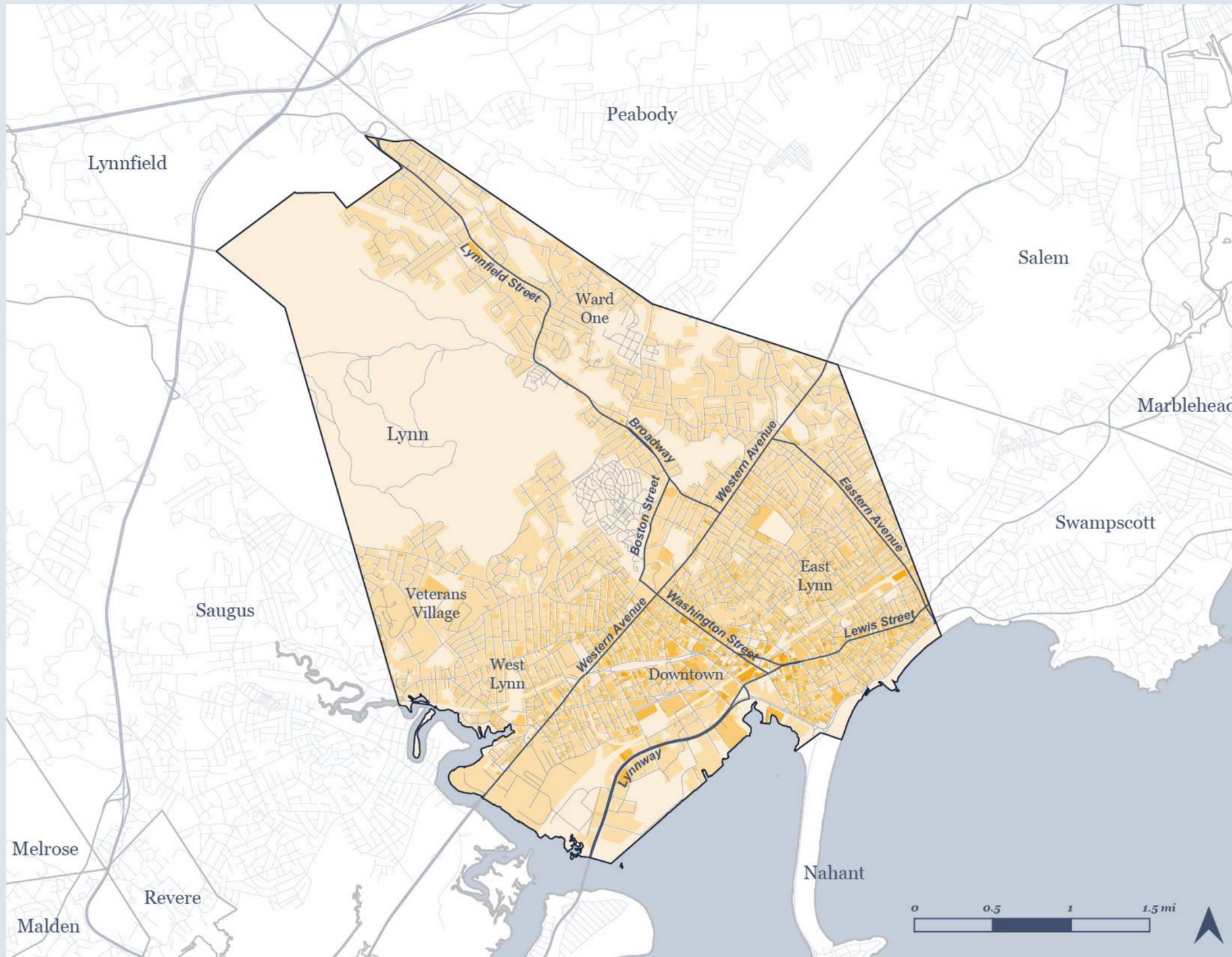
Population Density:

● 1 resident

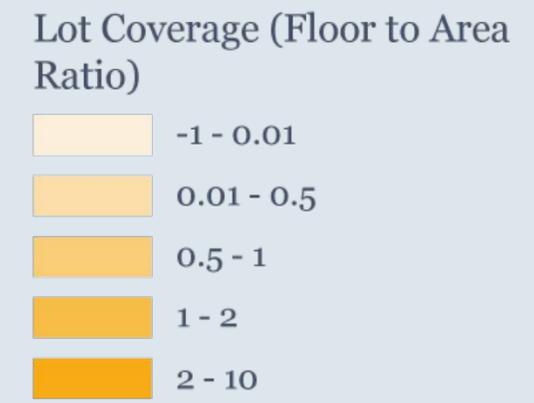
Source: Decennial Census, 2020

Structure of the City - Land Use and Urban Form

Building Density



- Central Lynn tends to have denser buildings—with more built area per square foot of land area—than areas outside central Lynn.
- Residential areas of East and West Lynn tend to have a greater building density than other residential areas, particularly the areas like Ward One or Veterans Village.



Source: MAPC Land Parcel Database

Structure of the City - Land Use and Urban Form

Key Opportunities and Challenges

Opportunities

- Lynn has well-established structures (like Downtown, commercial corridors, and industrial districts) that can guide future development and infrastructure investment.
- Connections through the street network are already established, and may just need minor improvements.
- Work on issues like housing and transportation can enhance and improve on existing land use patterns.

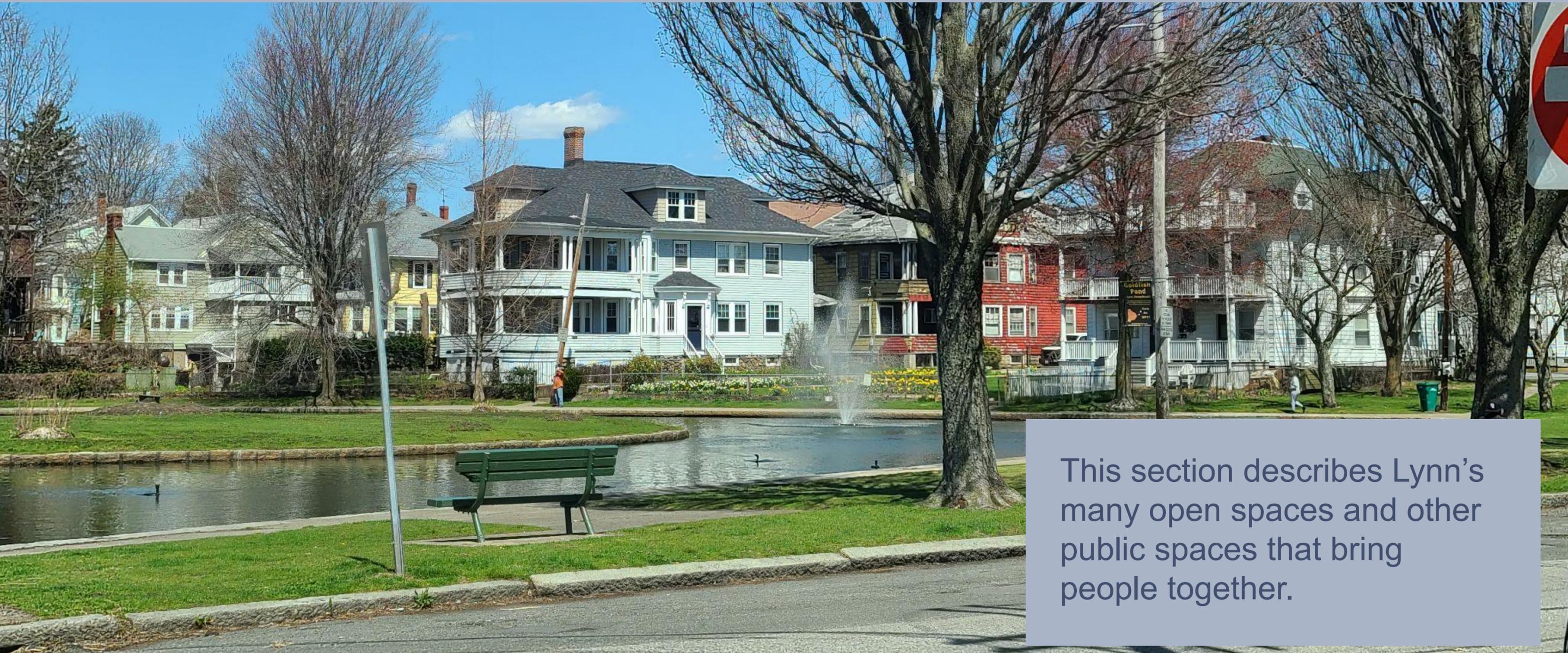
Challenges

- In some areas, the existing urban form provides little guidance on what new development and infrastructure should be like.
- Existing land uses are at odds with the city's stated vision for some places, such as the Waterfront.
- Activity concentrated in central Lynn may disincentivize private action taken elsewhere.
- Limited space for commercial or industrial growth.

Action Items

- The **Planning Department** was created and staffed to ensure land use and development policy was strategic tied together all City services and activities.
- The **Development Review Committee** was create to ensure collaboration across departments and streamline development process..
- A **Municipal Harbor Plan** was adopted in 2020 providing a vision and framework for redevelopment of Lynn's Waterfront.

Places that Support Us Open Space, Civic and Public Realm



This section describes Lynn's many open spaces and other public spaces that bring people together.

Places that Support Us

Open Space, Civic and Public Realm

Key Insights

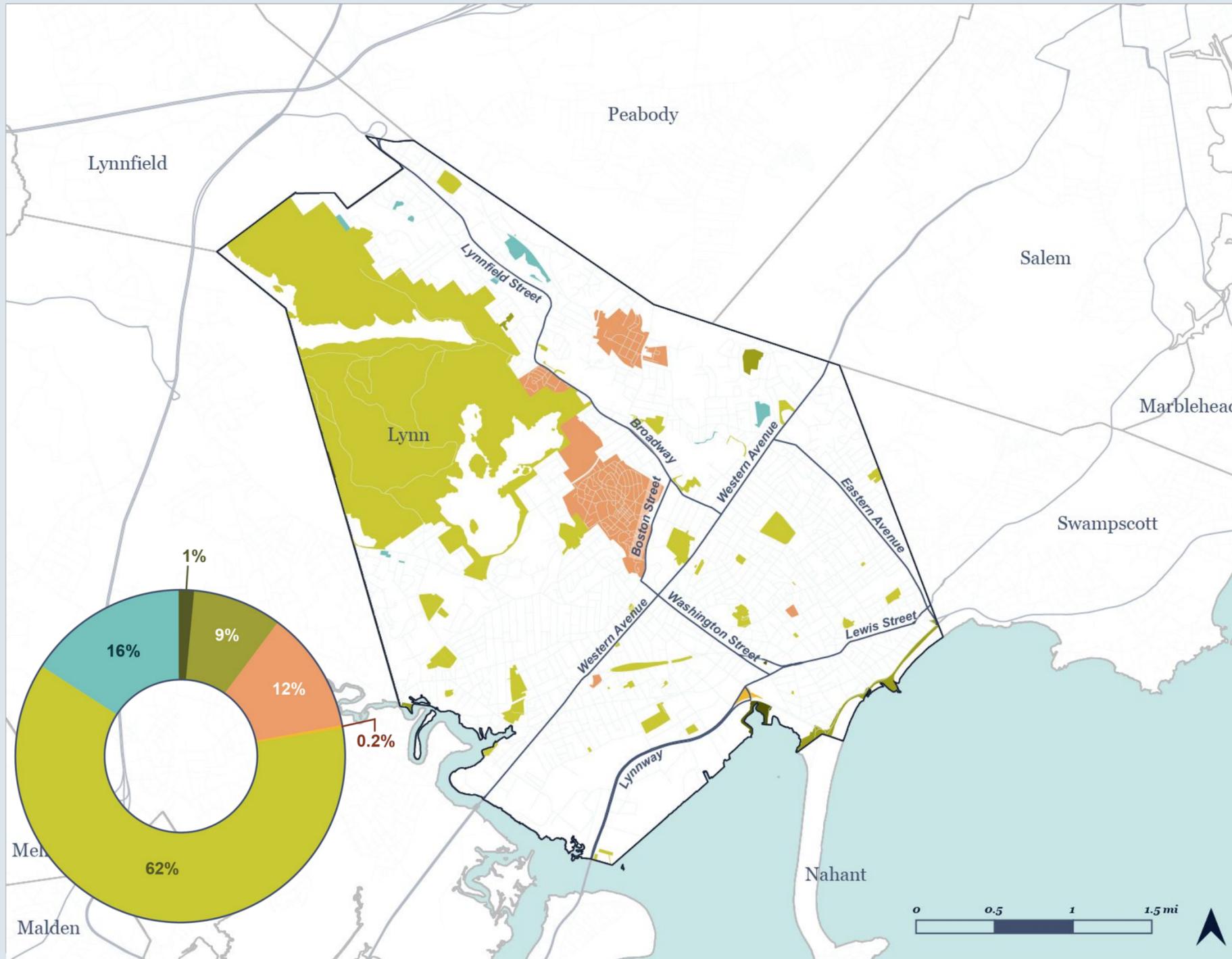
- Lynn has a variety of open spaces distributed across the city.
- Open spaces are walkable in theory, but access may be limited.
- Lynn has been connecting open spaces through green corridors.
- Lynn's public facilities serve as focal point for many in the community.

Open Space, Civic and Public Realm

Lynn has a variety of open spaces distributed across the city.

Open Space, Civic and Public Realm

Open Space Distribution



- Most of Lynn’s open spaces are meant for recreation
 - These include large open spaces for “passive” recreation, as well as “active” recreation areas like playgrounds and ballfields.
- Some large open spaces, like Pine Grove Cemetery, have historical significance.
- Some small open spaces in Lynn are preserved for water supply protection.

Open Space Distribution



The Open Space and Recreation Plan of 2016 stated that much progress has been made: “the entire park system has been under review and some improvement projects are currently in design. Shade tree planting, increased programming for environmental awareness, waterfront and historical activities and neighborhood cooling stations are other needs being addressed.”

Source: Lynn Open Space & Recreation Plan (2016), p.79

Open Space, Civic and Public Realm

Open Space Types



**Goldfish Pond
Park**



Lynn Woods



Cook Street Park



Lynn Shore Dr



**Sagamore St.
Playground**

Lynn's open spaces include woodland landscapes, waterfront parks, neighborhood playgrounds, sports fields, community gardens, ponds, promenades, areas for outdoor parties and barbecues, and more.

During fiscal year 2013, the Lynn City Council passed a local bond order allocating over \$2,000,000 for capital improvements to be undertaken over a three year period at thirteen parks and playgrounds throughout the City.

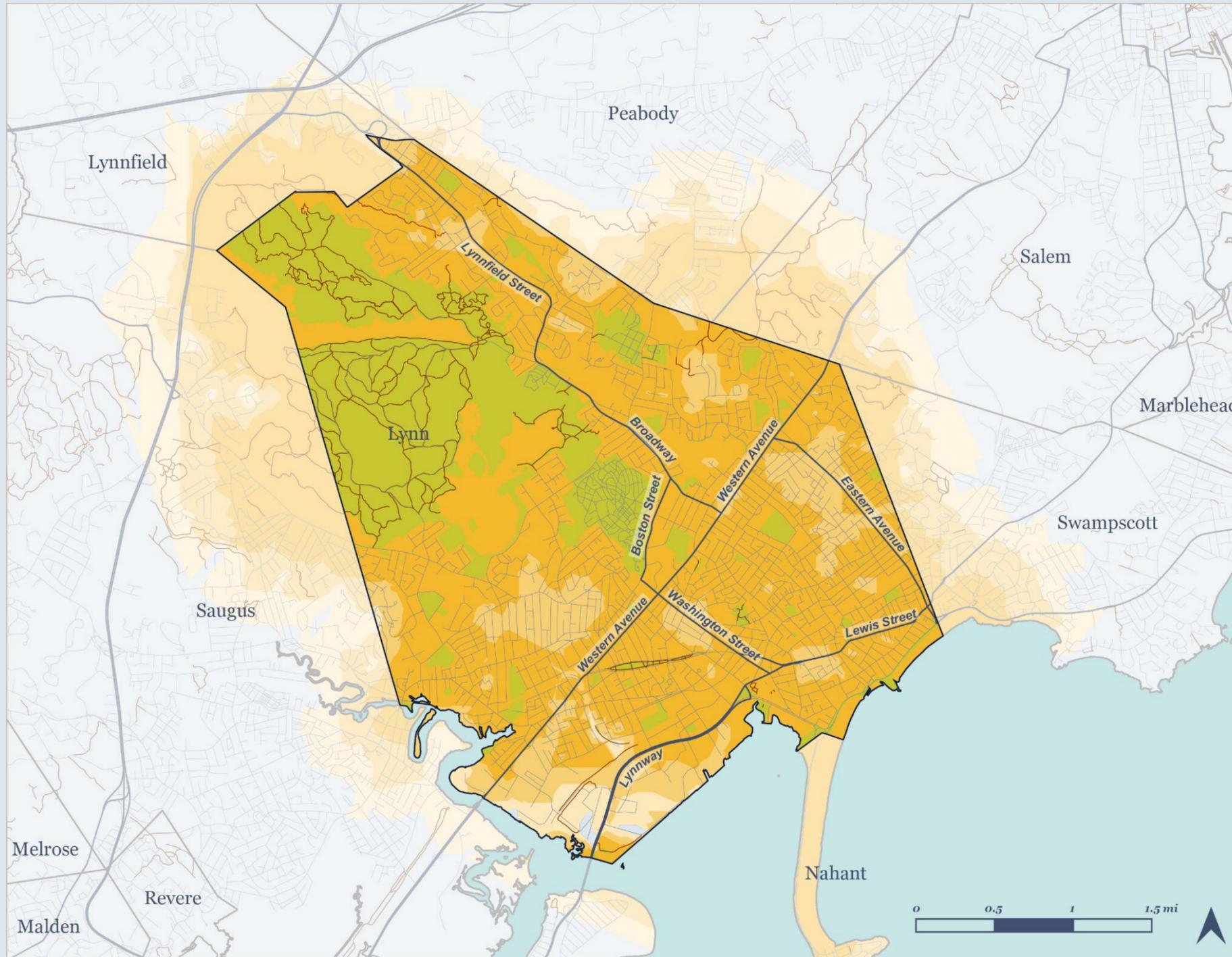
Source: Lynn Open Space & Recreation Plan (2016), p.9

Open Space, Civic and Public Realm

**Open spaces are walkable in theory,
but access may be limited.**

Open Space, Civic and Public Realm

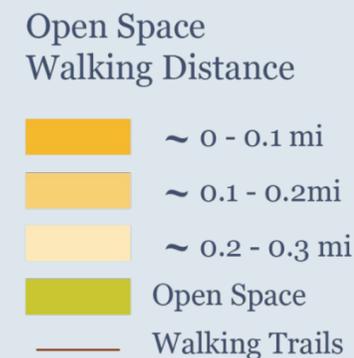
Walking Distance to Open Spaces



All of the city is within a quarter-mile of some open space, but not all kinds of open spaces (e.g., playgrounds or ball fields) may be within walking distance from all parts of the city.

The core areas of the City are densely populated, largely by elderly and diverse ethnic groups. The low income level of a significant proportion of the population greatly limits their access to commercial entertainment or recreation facilities, as well as facilities at a distance that require travel. Also, the dense settlement pattern of the City results in very few private yards that can be enjoyed as private open spaces.

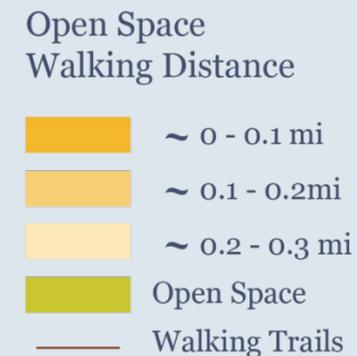
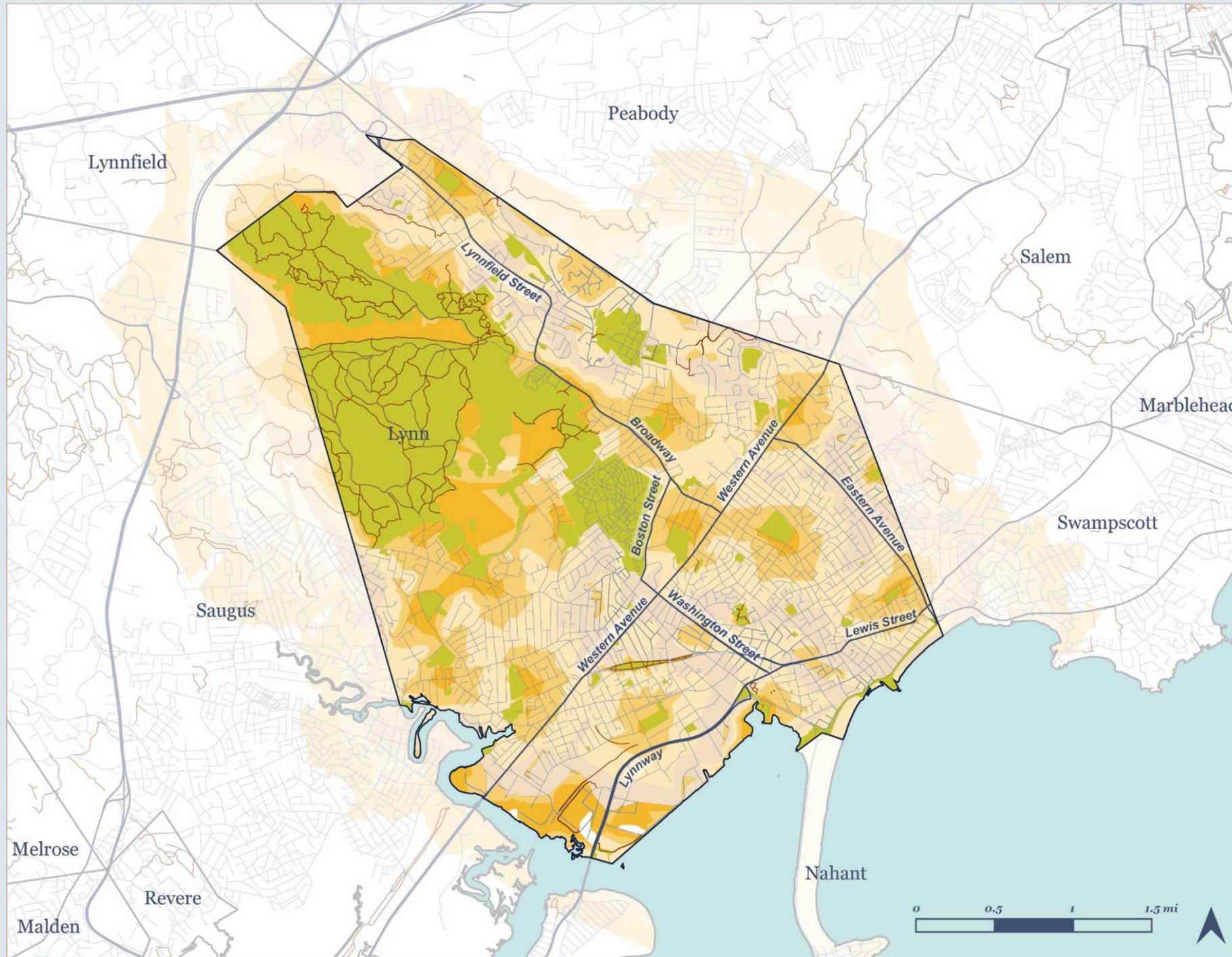
Source: Lynn Open Space & Recreation Plan (2016), p.79



Open Space, Civic and Public Realm

Walking Distance to Open Spaces: Recreation Only

All of the city is within a quarter-mile of some open space, but not all kinds of open spaces (e.g., playgrounds or ball fields) may be within walking distance from all parts of the city.



Open Space, Civic and Public Realm

Pollution and open spaces



Source: Bill Greene/Boston Globe

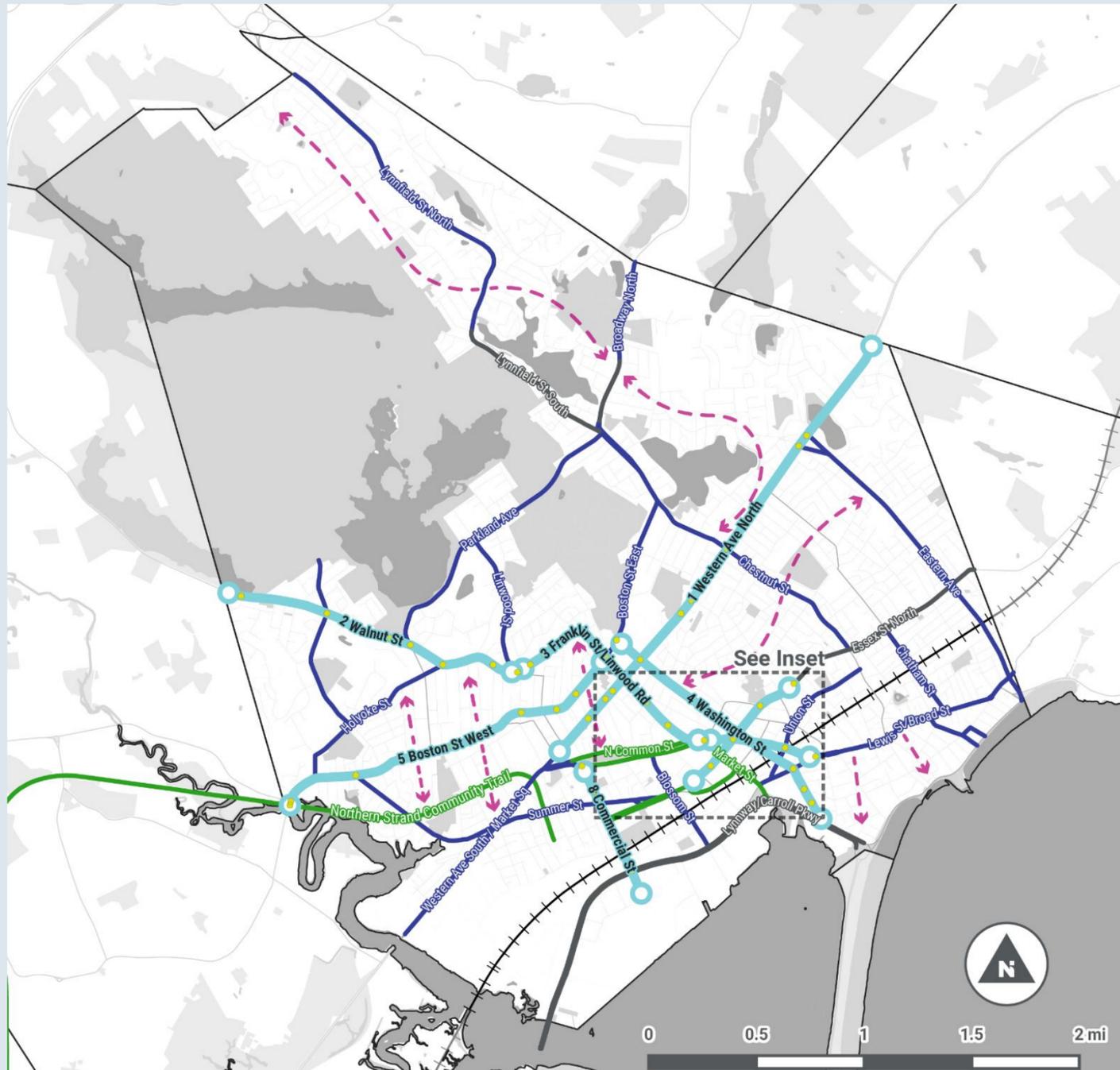
Testing at King's Beach consistently shows the water potentially unsafe for beachgoers.

- In 2020, the water was potentially unsafe on 75% days when there was water testing. King's Beach had the most consistently unsafe scores in the state. (Environment Massachusetts)
- Lynn and Swampscott have secured \$2.5 million each to clean up the beach, but costs are expected to exceed that total.

Open Space, Civic and Public Realm

**Lynn has been connecting open spaces
through green corridors.**

Open Space, Civic and Public Realm Neighborhood Greenways



Lynn has planned a set of “safe streets” including “neighborhood greenways”.

- Neighborhood greenways, shown as pink arrows, would be meant to be safe and comfortable environments connecting neighborhoods to parks and other amenities.

Lynn Safe Streets Network

- Priority Projects**
Los Proyectos prioritarios
- Long-term Projects**
Los Proyectos a largo plazo
- Planned Projects**
Los Proyectos planificados
- Existing Facilities**
Las Instalaciones existentes
- Focus Locations**
Las Ubicaciones focales
- Neighborhood Greenway Connections**
Las Conexiones de vía de vecindario

Major renovations and redevelopment efforts are ongoing in the Comprehensive Revitalization Area (CRA). The ultimate goal of this program is to stimulate renewal of the central City core and improve connections to larger recreational destinations like Lynn Woods and waterfront attractions such as the Heritage State Park with its educational opportunities. Accessibility must be considered and, if necessary, improved at each site.

Source: Lynn Open Space & Recreation Plan (2016), p.79

Source: Lynn Safe Streets Playbook (2021)

Open Space, Civic and Public Realm Waterfront Greenways



Zoom-in on potential Blossom St. improvements that include sidewalk, bike path, and street landscaping enhancements, a signalized intersection, street edges activated by private development, and shipping container wayfinding markers.

Source: Lynn Waterfront Master Plan (2019)

New and improved connections:
These are proposed by the Lynn Waterfront Master Plan Update and Lynn Waterfront Open Space Plan would connect neighborhoods into the Lynn waterfront and to a planned waterfront promenade.



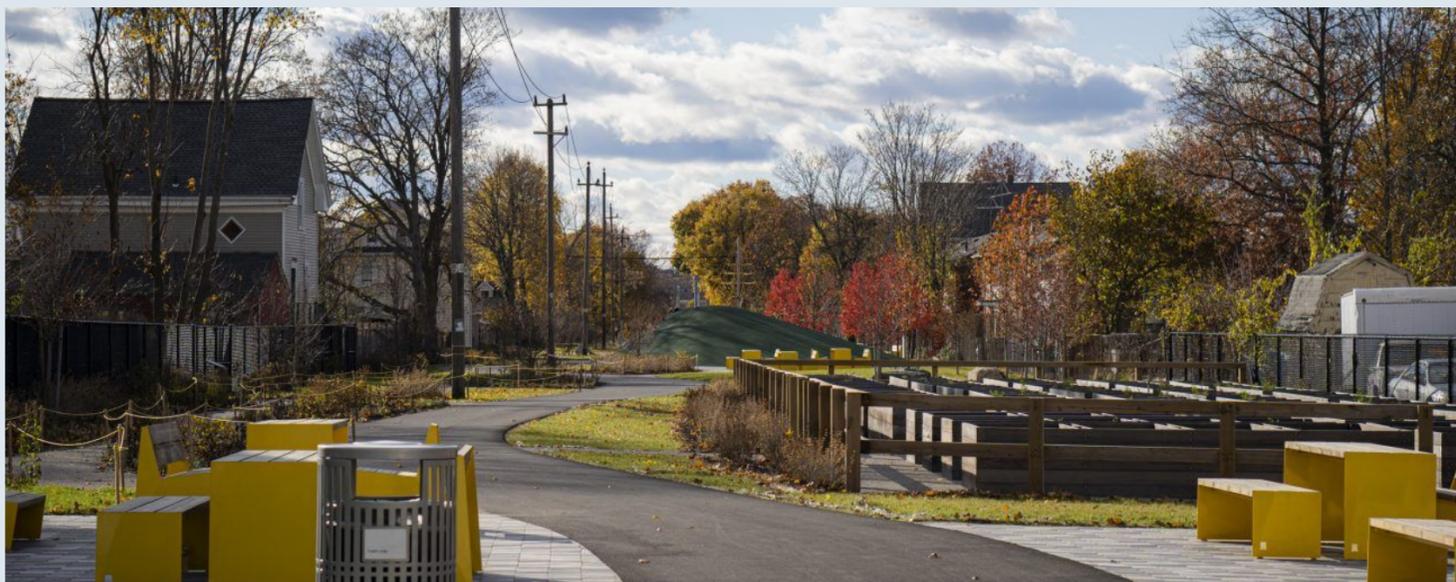
Source: Lynn Waterfront Open Space Master Plan (2019)

Open Space, Civic and Public Realm

Open Space Projects



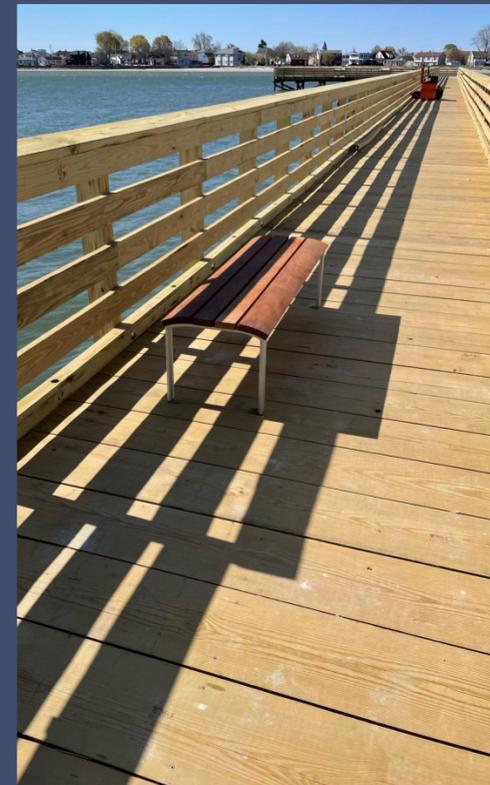
Lynn Heritage State Park, Photo by Brown Richardson & Rowe



Lynn Community Path

Lynn has invested in new open spaces and linear greenways that connect neighborhoods and districts to the city's natural environment. These include completed and planned projects such as:

- The Northern Strand Trail and open spaces along it
- The Lynn community path extending the Northern Strand further into Lynn and connecting to the waterfront
- Lynn Harbor Park: Master Plan stage
- South Harbor – Future Park: Feasibility/Planning stage
- Lynn Common renovations
- Barry Park: Phase I under construction, Phase II upcoming
- Lynn Heritage State Park



South Harbor Fishing Pier

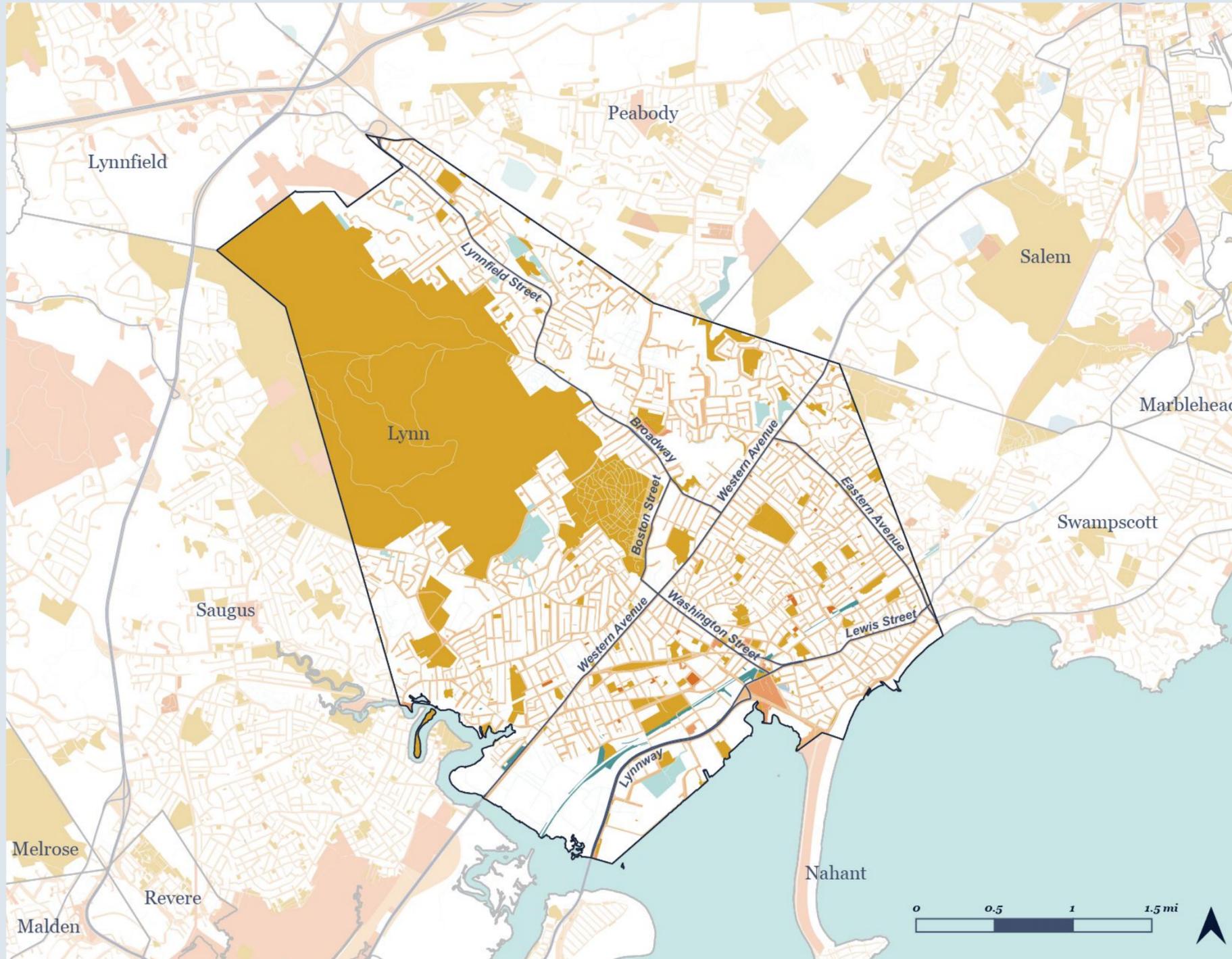


Northern Strand, Photos by Brown Richardson & Rowe

Open Space, Civic and Public Realm

Lynn's public facilities serve as focal point for many in the community.

Open Space, Civic and Public Realm Public Facilities/Civic Buildings



Lynn Public Library

Publicly Owned Land

- Public Row
- Transit Authority
- Redevelopment Authority
- Utility Authority
- Housing Authority
- Municipal
- State

Source: MAPC Land Parcel Database

Open Space, Civic and Public Realm

Key Opportunities and Challenges

Opportunities

- Lynn has applied for funding for an updated Open Space and Recreation Plan. Such a plan could further study open space access issues.
- Private development efforts in Lynn can help fund nearby investment in parks and public civic spaces (though these public benefits must compete for other development-funded benefits).

Challenges

- Access to open spaces may be limited by maintenance of streets and sidewalks.
- Lynn has ambitious plans for how it wants to improve open spaces and green connections, but funding upgrades while funding overall maintenance is very difficult.
- Spaces that aren't traditional parks but still provide public space for gathering are less prevalent in Lynn.

Action Items

- The City allocated \$16M of **federal ARPA money** to park improvements.
- If awarded, a state grant for a revised **Open Space and Recreation Plan** and **ADA Self-Assessment and Transition Plan** will help the City prioritize improvements to public spaces.

Places that Support Us Transportation and Mobility



This section describes how the people of Lynn use transportation infrastructure that exists in the City.

Places that Support Us

Transportation and Mobility

Key Insights

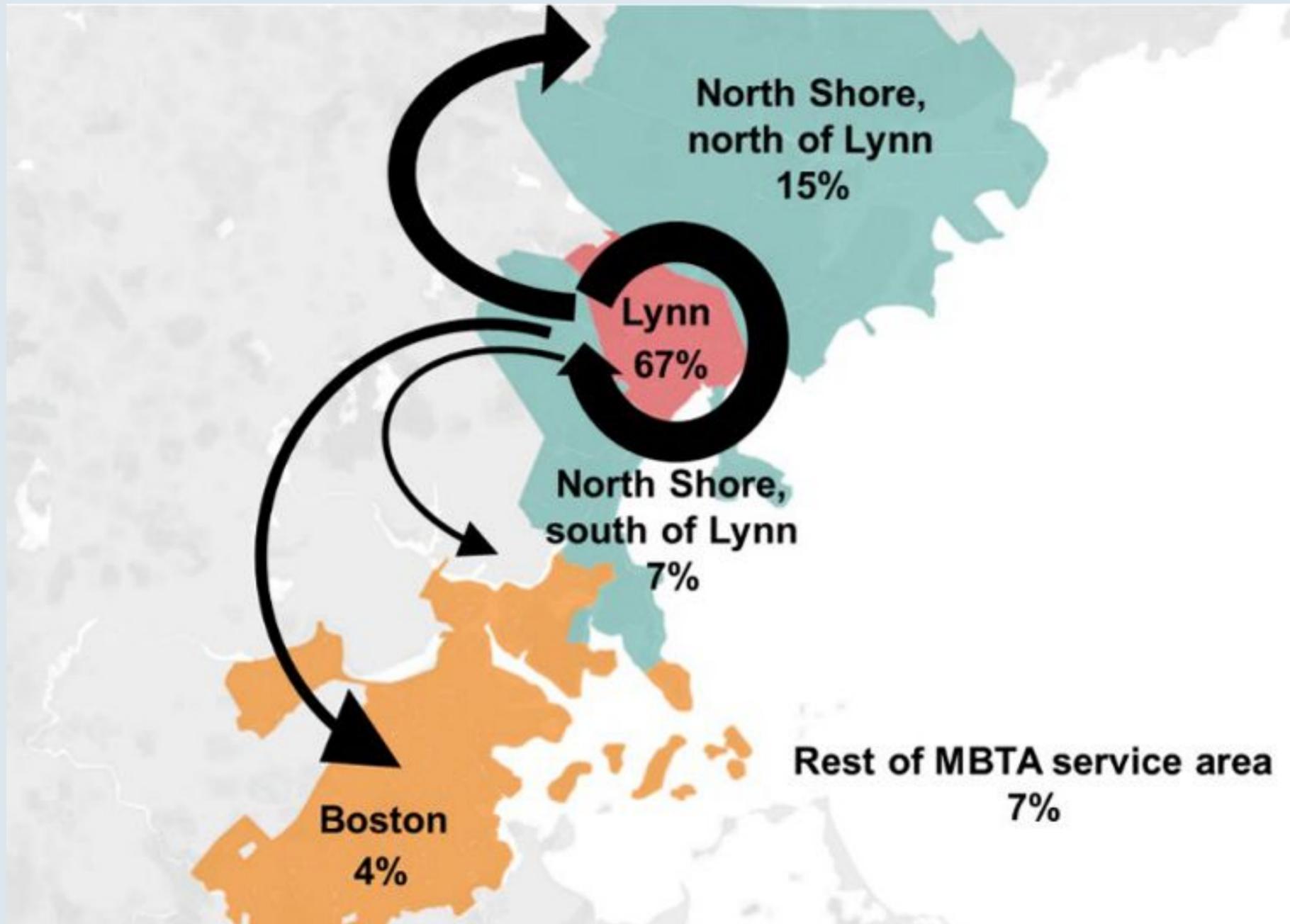
- Lynn is part of a transportation region, but most trips that start in Lynn end in Lynn.
- Most Lynners are reliant on driving, while a relatively large portion of Lynners do not own a vehicle.
- Transit is critical for many Lynners, but reliability and access limit transit's use.
- The city's active transportation infrastructure is growing, but still limited.
- Transportation safety is an ongoing concern.
- Basic infrastructures are aging and need repair or upgrading.

Transportation and Mobility

Lynn is part of a transportation region, but most trips that start in Lynn end in Lynn.

Transportation and Mobility

Most Trips are within Lynn



Source: Lynn Transit Action Plan, data c. 2018

- 300,000 trips begin in Lynn on an average weekday
- 67% of those end within Lynn
- 4% end in Boston

Travel patterns to Boston are similar on weekdays and weekends, suggesting many Lynners work outside regular business hours, with jobs in the service, retail, and healthcare industries

- 22% of trips end in other North Shore communities
- 7% end outside the North Shore and Boston

Transportation and Mobility

Street Network and Infrastructure



Lynn's street network tends to be more finely grained (i.e., with more streets per acre and more street connections) in the older residential areas and Downtown.

- The Waterfront, with its sprawling industrial uses, has fewer existing streets, though the City's Waterfront Master Plan recommends new connections. The Lynnway also acts as a major barrier between Lynn's neighborhoods and Lynn's waterfront.
- Newer residential areas tend to have fewer streets or more disconnected streets.

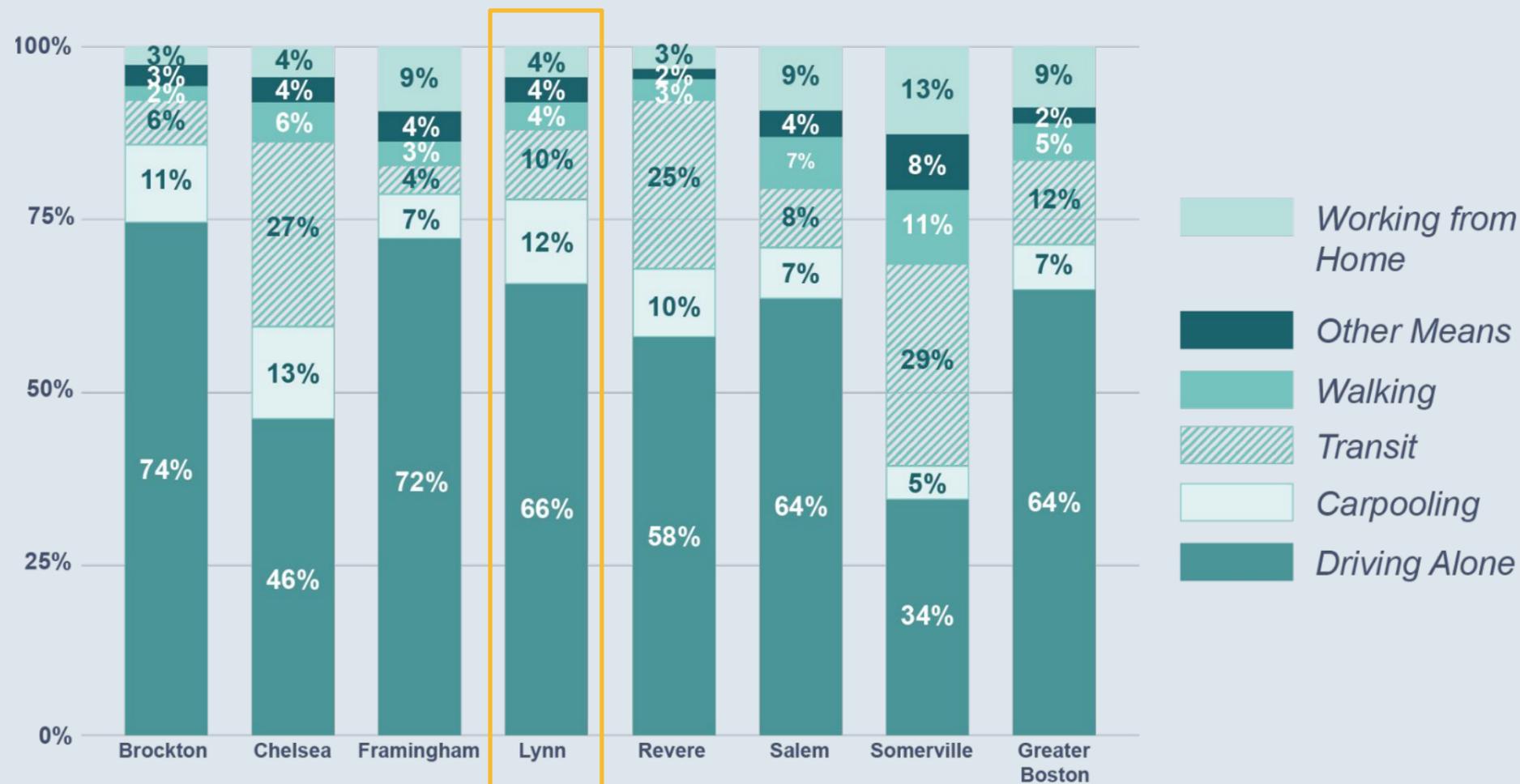
Lynn Transportation Network

- T — Commuter Rail + Stops
- ● — Bus Line + Stops
- Major Roads

Transportation and Mobility

Most Lynners are reliant on driving, while a relatively large portion of Lynners do not own a vehicle.

Transportation and Mobility Commuting Mode Choice



66% of Lynn timers drive alone to work, with 12% more carpooling.

- Only 10% of Lynn residents use transit to get to work, according to Census Bureau data.
- Only 4% of residents walk to work, and only 4% use all other modes, including bicycling.
- This data may overcount drivers, due to the demographics of survey respondents.

Commuting is not the only trip Lynn timers take, but it is the trip that has the most data on people's choices. Data from the Lynn Transit Action Plan shows transit and walking are common for non-commute trips.

Source: American Community Survey, 2016-2020 5-year estimates

Transportation and Mobility

Car Ownership

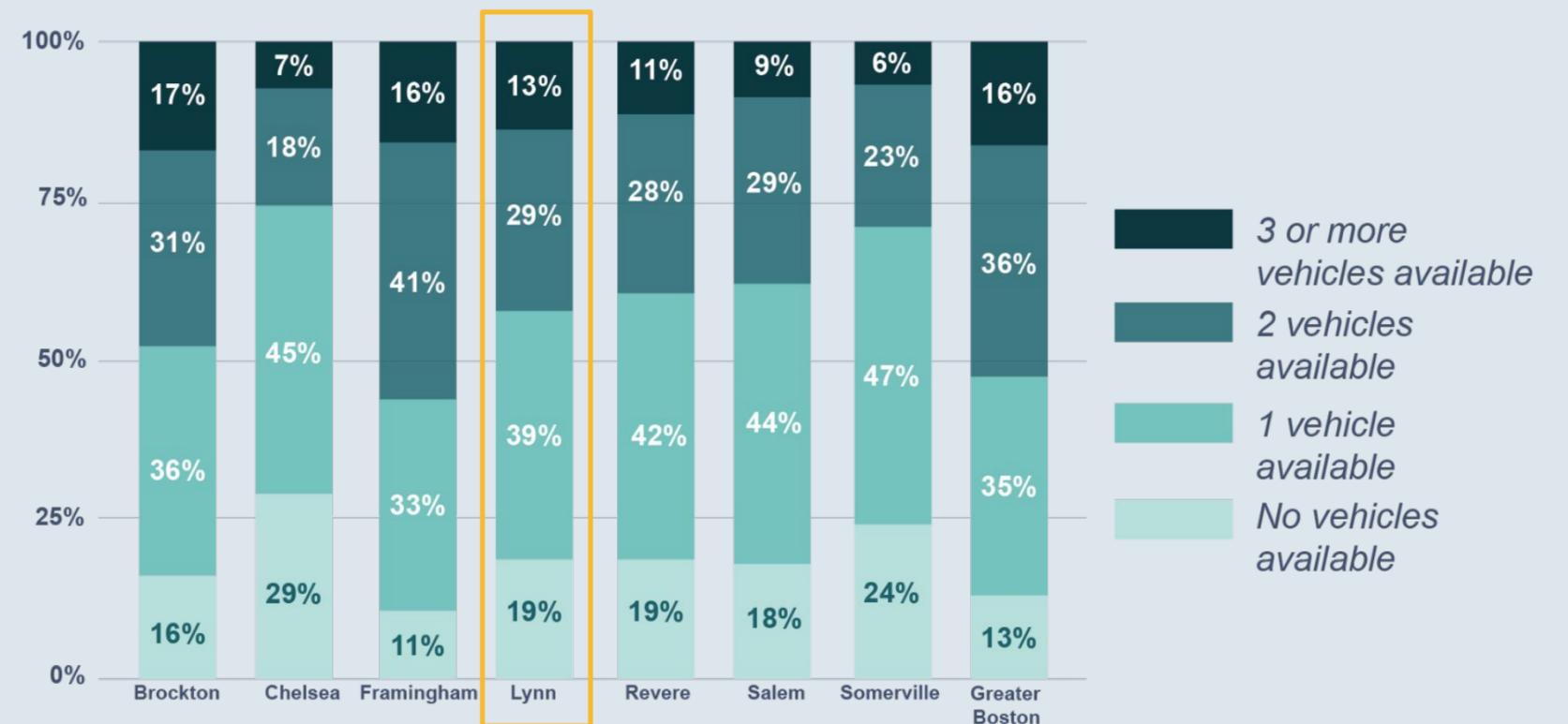
Car ownership is increasing, but 1 in 5 households have no vehicle access

Cars Owned Per Household Over Time



Source: City Assessor, Excise Tax and American Community Survey 1-Year Estimates

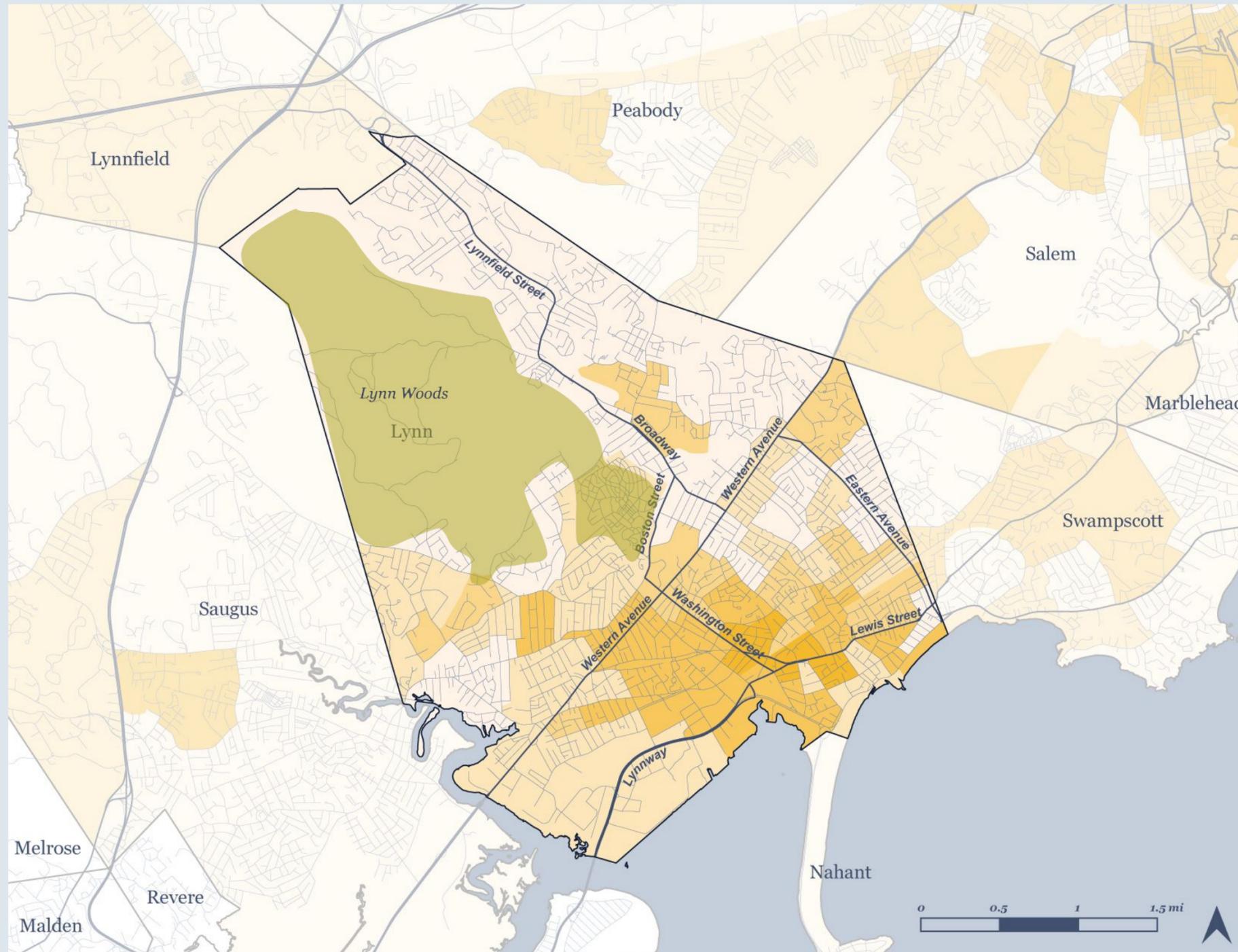
Households Car Ownership Over Time



Source: American Community Survey, 2016-2020 5-year estimates

Transportation and Mobility

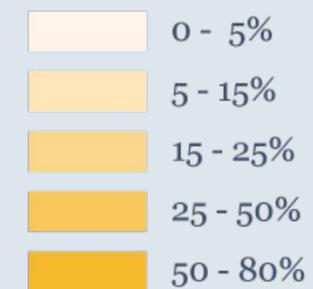
Car Ownership



Households with no cars are clustered around the downtown

- Very few households outside of Downtown Lynn and adjacent neighborhoods do not have a motor vehicle.
- This likely relates to the area’s rich transit choices and nearby amenities, as well as the high cost of car ownership and insurance in low-income and BIPOC communities.
- The concentration of senior households in Downtown may also contribute to the lack of household vehicle access.

Households With No Vehicle



Source: American Community Survey, 2016-2020 5-year estimates

Transportation and Mobility

Transit is critical for many Lynners, but reliability and access limit transit's use.

Transportation and Mobility

Bus ridership

Route(s)	Description	Ridership
424	Eastern Avenue & Essex Street - Wonderland Station	228
426	Central Square, Lynn. - Wonderland or Haymarket	1,647
429	Northgate Shopping Center - Central Square, Lynn	1,381
434	Main Street, Peabody - Haymarket Station	43
435	Liberty Tree Mall - Central Sq., Lynn via Peabody Sq.	627
436	Liberty Tree Mall - Central Sq., Lynn via Goodwins Cir.	707
439	Nahant - Wonderland Station	96
441	Marblehead - Wonderland Station via Paradise Rd.	1,259
442	Marblehead - Wonderland Station via Humphrey St..	2,601
450	Salem Depot - Wonderland or Haymarket Station	1,509
455	Salem Depot - Wonderland Station	3,413
456	Salem Depot - Central Square, Lynn	225

¹⁸ Based on Fall 2018 MBTA Ridership Data (before Better Bus service changes)

¹⁹ MassDOT / MBTA Discussion with Lynn Garage Bus Operators, August 1, 2019

Source: Lynn Transit Action Plan 2020

7,000 people board an MBTA bus each day in Lynn.

- Two-thirds of trips starting in Lynn don't need a transfer, and 18% stay within Lynn.
- Lynn bus riders are more likely to take non-peak trips, either because they work non-traditional hours or are making non-work trips.

“Low-income households use local bus routes more than other modes. Low-income households use these services to access local destinations at higher rates than high-income households, which report using the MBTA to access Boston and riding the Blue Line and Commuter Rail at higher rates.”

Source: Lynn Action Plan (2020)

Transportation and Mobility

Reliability and frequency

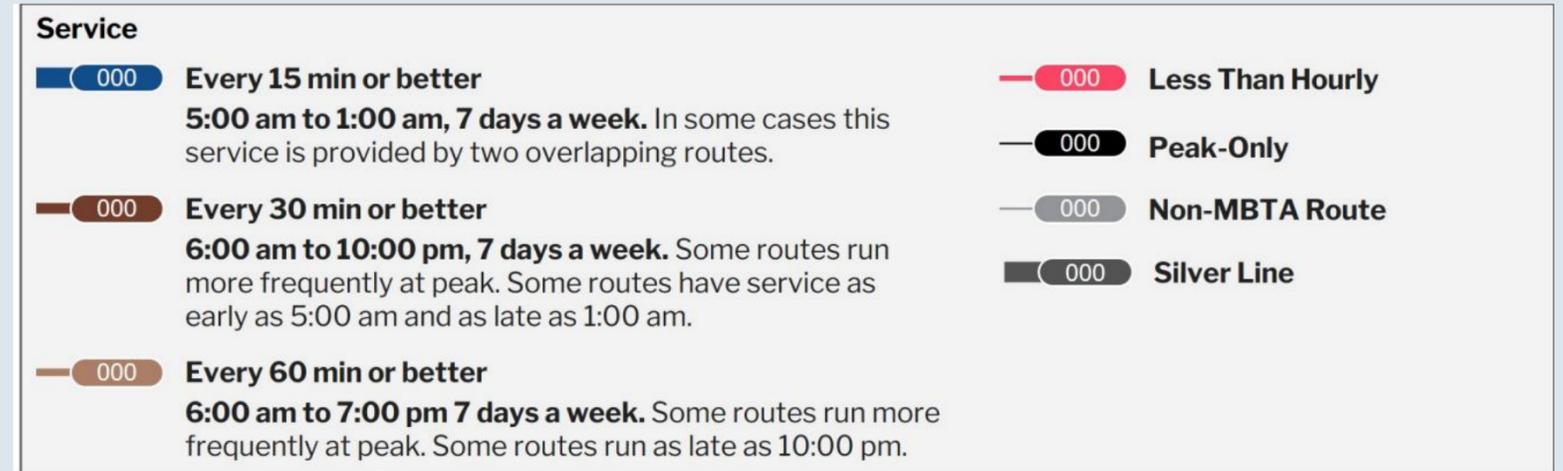


Source: MBTA Better Bus Network Redesign Proposal

Lynn currently has no high frequency bus service, with most lines running roughly once per hour.

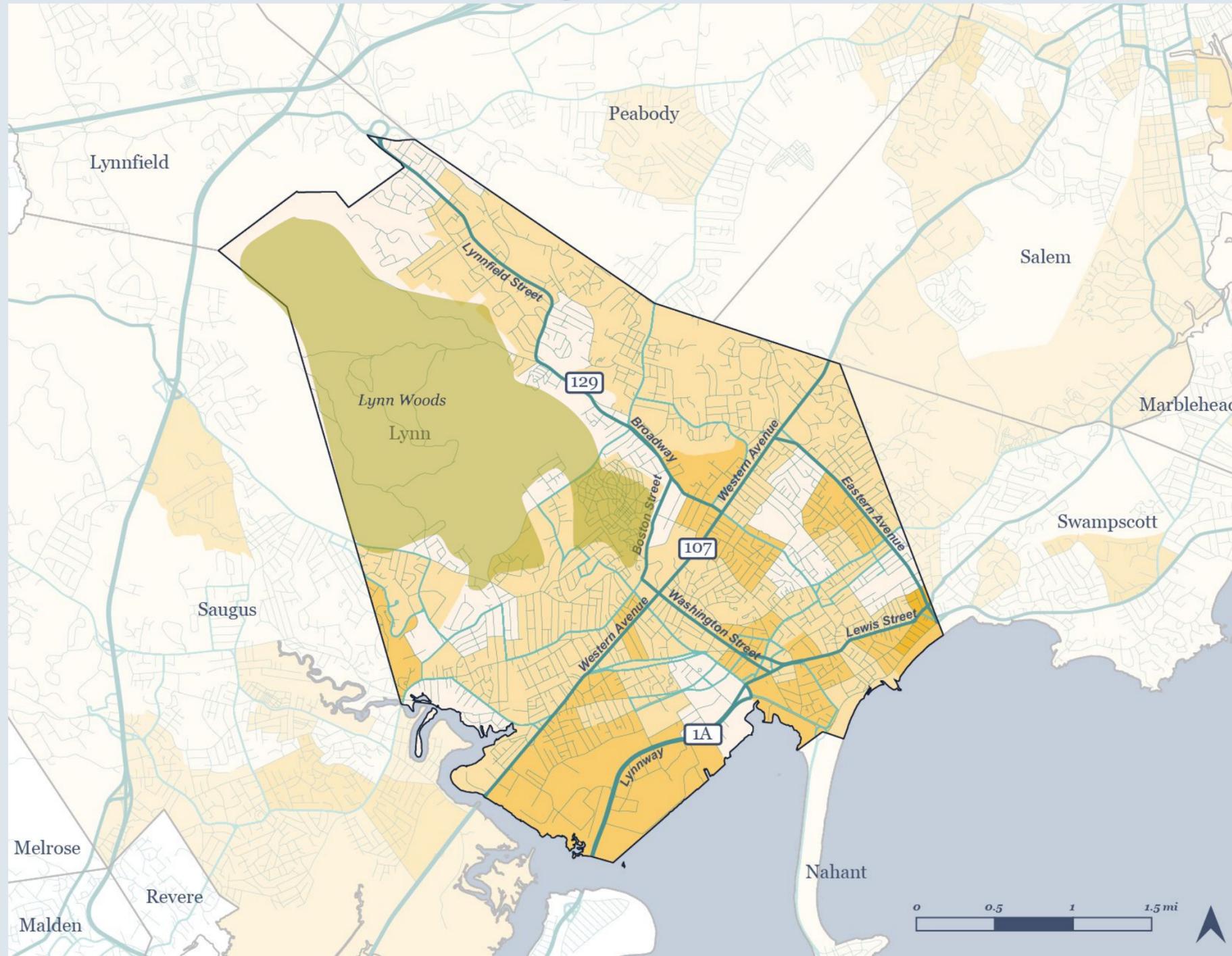
“Transit riders and non-riders in Lynn rated frequency and reliability of MBTA service as the highest priority areas for improvement.”

Source: Lynn Action Plan (2020)



Transportation and Mobility

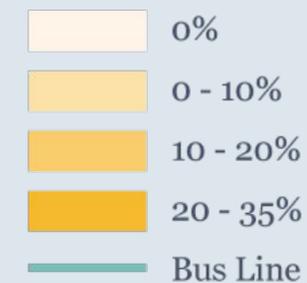
Commuters taking the bus



Commuting by bus is more prevalent in southern Lynn, though bus commuters are a minority everywhere.

- Areas along the Lynnway and Western Avenue corridors tend to have the most bus commuters.
- Data from the Lynn Transit Action Plan shows that many bus trips are taken for non-commute reasons.

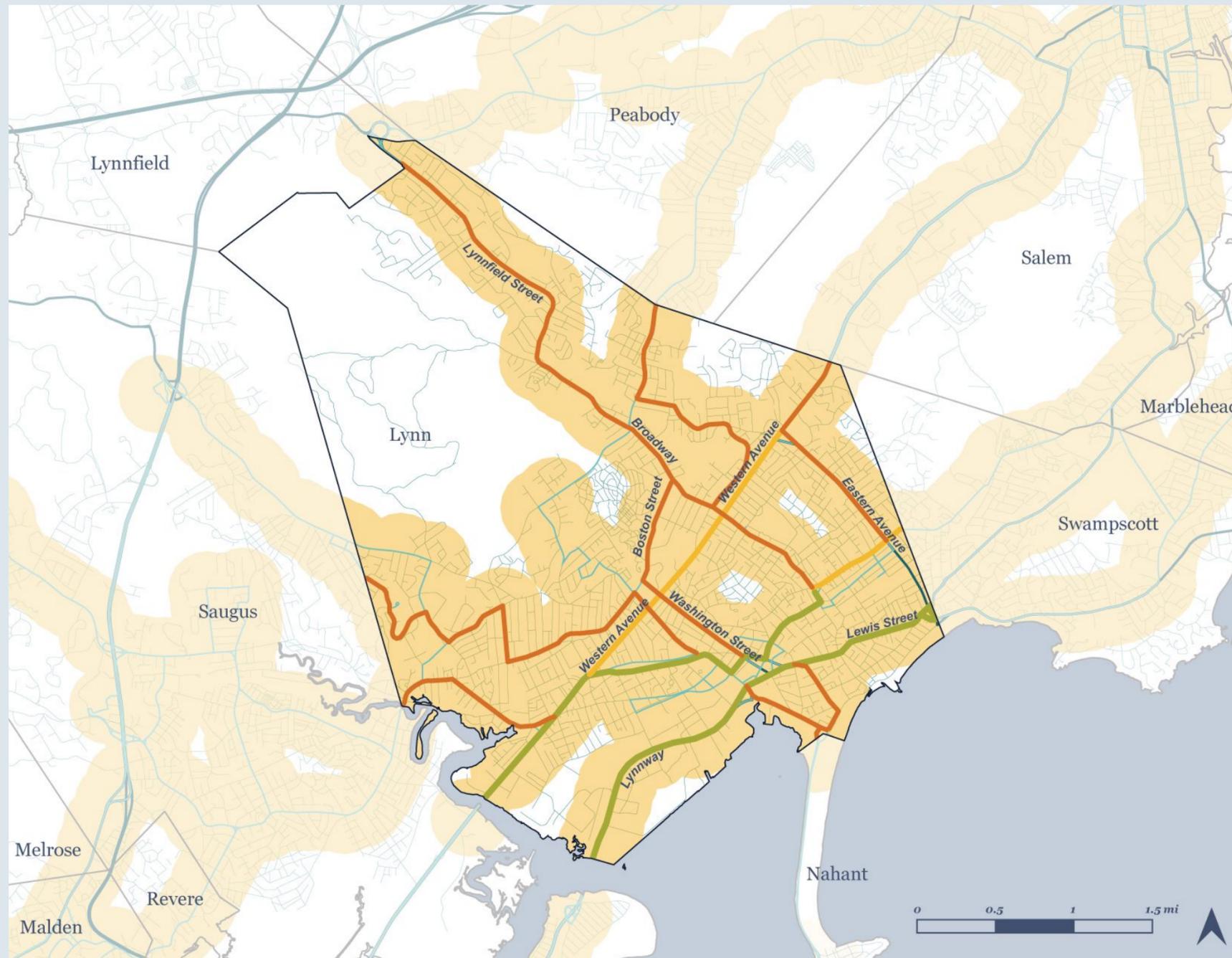
% Commuters Who Take the Bus



Source: American Community Survey, 2016-2020 5-year estimates

Transportation and Mobility

Access and trip frequency



Even though most of Lynn is within a quarter-mile (roughly a five-minute walk) of some transit option, there are some challenges like:

- The design and maintenance of sidewalks may mean transit is still inaccessible.
- The frequency and reliability of some transit options may make using transit unrealistic for some people.
- East to west bus routes generally run far more frequently than north to south bus routes.
- The density of MBTA bus stops is only as helpful as the frequency of trips—particularly for those households without cars and reliant on the MBTA for commuting, grocery shopping, and leisure.

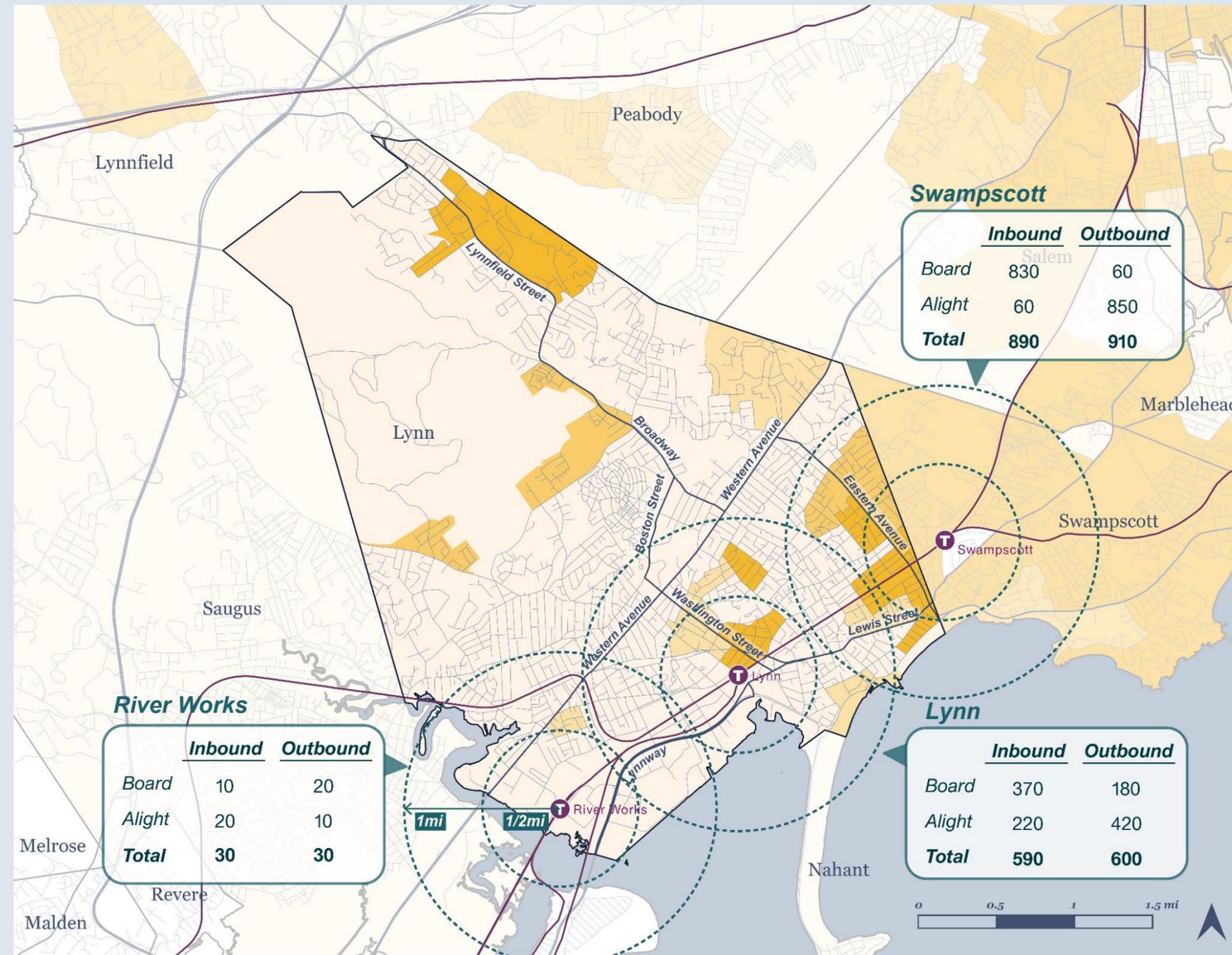
Bus Stop Frequency and Access

- 0 - 2 trips per hour
- 3 - 5 trips per hour
- 6+ trips per hour
- Bus Line
- Areas within 1/4 mile of a MBTA bus stop

Source: Lynn Transit Action Plan 2020

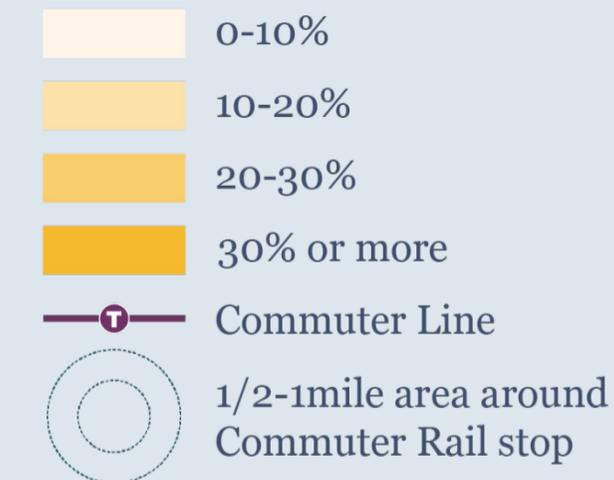
Transportation and Mobility

Commuters taking commuter rail



Though a minority everywhere in Lynn, commuter rail riders are more prevalent in areas adjacent to the Lynn MBTA station and at the edges of Lynn near Swampscott station.

% Commuters Who Take the Commuter Rail



Source: American Community Survey, 2016-2020 5-year estimates
Data from CTPS Ridership Study (referenced in LTAP – 2018)

Transportation and Mobility

The city's active transportation infrastructure is growing, but still limited.

Transportation and Mobility

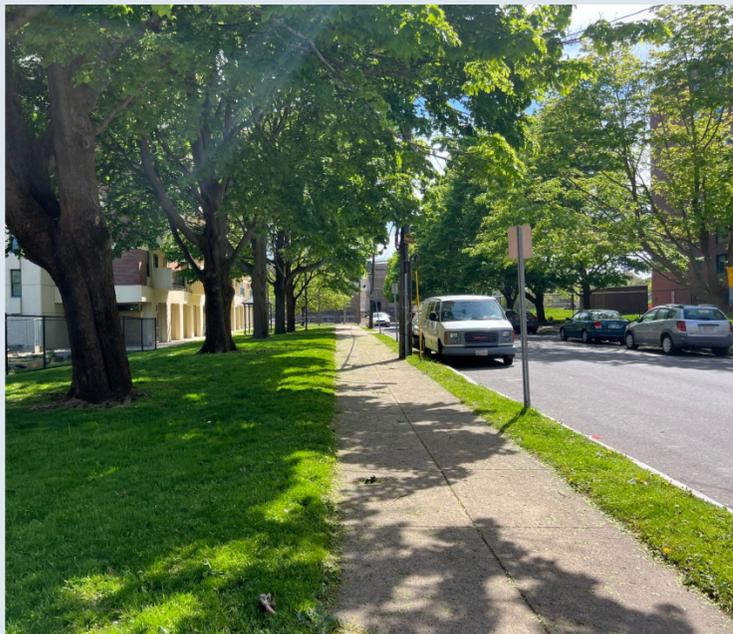
Walking and Bicycling Infrastructure



Sidewalk seen from Boston St.



Bike lane along N. Common St



Pleasant St. Sidewalk (near Bond St).

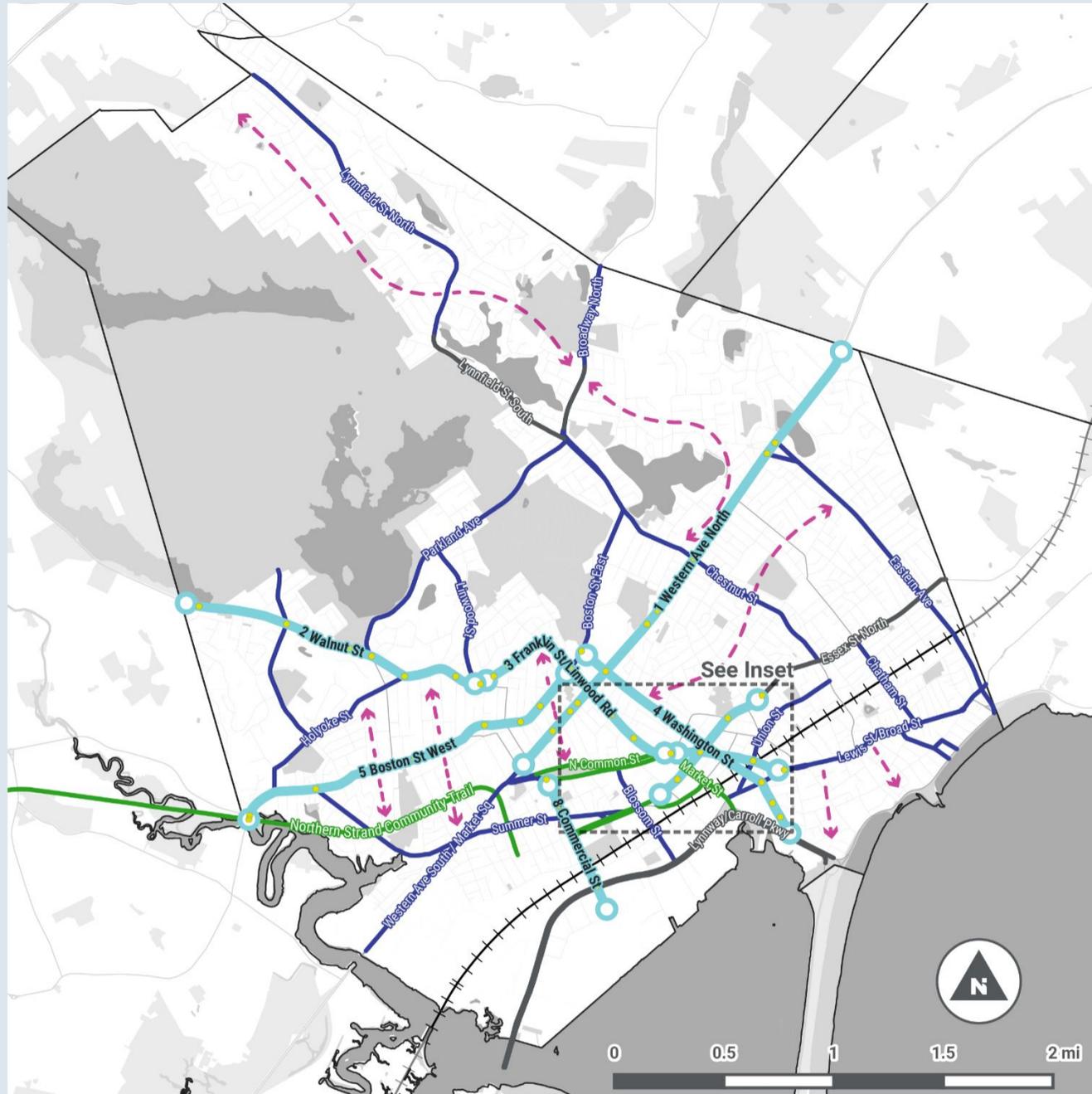


Seen from the Community Path of Lynn, just north of Summer St.

- Most of the city streets have sidewalks, and certain open spaces have footpaths.
- Lynn has some bike paths, but does not have an extensive bike path network.
- The Community Path of Lynn (pictured left) serves as a precedent for more types of non-autocentric bike paths the city could use to help create a layered multi-modal transit network.
- Lynn's sidewalks capture a variety of conditions—from more autocentric connections to more protected pedestrian conditions featuring vegetation, tree canopy, and protected pedestrian and bike infrastructure.

Transportation and Mobility

Safe Streets



Source: Lynn Safe Streets for People 2021

Lynn Safe Streets for People Playbook (2021)

This plan identified a network of existing and proposed streets that provide a safe and comfortable experience for Lynn users of all ages and abilities.

- **Existing “safe streets” facilities identified:** Northern Strand community Trail, the Common, Market Street, and Neptune Boulevard.
- **Priorities for future projects:** Western Avenue, Boston Street, Walnut Street, and Central Avenue/Exchange St.

The initiative has spawned various pilot projects:

- Funding from the MassDOT Shared Streets & Spaces program to pilot bus and bike lanes throughout the city (summer 2020).
- Street Design Treatments for Safety Improvements which will be employed to slow down traffic, encourage slower turns at intersections, shortening pedestrian crossing distances and making pedestrians and cyclists more visible at intersections.

Lynn Safe Streets Network

- Priority Projects
Los Proyectos prioritarios
- Long-term Projects
Los Proyectos a largo plazo
- Planned Projects
Los Proyectos planificados
- Existing Facilities
Las Instalaciones existentes
- Focus Locations
Las Ubicaciones focales
- ↔ Neighborhood Greenway Connections
Las Conexiones de vía de vecindario



Transportation and Mobility

Transportation safety is an ongoing concern.

Transportation and Mobility Crashes in Lynn, 2005-2020



Crashes decreased from 2016-2020, but there are still hundreds of crash-related injuries and multiple deaths per year.

3 Fatalities per year

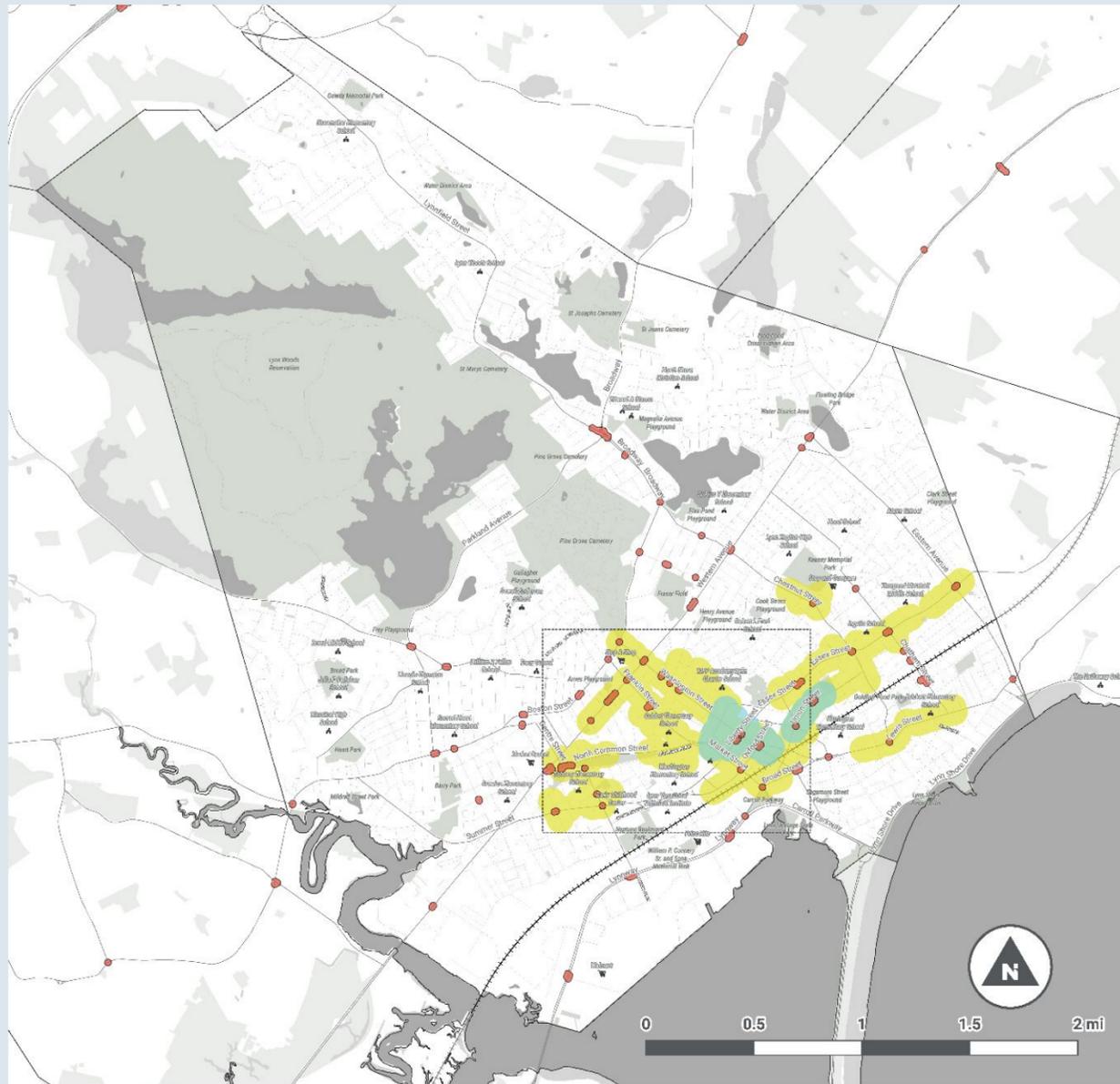
78 Crashes involving pedestrians per year

Source: MassDOT

Transportation and Mobility

Crashes are clustered in the southern portion of Lynn

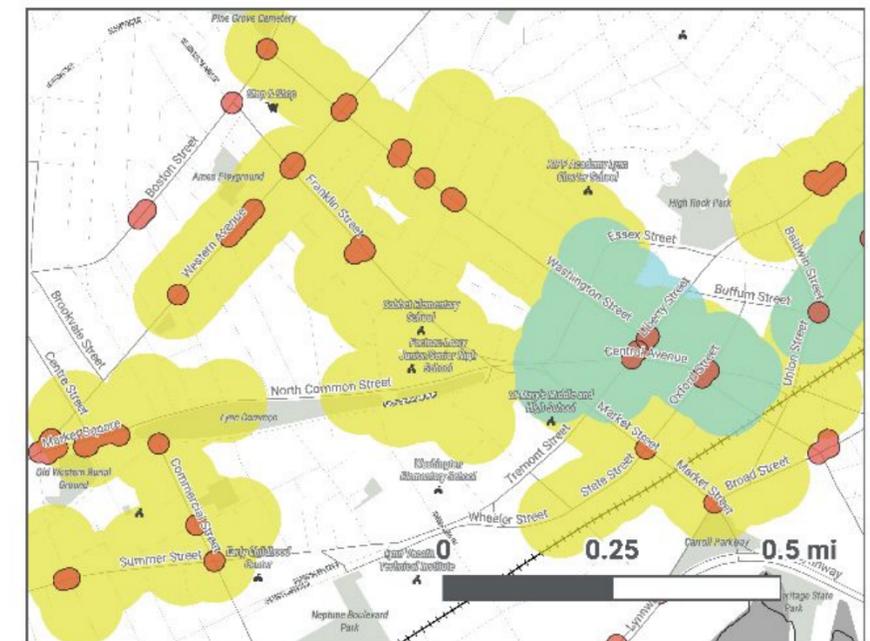
- The Lynn “Safe Streets for People” plan mapped the top intersections for vehicle crashes, as well as clusters of crashes involving bicycles and pedestrians.
- Pedestrian crashes are clustered in southern Lynn, with bicycle crashes clustered Downtown.



 **Lynn Safe Streets for People**
Calles seguras para personas de Lynn

-  **Top 200 Intersection Crash Clusters**
Top 200 grupos de choques en intersecciones (Statewide / en todo el estado 2014-2016)
-  **Bicycle Crash Clusters (2008-2017)**
Grupos de choques de bicicletas (2008-2017)
-  **Pedestrian Crash Clusters (2008-2017)**
Grupos de choques de peatones (2008-2017)
-  **Lynn Schools**
Escuelas de Lynn
-  **Lynn Grocery Stores**
Supermercados de Lynn

Source: MassDOT Highway Safety Improvement Program (HSIP)
Fuente: El programa de mejoramientos de la seguridad vial de MassDOT



Source: Lynn Safe Streets for People

Transportation and Mobility

Basic infrastructures are aging and need repair or upgrading.

Transportation and Mobility

Sidewalks

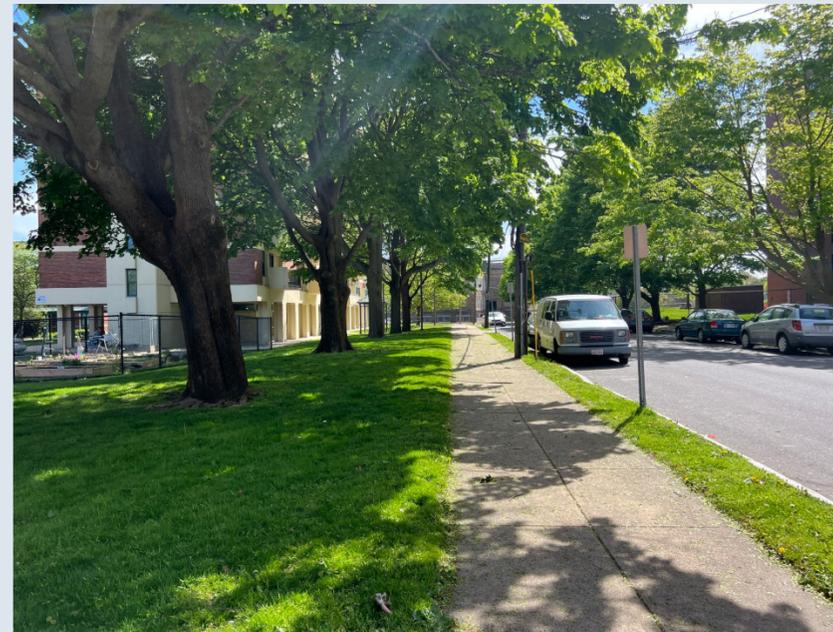
- Lynn's sidewalks capture a variety of conditions – from more autocentric connections to more protected pedestrian conditions featuring vegetation, tree canopy, and protected pedestrian and bike infrastructure.
- Accessibility of sidewalks in older cities is a persistent concern. Accessibility issues can be caused by excessive curb cuts, narrow sidewalks, steep slopes on sidewalk ramps, improper drainage, issues with settling sidewalk blocks and bricks, lack of signaling, walk signals that are too quick, lack of detectable warning pavers or improper placement of pavers.



As seen from Boston St.



As seen from Essex st (between Mt.Pleasant Place and Essex Place)



As seen from Pleasant St (near Bond St).



Lynn Common

Transportation and Mobility

Road Conditions

- Like all older cities, street maintenance is a constant process for Lynn.
- Covering potholes, consistent paving, painting and striping, and more is required.
- Issues like sinkholes are not just about road conditions, but the condition of water pipes and soil underneath the street.
- The City tries to align road work with maintenance of underground systems, street redesigns, and work by utility providers.



Source: Lisa Prak via Coco Alinsung

Transportation and Mobility

Reimagining the Lynnway



Source: MICD Alumni Technical Report

Findings from 2018 MICD (Mayors' Institute on City Design) case study

This project seeks to reimagine the Lynnway, an at-grade state highway that separates the city of 94,000 from its waterfront. As waterfront development gets underway, the city has a rare opening to work with the state agencies that own the Lynnway to redesign the road – a critical opportunity to stitch back together the waterfront with the rest of the city, ensure easy access for Lynn residents to the public amenities taking shape and planned for the waterfront, and achieve well-designed, walkable transit-oriented development.

Recommendations:

- Long term: Full reconstruction to achieve the goal of a complete street serving people and business.
- Short term:
 - Across the Lynnway: focus on the key intersection revisions for safer pedestrian crossings (Blossom, Commercial and Market streets)
 - Along the Lynnway: work with property and business owners to improve their frontages through the EDIC or directly.
- Other recommendations:
 - Downtown and Neighborhood Connectivity
 - Frame and Support Redevelopment
 - Safe, convenient and reliable access to public transit

Transportation and Mobility

Key Opportunities and Challenges

Opportunities

- Lynn has a solid base of transportation infrastructure to work with, so big improvements can come from small changes to safety and reliability.
- Prior planning has forged a specific path for improving sustainable transportation options and safety for all street users.

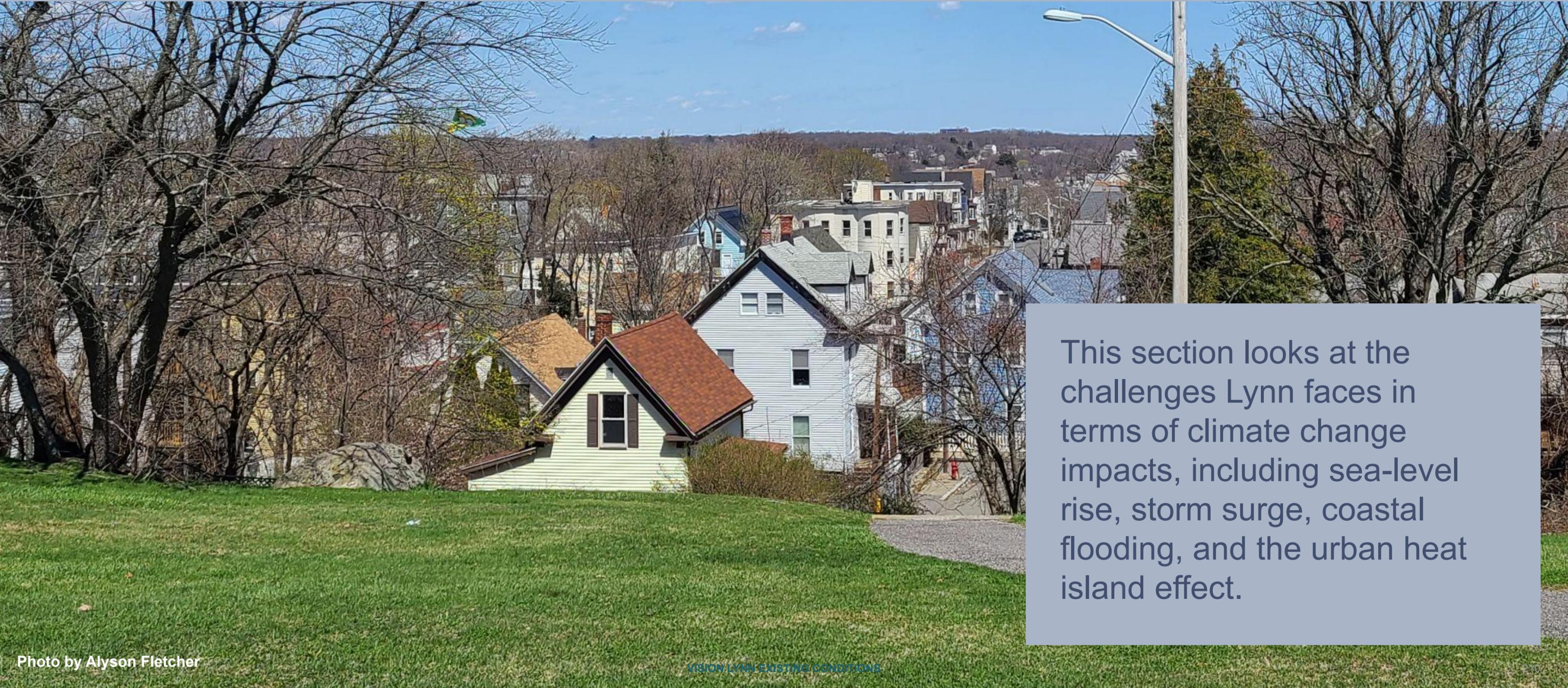
Challenges

- Creating streets that are safe and comfortable for all users is an expensive project that can be contentious.
- Many types of improvements to transit must be done at the state or regional level. The city can only improve transit performance, reliability, or costs at the margins.
- Improving on legacy street infrastructure requires careful planning and large amounts of funding. It rarely proceeds linearly.

Action Items

- Planning has taken place to improve transportation options with the **Lynn Transit Action Plan (LTAP)**, and **Safe Streets for People Playbook**.
- The City is advancing design and engineering for over \$100 million in roadway improvements through the **Transportation Improvement Program (TIP)**.
- Bus, bike lanes, and shared-use paths have been installed to improve safety and access for all roadway users.

Places that Support Us Environment and Climate Resilience



This section looks at the challenges Lynn faces in terms of climate change impacts, including sea-level rise, storm surge, coastal flooding, and the urban heat island effect.

Places that Support Us Environment and Climate Resilience

Key Insights

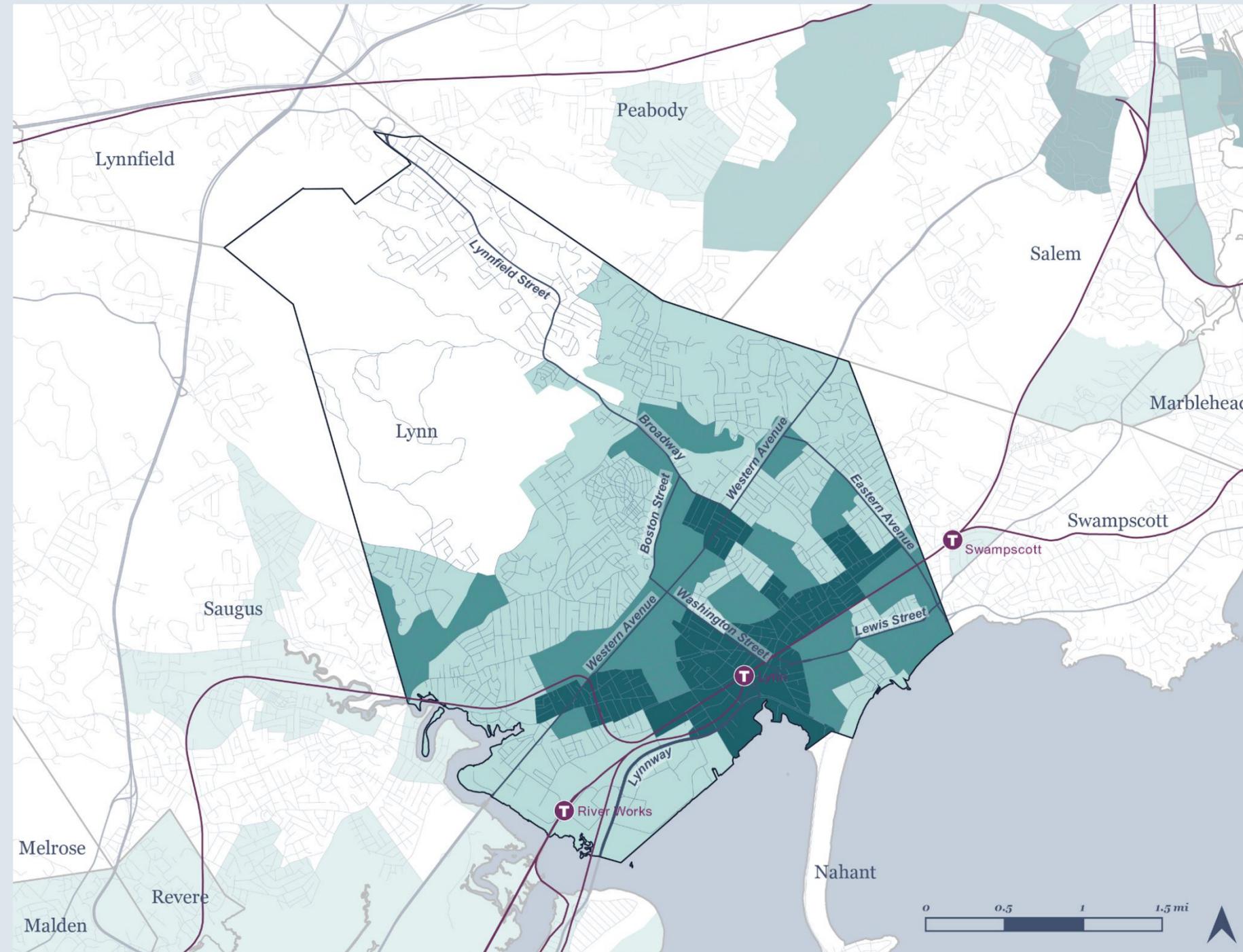
- Most of Lynn is considered an environmental justice community.
- Lynn is both a highly developed city and it contains protected natural ecologies.
- Lynn is vulnerable to climate related risks, and these risks disproportionately fall in environmental justice areas.

Environment and Climate Resilience

Most of Lynn is considered an environmental justice community.

Environment and Climate Resilience

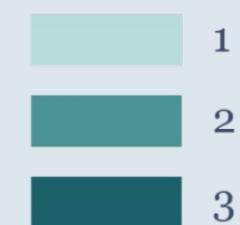
Environmental Justice Communities



Southern Lynn includes many “Environmental Justice” (EJ) communities.

- EJ designations are used to help policymakers prioritize equity in environmental decisionmaking.
- In Massachusetts, EJ communities are defined as areas with a large portion of low-income households, a large proportion of people of color, and/or a large proportion of households where all members have low English proficiency.
- Over half the city lives in an EJ community. Areas closer to Downtown tend to qualify as an EJ community on more than one criteria (income, people of color, or English proficiency).

Environmental Justice Criteria



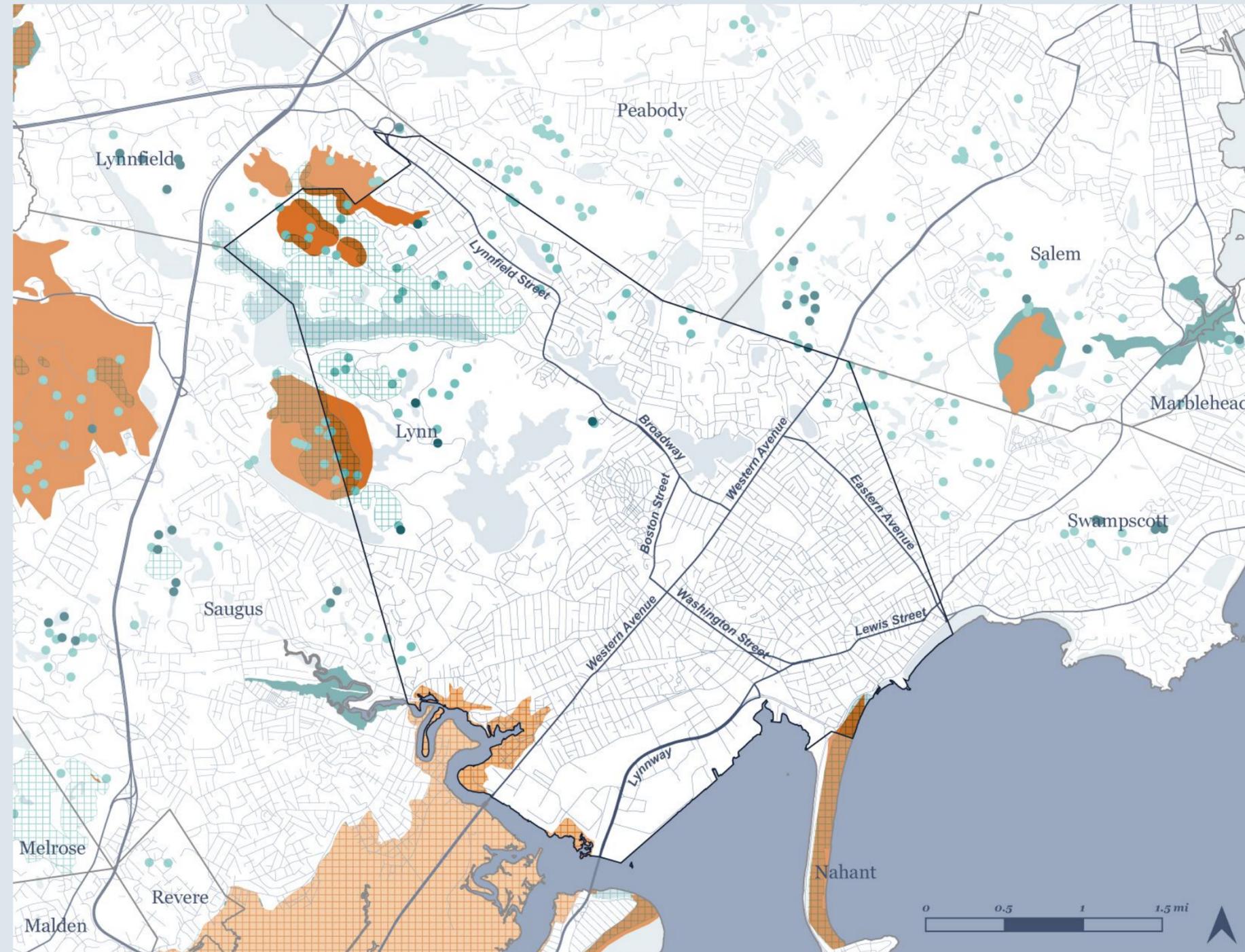
Source: Massachusetts Executive Office of Energy and Environmental Affairs (EEA)

Environment and Climate Resilience

Lynn contains important and protected natural ecologies.

Environment and Climate Resilience

Regulated Ecologies



- Massachusetts protects certain environmental features and threatened ecosystems through regulations.
- Most of Lynn’s regulated ecologies are in Lynn Woods and along the Saugus riverfront.

Regulated Ecologies

- Certified Vernal Pools
- Potential Vernal Pools
- ▤ Priority Habitats for Rare Species
- ▤ Areas of Critical Environmental Concern
- Critical Natural Landscape
- Core Habitat

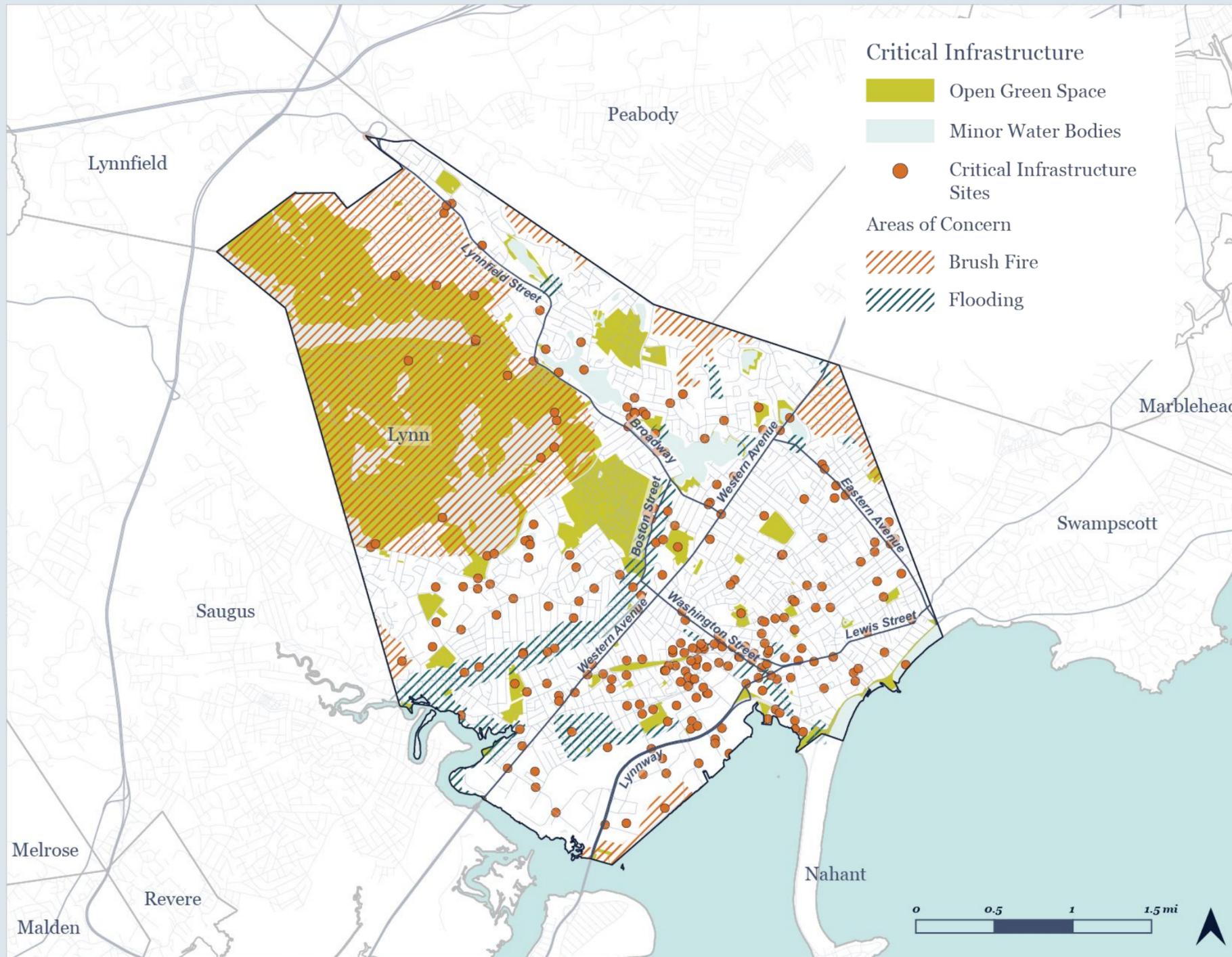
Source: MassGIS

Environment and Climate Resilience

Lynn is vulnerable to climate related risks, and these risks disproportionately fall in environmental justice areas.

Environment and Climate Resilience

Critical Infrastructure

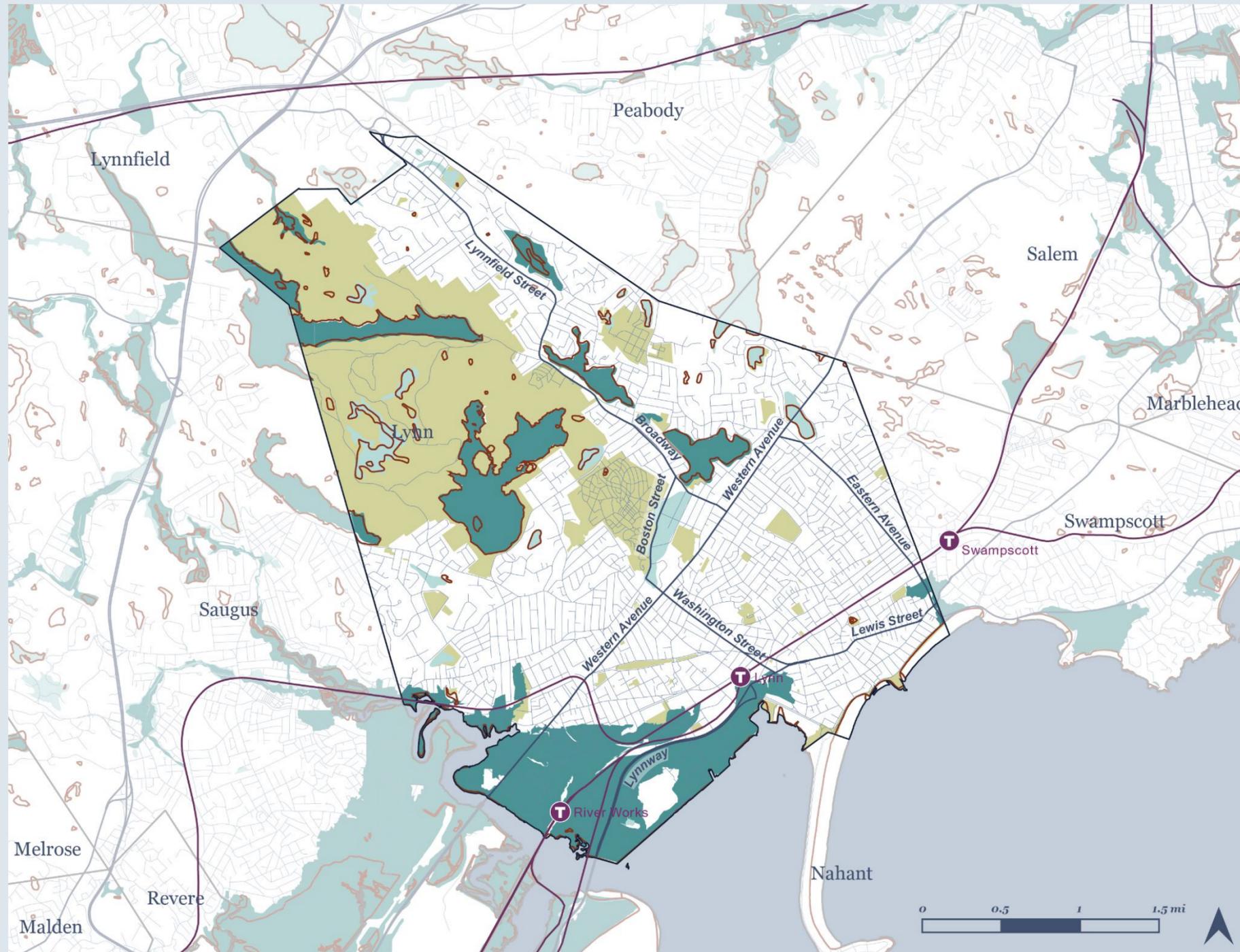


- Lynn officials and regional planners, with input from the public, identified “critical infrastructure” including
 - Schools
 - Senior Housing
 - Fire Stations
 - Telecommunications Infrastructure
 - Hazardous Material Sites
 - Pharmacies
 - Other infrastructure and resources
- Critical infrastructure in Lynn are concentrated in the south of the city
- Many critical infrastructures in Lynn sit within flood zones, areas of concern for brush fire, and some of the hottest areas in the region.

Source: Lynn Hazard Mitigation Plan

Environment and Climate Resilience

Flood Risk



- Flooding is a real risk in Lynn, especially as climate change brings higher sea levels and more extreme storms.
- Areas most likely to flood are along the southwestern waterfront, along the Saugus River, and near other water bodies. These places have a 1% chance of flooding in any given year.
- Other places, like along Boston Street, have a 0.2% chance of flooding in any given year.
- Some areas prone to flooding are low-income, raising environmental justice concerns. Other areas have plans for significant new development.

Flooding Risk in Lynn



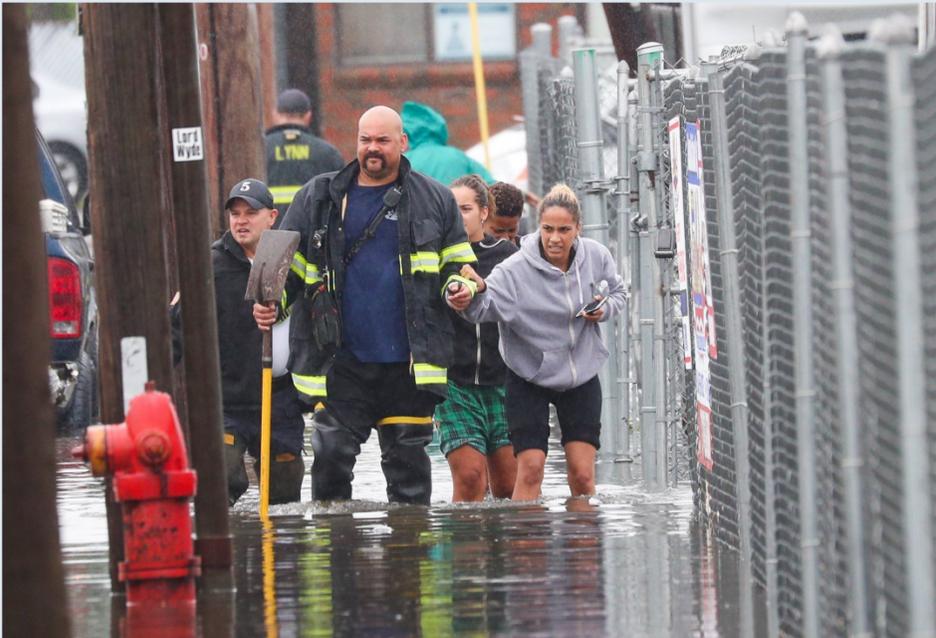
Source: Federal Emergency Management Administration via MassGIS

Environment and Climate Resilience

Flood Risk

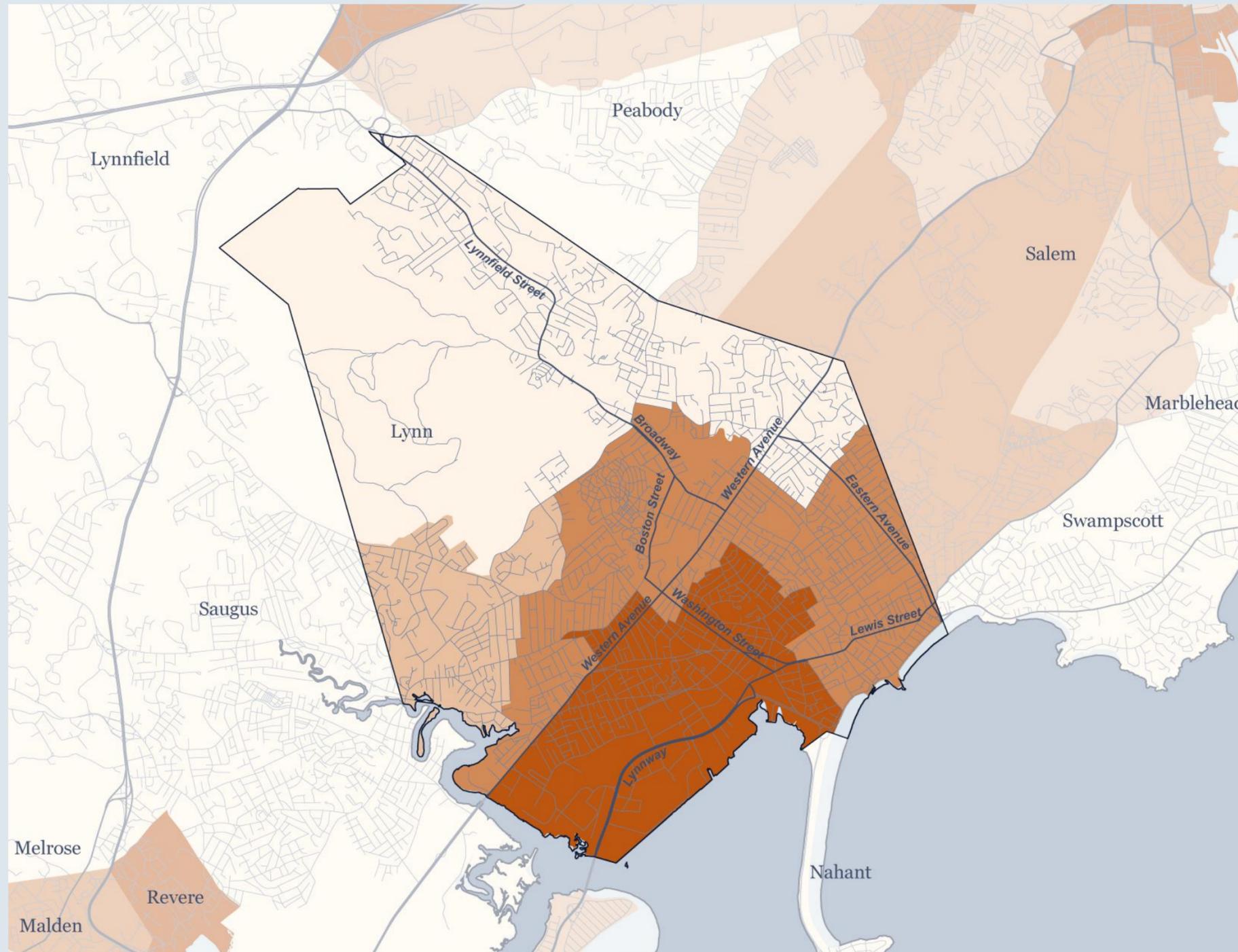


- Flooding events are already occurring in Lynn, requiring responses from City government.



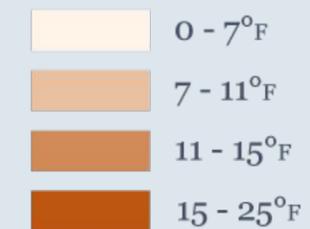
Environment and Climate Resilience

Heat Island Effect



- During hot days, residential areas in southern Lynn become significantly hotter than the region generally.
- The outside of homes in Downtown Lynn, West Lynn, and around the Lynnway can reach air temperatures of more than 110°F.
- The risks associated with climate change in these locations are also environmental justice issues. These are some of the lowest income communities in Lynn, with significant immigrant populations and communities of color.

Temperature Difference
Between Dwelling Units and
Regional Air Temperature
During Hot Days:



Source: MAPC, "Climate Vulnerability in Greater Boston"

Environment and Climate Resilience Vulnerability Assessment Takeaways



Key findings from Vulnerability Assessment

Climate Threats

- Climate threats most likely to impact Lynn frequently & severely: flooding, coastal hazards, & winter storms.

Lynn's Vulnerabilities

- Vulnerable Areas of Concern include but are not limited to the following: Streets (Munroe St, Bennett St, Chestnut St, Lynnway, Boston St, Summer St, River St, Alley St, Lynn / Nahant Rotary, & Western Avenue); Drainage (Citywide, Strawberry Brook, Saugus River); Waterfront, Lynn Bridges, evacuation routes, dams, landfills and the Marina.

Green/Resilient Infrastructure - Citywide

- In general it was identified as a high priority to promote the reduction of impervious surfaces and install green infrastructure to reduce the urban heat island effect as well as increase water retention in the ground soil and to design multipurpose flood storage areas.
- Wetland restoration to mitigate flooding and rejuvenate the local habitat.
- Enhance communication with vulnerable populations regarding climate threats & emergency evacuation protocols and provide resources for vulnerable communities to use in times of extreme heat, cold, and winter storms.
- Various public works infrastructure should be relocated out of vulnerable zones.

Environment and Climate Resilience

Key Opportunities and Challenges

Opportunities

- New development can be leveraged to invest in hyperlocal green infrastructure and other climate mitigation and adaptation strategies.
- The City can collaborate with people and organizations in the city and beyond to achieve ambitious infrastructure improvements and public realm modifications.

Challenges

- Climate change will likely have a big impact on Lynnners, both because of its vulnerabilities and because environmental justice communities tend to bear a disproportionate burden of climate change impacts.
- Necessary infrastructure improvements will be expensive and take time to fund and implement.
- Residents in some areas of the city are already dealing with flooding

Action Items

- The City has taken a number of steps to plan for and mitigate effects of Climate Change with the creation of the **Hazard Mitigation Plan** and the planning support for the **Municipal Vulnerability Preparedness (MVP)** Program.
- Mitigation strategies are underway to mitigate flooding with the **Boston Street Green Infrastructure** pilot, and **Barry Park Green Infrastructure** Project.

Places that Support Us Lynn Mental Map



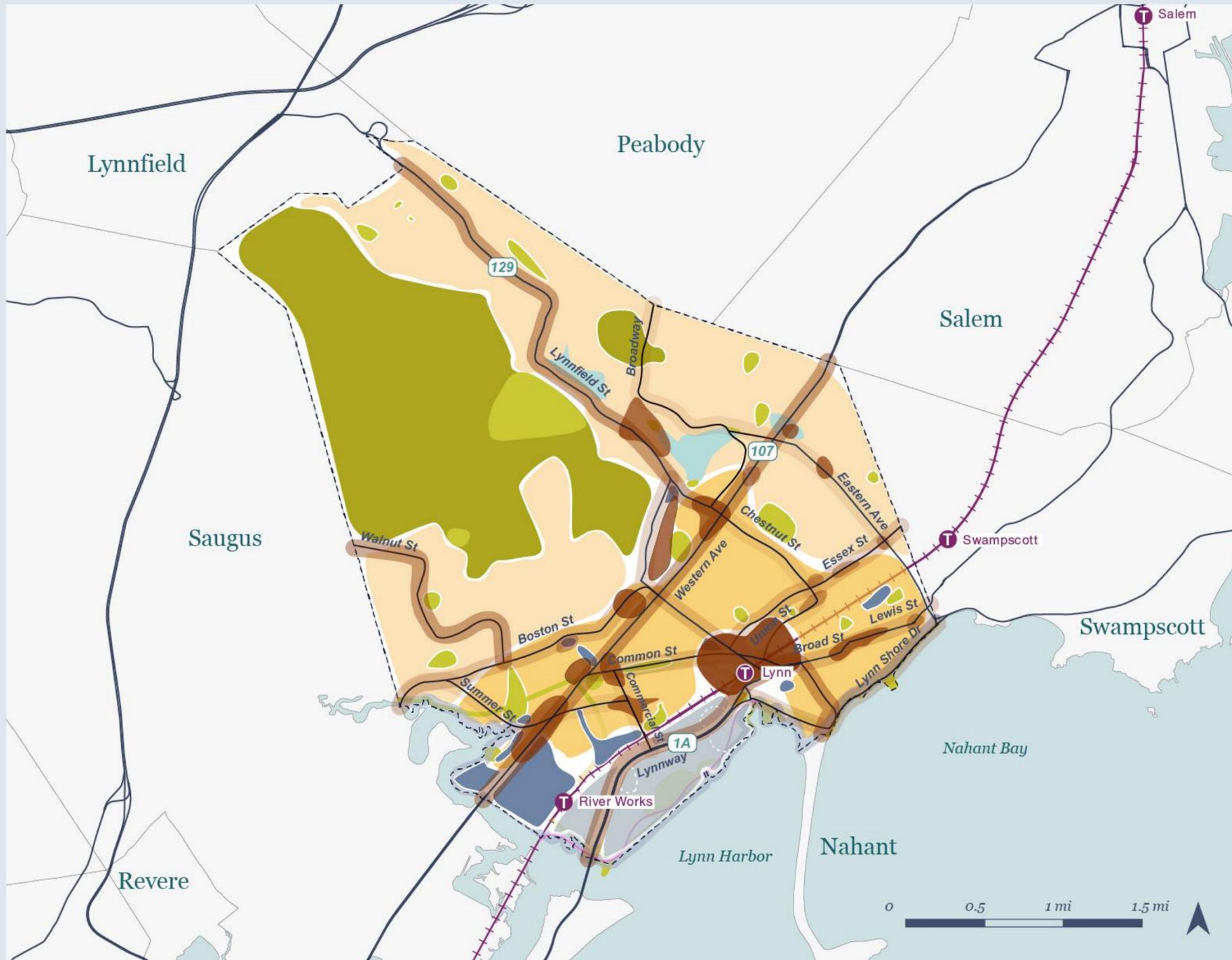
This section attempts to take the insights from previous sections to create a “mental map” of the city and identify different types of places that will require unique supports and interventions from this plan.

Structure of the city

The existing conditions analysis in Lynn Today begin to shape a mental map of the city's structure both physically and socially.

Identifying the various types of places that make Lynn, and prioritizing where and what kind of improvement or change we want to see in these places is key to the next step of the Vision Lynn process.

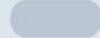
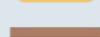
Structure of the city Mental Map (draft)



The city is composed of different types of places, each playing a different role in the daily lives of Lynnners.

Together, these places define the physical and social infrastructure of the city.

Place Types

-  Waterfront
-  Industrial
-  Nodes and Downtown
-  Medium Density Neighborhood
-  Low Density Neighborhood
-  Corridors
-  Recreational Open Space
-  Natural / Visual Areas
-  Planned Open Space

Structure of the city

Place Type Summary

Types of places include:

The Vision Lynn team will work with the community to learn more about each type of place and define the future of these places.

Downtown

A dense and dynamic mix of land uses that draws people from Lynn and beyond



Neighborhood

A primarily residential area with small open spaces and community institutions mixed in



Neighborhood Node

An active corner within a residential area



Corridor

Connector street with retail, community institutions, and open spaces that draw people from surrounding neighborhoods



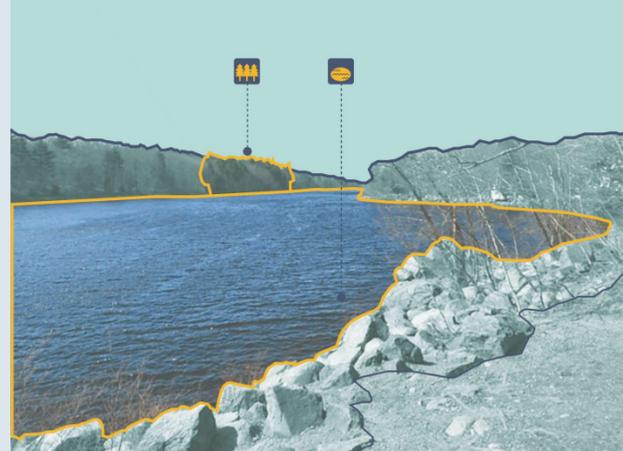
Open Space

An area for conservation or recreational activity



Open Space

An area for conservation or recreational activity



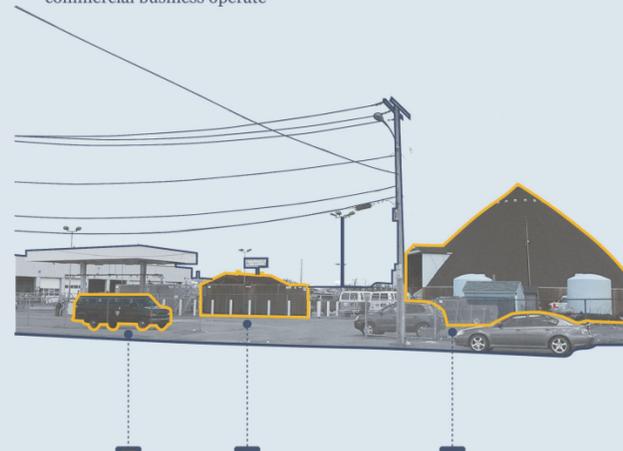
Waterfront

An evolving area with a mix of industry, large scale commercial uses, infrastructure, housing, and open spaces



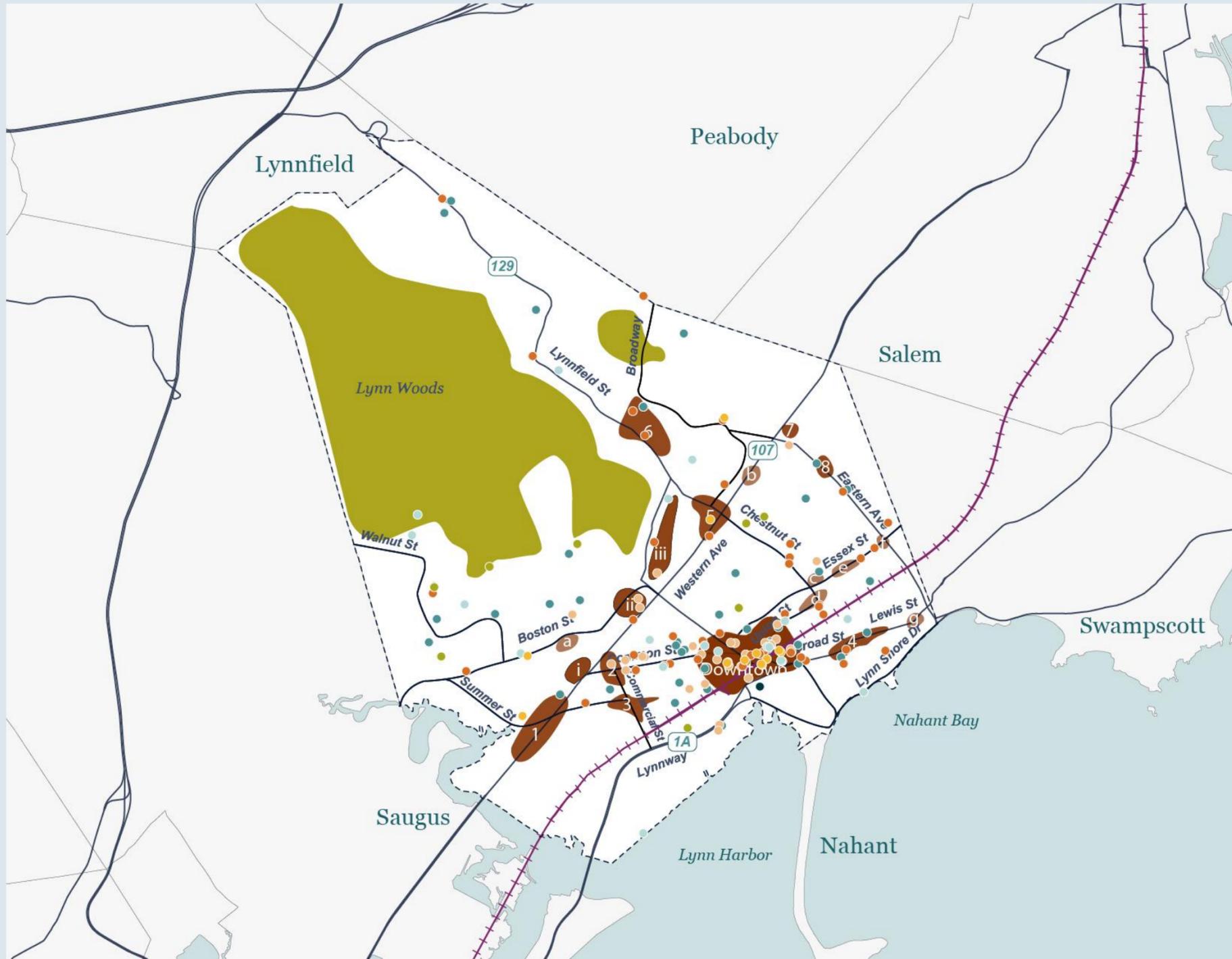
Industrial Area

Area where factories, warehouses, and other heavy commercial business operate



Structure of the city

Place Types - Nodes



Downtown is the largest node, with a dense and dynamic mix of housing, commercial uses, public spaces, institutions, and infrastructure.

Neighborhood nodes are medium to small hubs of activity like bodegas, barber shops, restaurants, schools, houses of worship, community centers, and more.

Walkable Medium Neighborhood Nodes:

Includes several retail establishments and professional offices

1. Summer St & Western Ave
2. Market Square
3. Commercial St
4. Lewis St
5. Maple/Chestnut/Western Ave
6. Wyoma Square
7. Western Ave & Eastern Ave
8. Eastern Ave & Alden St

Walkable Small Neighborhood Nodes:

Includes just a few retail establishments

- a. Federal St & Boston St
- b. Western Ave & Chatham St
- c. Chestnut St & Essex St
- d. Union St & Chestnut St
- e. Essex St & Empire St
- f. Eastern Ave & Essex St
- g. Lewis St & Ocean St

Auto-centric retail hubs:

- i. Market Basket
- ii. Stop & Shop
- iii. Boston & Stetson St

Community Assets

- Higher Education
- Education
- Community & Advocacy
- Athletics & Recreation
- Arts & Culture
- Social Services
- Religious Institutions

Structure of the city

Place Types - Nodes

Downtown is the largest node, with a dense and dynamic mix of housing, commercial uses, public spaces, institutions, and infrastructure. The area is an anchor for the whole city and beyond, bringing in residents of other areas for work, school, shopping, entertainment, the arts, public events, and more.

Neighborhood nodes are medium to small hubs of activity like bodegas, barber shops, restaurants, schools, houses of worship, community centers, and more. These are places that people frequent regularly in their neighborhood and places where they meet others to do things.



Downtown (Central Ave)



Medium Neighborhood Node: Wyoma Square
A cluster of small businesses with a mix of walkable infrastructure and medium parking lots.



Medium Neighborhood Node: Lewis St (between Chestnut St and Chatham St)
Cluster of activity along Lewis St with a mix of small businesses and retail chains.



Medium Neighborhood Node: Market Square
A hub of activity adjacent to Lynn Common, easy to access by walking or biking, with convenient parking along the street and parking lots behind the buildings.

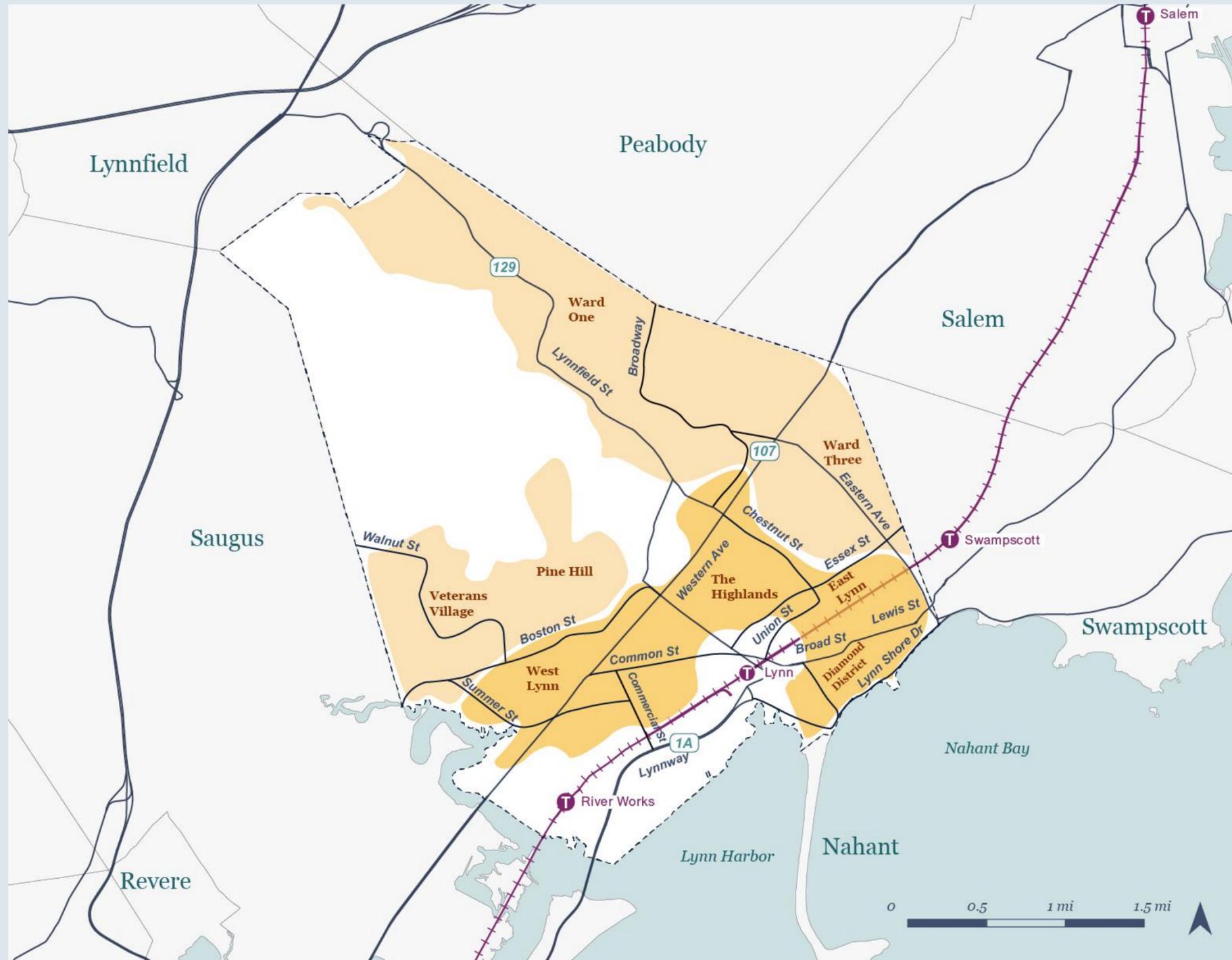


Small Neighborhood Node: Federal St & Boston St
A small cluster of activity with medium-sized parking lots and some convenient parallel parking.

Source Images: Google Earth

Structure of the city

Place Types - Neighborhoods



Neighborhoods are primarily residential areas with small open spaces and community institutions like schools mixed in. These are places where many Lynnners live and spend much of their time.

Neighborhoods across Lynn have different densities:

- Medium Density Neighborhoods
 - a. West Lynn
 - b. The Highlands
 - c. East Lynn
 - d. Diamond District

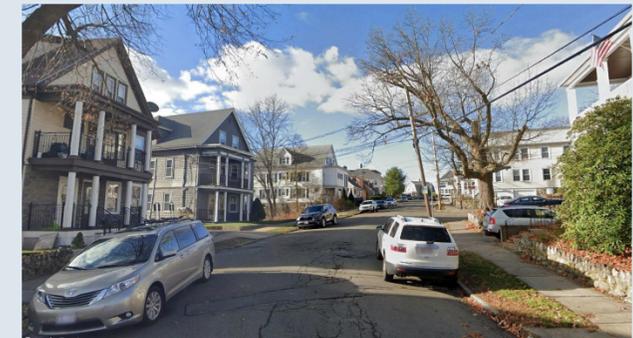
- Low Density Neighborhoods
 - a. Veterans Village
 - b. Pine Hill
 - c. Ward One
 - d. Ward Three

Structure of the city

Place Types - Neighborhoods

These are examples of some Lynn Neighborhoods:

Neighborhoods are primarily residential areas with small open spaces and community institutions like schools mixed in. These are places where many Lynnners live and spend much of their time.



West Lynn
Mid to high density neighborhood with varied 2-3 story residential building types including duplex, triple deckers and multifamily apartment flats.

Photo: Brookvale St.

The Highlands
Mid to high density neighborhood with a pronounced topography with varied residential buildings ranging from single family homes to moderate sized 3-story multifamily buildings.

Photo: Essex St.

Diamond District
High density neighborhood close to the waterfront with residential buildings ranging from large 1-2 family homes and multifamily towers.

Photo: Lynnshore Dr.

Ward I
Low density residential neighborhood predominantly with single-family buildings.

Photo: Lakeview Ave.

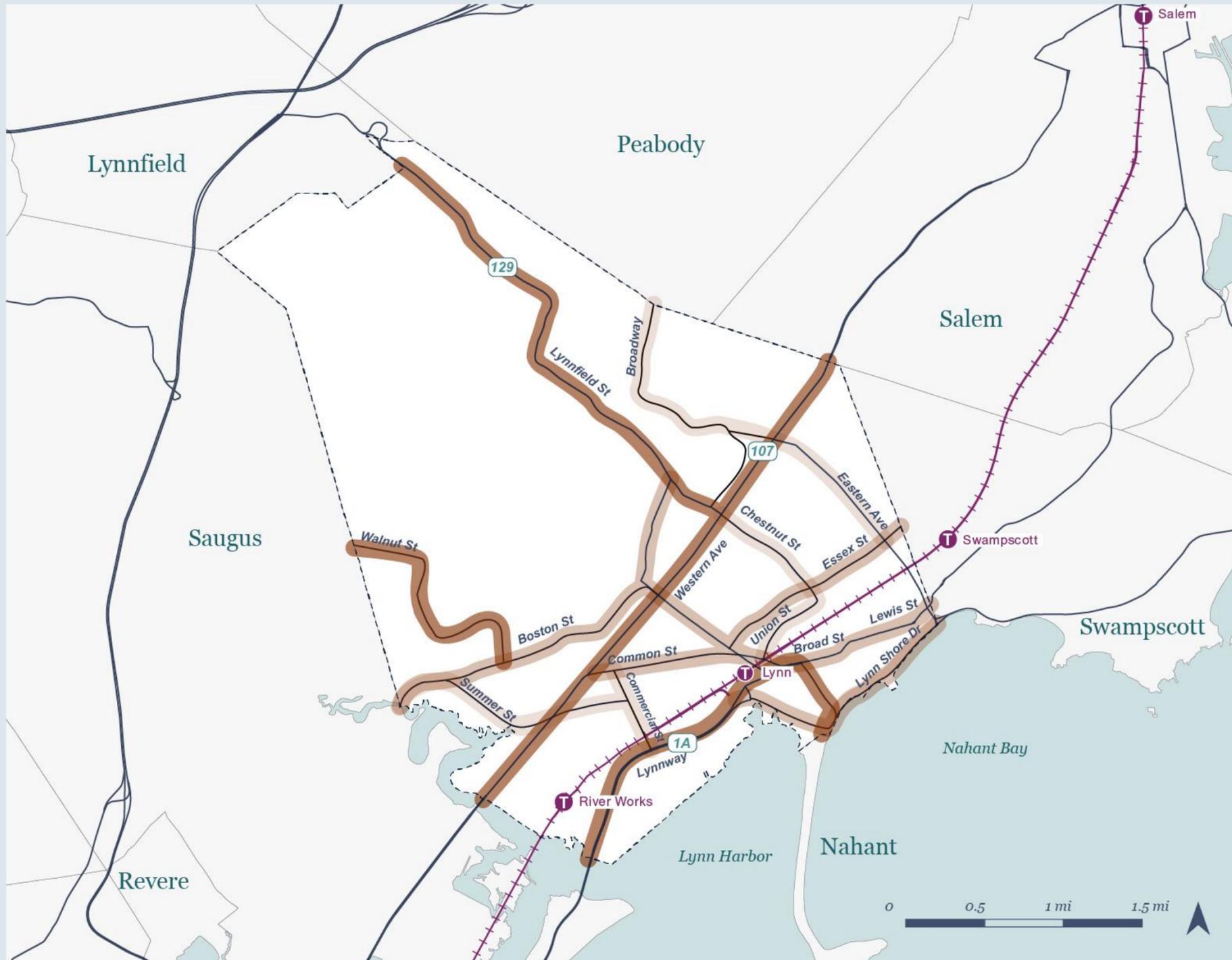
Pine Hill
Low density residential neighborhood predominantly with single-family buildings and 2-3 residential unit buildings.

Photo: Bellevue Rd.

Source Images: Google Earth

Structure of the City

Place Types - Corridors

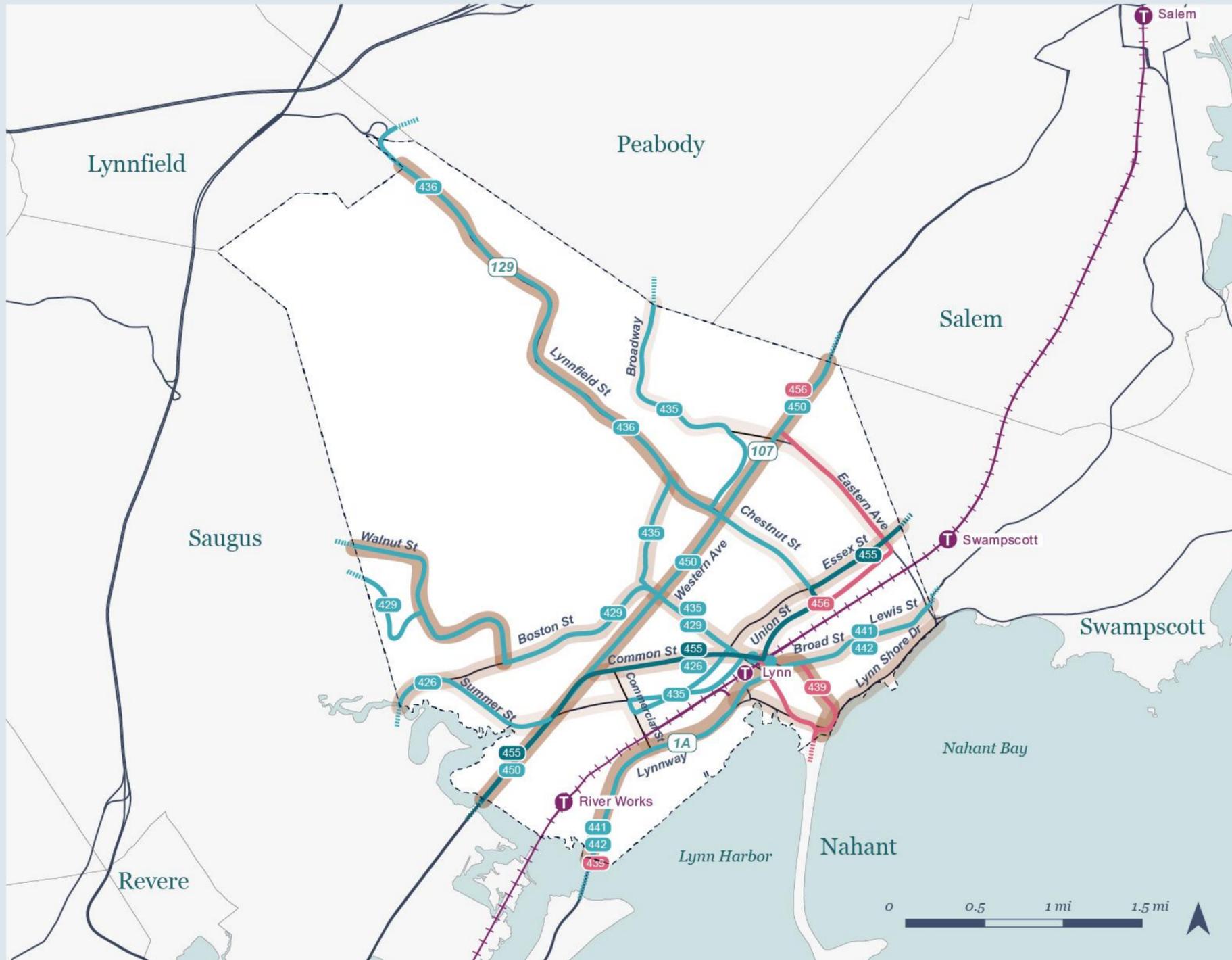


Corridors are connector streets like Essex Street or Boston Street that connect Lynn communities and draw people from surrounding areas with job centers, retail, restaurants, and community institutions.

- Regional Corridor:
 - Lynnway
 - Western Ave
 - Lynnfield
 - Walnut St
- Local Corridor
 - Common St
 - Boston St
 - Lewis St - Broad St
 - Essex St
 - Lynn Shore Dr
- Neighborhood Corridor
 - Broadway
 - Eastern Ave
 - Chestnut St
 - Commercial St
 - Union Street
 - Summer Street

Structure of the City

Place Types - Corridors currently with transit



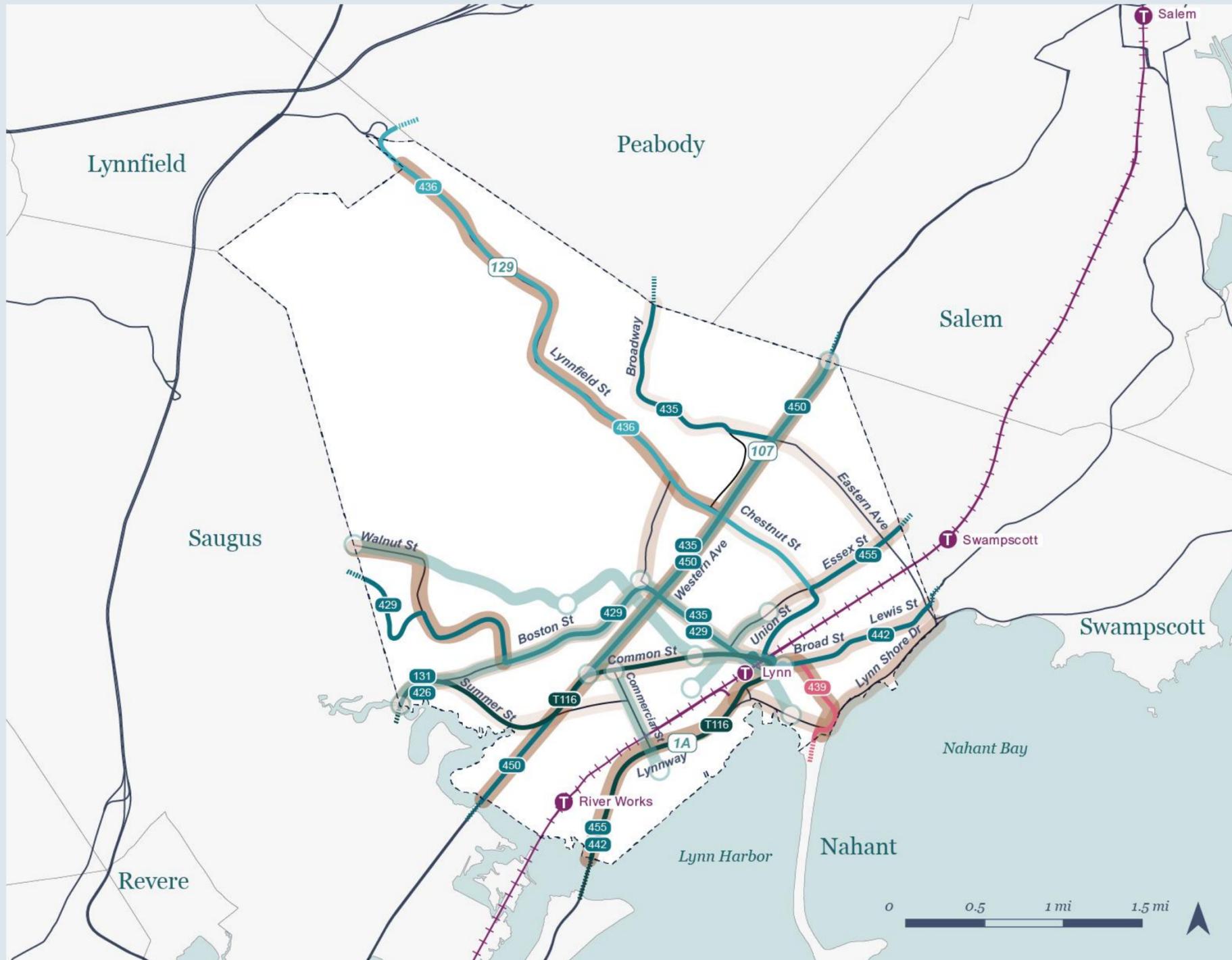
Corridors are connector streets like Essex Street or Boston Street that connect Lynn communities and draw people from surrounding areas with job centers, retail, restaurants, and community institutions.

- Proposed bus routes improvements

- Key Bus Routes
- 30 Minutes or Better
- 60 Minutes or Better
- Less Than Hourly

Structure of the City

Place Types - Corridors prioritized for improvements



Corridors are connector streets like Essex Street or Boston Street that connect Lynn communities and draw people from surrounding areas with job centers, retail, restaurants, and community institutions.

- Proposed bus routes improvements

■ Key Bus Routes

■ 30 Minutes or Better

■ 60 Minutes or Better

■ Less Than Hourly

- Safe Streets Priority projects

■ Safe Streets Priority projects

Structure of the City

Place Types - Corridors

Corridors are connector streets like Essex Street or Boston Street that connect Lynn communities and draw people from surrounding areas with job centers, retail, restaurants, and community institutions.



Regional Corridor: Lynnway



Regional Corridor: Lynnfield



Local Corridor: Lynn Shore Dr



Neighborhood Corridor: Broadway



Neighborhood Corridor: Summer St



Regional Corridor: Western Ave

Source Images: Google Earth



Local Corridor: Essex St



Local Corridor: Boston St



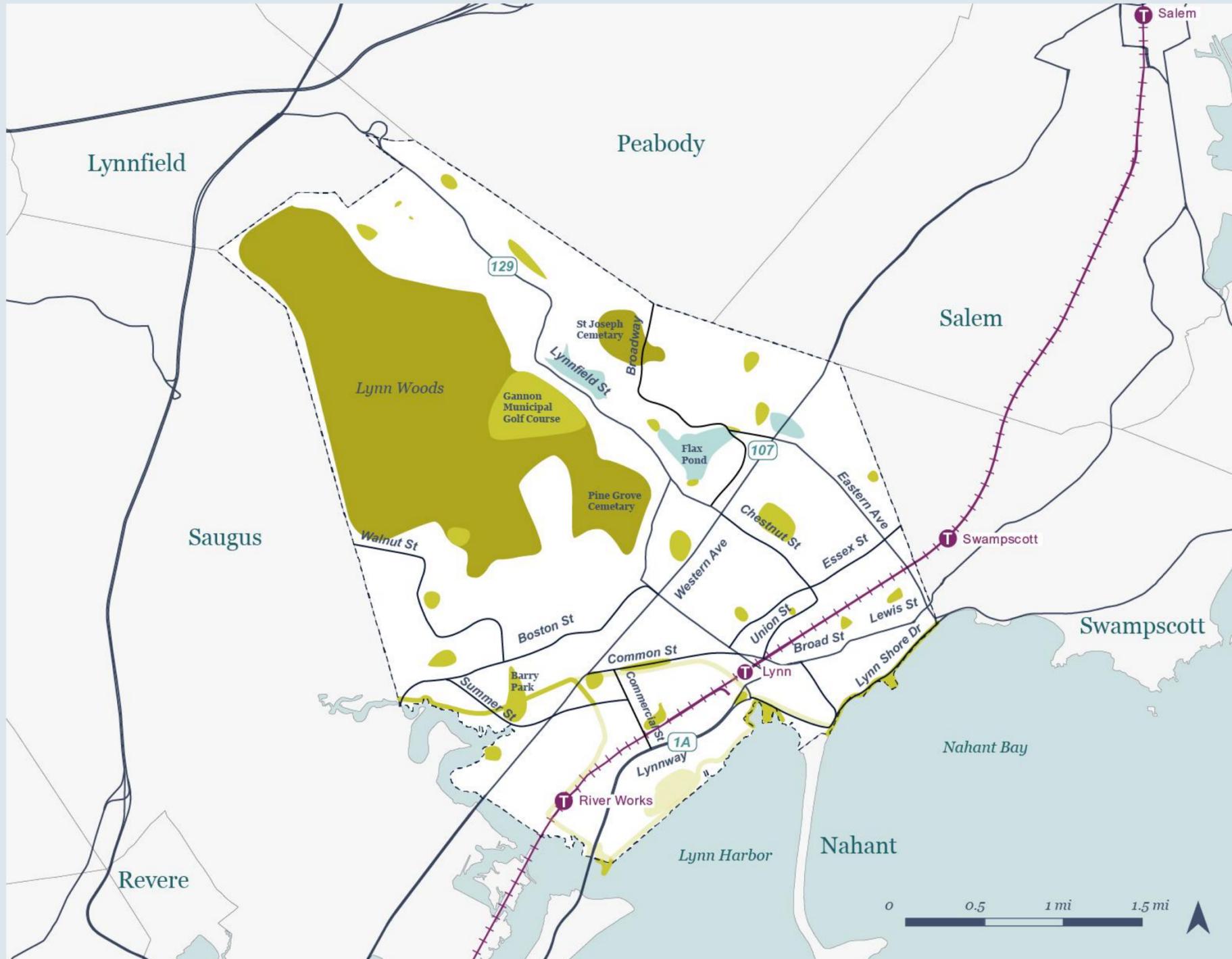
Neighborhood Corridor: Eastern Ave



Neighborhood Corridor: Walnut St

Structure of the City

Place Types - Open Space



Lynn is fortunate to have substantial natural resources and recreational opportunities, but the local parks, playgrounds and ball fields are equally as important in providing recreation opportunities for all members of the community.

- Recreational Open Space
- Natural/ Visual Areas
- Planned Open Space

Structure of the City

Place Types - Open Space

These are some examples of both recreational and natural/visual open spaces:



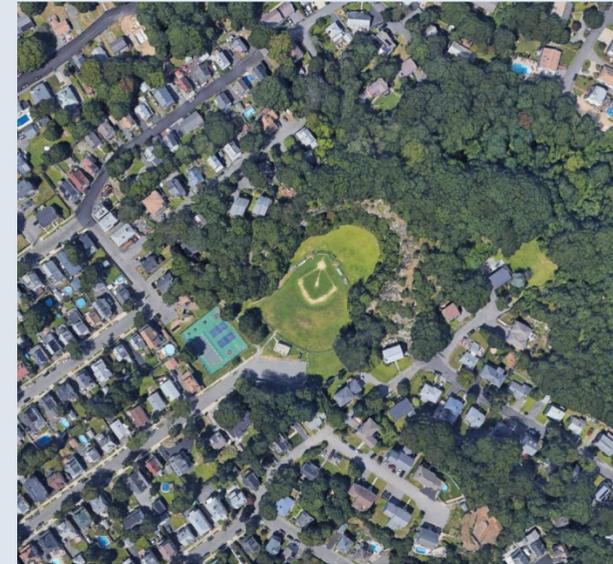
Lynn Woods



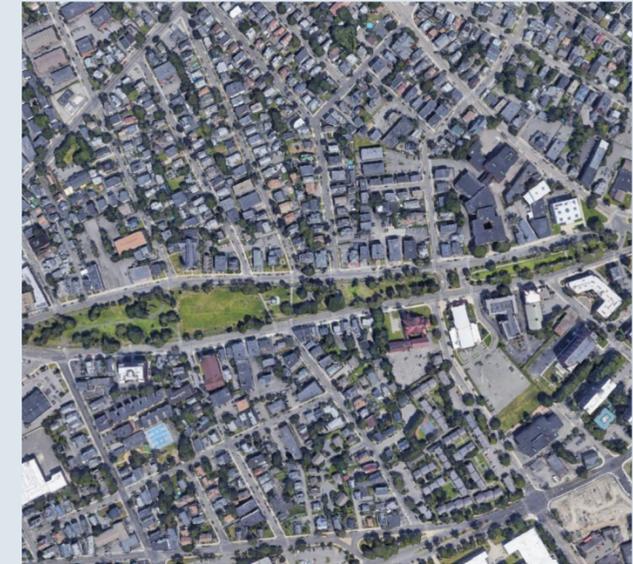
Breed Park



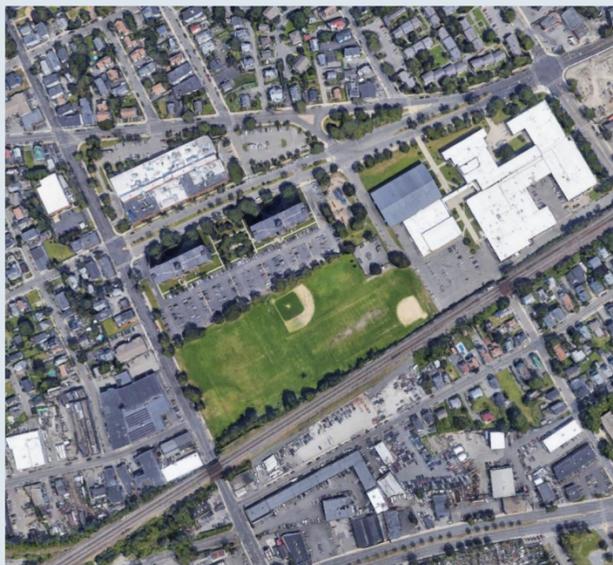
Cedar Pond



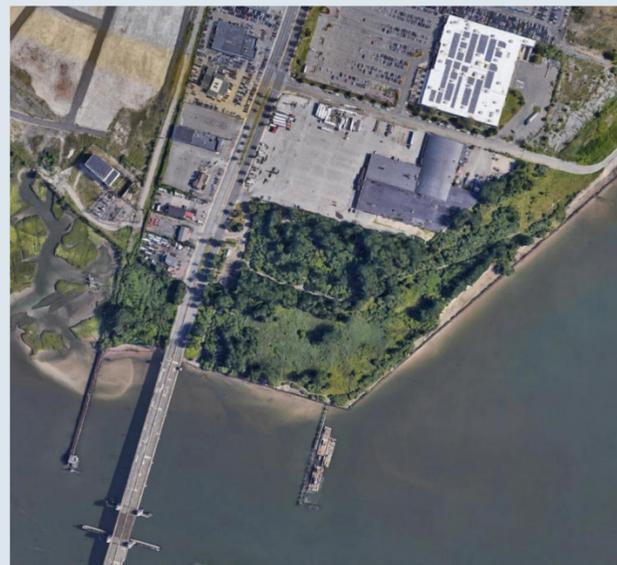
Clark St Playground



Lynn Common



Neptune Blvd Playground
Source Images: Google Earth



Wills Fishing Pier



Red Rock Park



High Rock Park



Flax Pond

Structure of the City

Place Types - Waterfront



Lynn’s waterfront has a wide range of conditions, from the beach, Lynn Shore Drive, and the Diamond District to the industrial waterfront with active factories, new housing, and large-scale commercial uses.

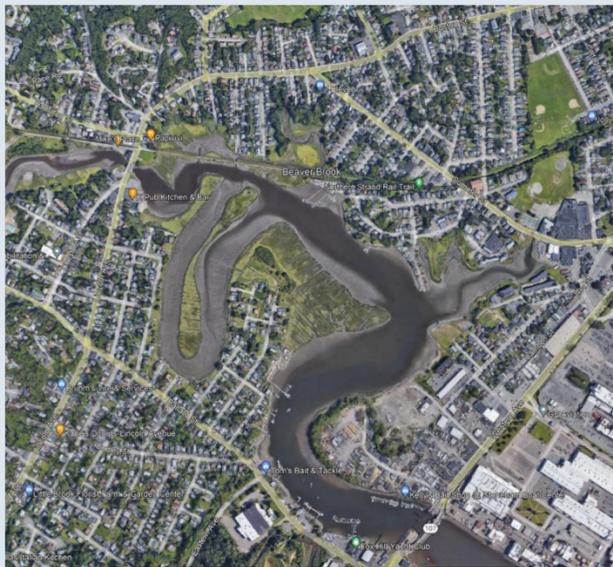
- Northern Border of Saugus River
- Southern Border of Saugus River
- Industrial Waterfront
- Lynn Shore Drive

Structure of the City

Place Types - Waterfront

Lynn’s waterfront has a wide range of conditions, from the beach, Lynn Shore Drive, and the Diamond District to the industrial waterfront with active factories, new housing, and large-scale commercial uses.

Lynners have been working on the area’s evolution for many years, with new infrastructure and private development showing what the area might become.



Northern Border of Saugus River

Residential area with a mix of commercial, primarily defined by marshland and featuring the Northern Strand Rail Trail



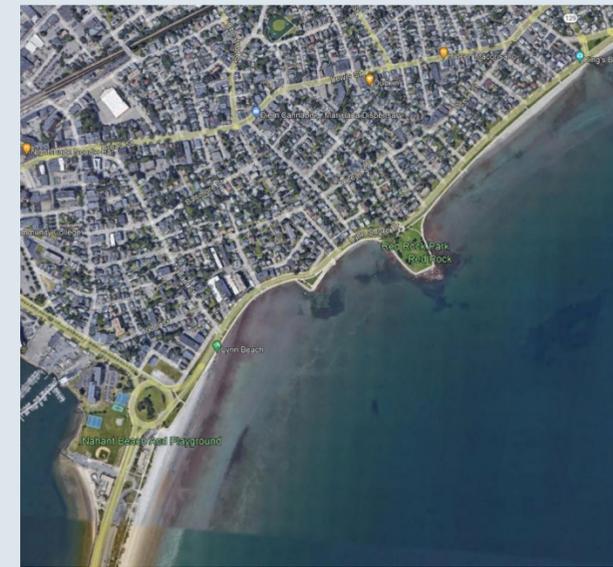
Southern Border of Saugus River

Highly industrial in character, and largely inaccessible to the public outside of Western Ave.



Industrial Waterfront

Industrial waterfront area built up along Lynnway. Largely inaccessible but features a small array of commercial uses.



Lynn Shore Drive

Waterfront drive bisects residential neighborhood from water. Features public promenade, beaches, and parks.

Source Images: Google Earth

Structure of the City

Place Types - Industrial Areas



Industrial areas still contain many businesses active in manufacturing, wholesale trade, construction, and other heavy commercial activities.

Some parts of Lynn’s industrial areas are in transition, and many sites may turn over to other uses. Many industrial sites may also act as barriers between neighborhoods.

1. Guate Auto Body Repair and Scrap
2. MBTA Lynn Bus Maintenance Garage
3. CL Hauthaway & Son Corporation
4. Riverworks
5. Oakville & Bennett
6. Garelick Farms Plant
7. National Grid + Kettle Cuisine
8. McGinn Bus Company Inc.
9. Boston & Kirkland
10. Federal & Western
11. Aggregate Industries
12. Downtown Industrial
13. Sanderson Ave.
14. Boston Ladder & Scaffolding Co Inc.

Structure of the City

Place Types - Industrial Areas

Industrial areas still contain many businesses active in manufacturing, wholesale trade, construction, and other heavy commercial activities.

These are examples of some Lynn's industrial areas:

Today, some of Lynn's industrial areas are transitioning to alternative uses. While many industrial sites currently act as neighborhood barriers, there is ample opportunity for them to provide new jobs, forge new connections, and create space for community-driven development.



Guate Auto Body Repair and Scrap

Industrial area along west side of Western Ave dedicated to auto repair and scrap.



River Works

Large industrial area primarily comprised of General electric, largely inaccessible to the public.



National Grid + Kettle Cuisine

Industrial plots of land along Broad Sound waterfront, primarily defined by large surface lots and industrial equipment.



E M Auto Detailing

Industrial automotive area set amongst residences. Meets residential character abruptly on Sidney Ave and Sanderson Ave.



Lynn Ladder & Scaffolding Co Inc.

Large building and surface lot set between Pine Grove Cemetery, Flax Pond, and residences.

Source Images: Google Earth