

# FAQ - Lynn's Green Infrastructure Projects

1. *How does this project affect me?*

Once these pilot projects are constructed, the Boston Street neighborhood near Mall Street will flood less and have more shade and plants. During construction (which should take 1-2 months), there may be minor disruptions to your sidewalk area and brief periods of noise. In future phases, Barry Park/G.E.A.A. Field will be enhanced for reduced flooding, public safety, improved shade, and to support community activities.

## Funding/Project phases

2. *How will this be funded?*

The project is funded by the Commonwealth's Executive Office of Energy and Environmental Affairs' [Municipal Vulnerability Preparedness \(MVP\) action grant program](#).

3. *Who sponsors the project?*

The City of Lynn through the Mayor's office and Lynn Economic Development & Industrial Corporation (EDIC).

4. *What potential project areas are being explored for future funding?*

This project is the first phase of a broader vision for the Strawberry Brook watershed. Future projects may incorporate road narrowing where feasible, safer pedestrian crossings, and more opportunities for vegetation and shade. Based on the [Strawberry Brook Resilient Stormwater Management and Implementation Plan](#), there are 21 other project areas being considered across the City that would improve public health and safety and increase climate resiliency.

## Engagement/involvement

5. *How will I know how the project is progressing?*

You can check the city's webpage for ongoing updates: [tinyurl.com/LynnMVP](http://tinyurl.com/LynnMVP). If you took the pilot project survey, you're already on the list to receive future updates. Email your name to [aclausen@lynnma.gov](mailto:aclausen@lynnma.gov) if you want to be added to our stakeholder list.

6. *In what way can I support this project?*

We would like to hear your vision for Barry Park/G.E.A.A. Field and other possible project locations at upcoming meetings. You can also volunteer to help maintain the sites as part of organized street clean-up events. Interested parties should



MVP  
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Preparedness

contact Lynn DPW if there is an organized street clean up in the area, or would like to organize one. Lynn DPW can be reached at 781-268-8000.

7. *Are any public (virtual) meetings being held about this project?*

Yes! Our next virtual meeting will be in April (and will be online because of COVID-19), and anyone interested in this project is encouraged to attend. There will be another public event at Barry Park/G.E.A.A. Field later in the spring.

## Technical details

8. *Will this fix the holes on Boston St?*

The initial phase of this project is focused on reducing flooding and will only result in changes to the sidewalk areas. Future phases may include transportation enhancements; however, the focus of this work is typically making changes behind the street curb and limited opportunities for roadway enhancements.

9. *How is adding a tree going to improve the flooding?*

Trees uptake water via their roots and evapotranspiration. We are including trees within street side swales, which are also designed to collect rainwater and direct it into the soil. This is a strategy for capturing the stormwater runoff so it doesn't go into the street.



*Street side swale with trees in Seattle. Source: Wikimedia Commons*

10. *Upon completion, how much of a difference will be readily visible (before/after) to people that go through these areas?*

You will notice a reduction in localized flooding once green infrastructure projects are installed and capturing stormwater runoff. There will also be a visible reduction in paved areas replaced by ground vegetation and trees that will provide increasingly more shade over time.

11. *What other options are you considering to mitigate and remedy this flood-prone area? Is permeable pavement a viable option along the Boston Street/Mall Street corridor?*

The current green infrastructure projects are part of a broader vision (future phases) that includes a road diet. A road diet reduces the extra wide road widths along the intersection and replaces them with additional swales and rain gardens. We are evaluating the possibility of installing permeable pavement under existing street parking and vegetated medians in the future phases to reduce runoff.

12. *Once more trees and other plantings are in place, how will they be maintained? What will happen to biospots during droughts?*

The plants are being installed in such a way that they will capture most rainfall and be able to survive based on natural rainfall. In droughts, these trees/plantings may need some additional irrigation, but they will require less supplemental water than traditional plantings.