

Assessment of Massachusetts Designated Port Areas - APPENDICES



July 2025

These appendices were prepared by Eastern Research Group, Inc. (ERG) for the Massachusetts Office of Coastal Zone Management (CZM) as part of the *Assessment of Massachusetts Designated Port Areas*.

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Appendix A: Economic Impact by DPA

Table A-1 presents the *approximate* annual direct employment, wages, GDP, and revenue from jobs in WDIUs within each DPA (given the limitations above) are shown below. This provides some perspective of how the DPA is tied to the economy.

Table A-1 Direct Economic Impact of WDIUs within each DPA

DPA	Employment	Wages (labor income) (millions of $)	GDP (value added) (millions of $)	Revenue (output) (millions of $)
Chelsea Creek	270	$54.22	$78.27	$117.60
East Boston	186	$16.65	$54.25	$81.65
Gloucester	838	$80.92	$125.72	$319.99
Lynn	16	$0.66	$0.84	$1.40
Mount Hope Bay	123	$21.10	$35.00	$82.27
Mystic River	305	$32.15	$80.52	$118.74
New Bedford - Fairhaven	1,409	$139.87	$245.37	$551.41
Salem Harbor	29	$25.28	$29.55	$42.07
South Boston	1,047	$123.72	$224.77	$416.26
Weymouth Fore River	427	$57.16	$161.45	$326.56

The businesses within each DPA (see approach for more information) will need inputs from supporting industries from the closest county and state as a whole, and employees of the business will spend within the county and state furthering the impact of those businesses within the DPA. Finally, these businesses will produce tax revenue, including sales property tax revenue. Table A-2 presents the total economic impact of WDIUs, accounting for ripple effects throughout the county. Table A-3 presents the total economic impact of WDIUs, accounting for ripple effects throughout Massachusetts. Table A-4 shows the contribution of WDIUs in Massachusetts to state sales tax and local property taxes.

Table A-2 Total County-Level Economic Impact including Ripple Effects from WDIUs within each DPA

DPA	County	Employment	Wages (labor income) (millions of $)	GDP (value added) (millions of $)	Revenue (output) (millions of $)
Chelsea Creek	Suffolk	456	$75.90	$112.95	$167.60
East Boston	Suffolk	286	$29.37	$70.99	$106.41
Gloucester	Essex	1,284	$108.30	$172.46	$403.07
Lynn	Essex	20	$0.90	$1.25	$2.19
Mount Hope Bay	Bristol	275	$34.44	$57.13	$119.40
Mystic River*	Middlesex	323	$30.60	$55.61	$89.06
Mystic River*	Suffolk	174	$19.37	$54.05	$75.74
New Bedford - Fairhaven	Bristol	2,345	$206.70	$351.80	$732.30
Salem Harbor	Essex	174	$33.48	$42.50	$64.74
South Boston	Suffolk	1,599	$189.16	$323.28	$558.90

Weymouth Fore River	Norfolk	777	$87.53	$211.60	$410.62

*Mystic River DPA is located in both Middlesex and Suffolk counties. The DPA's impact within each county is presented.

Table A-3 Total State-Level Economic Impact including Ripple Effects from WDIUs within each DPA

DPA	Employment	Wages (labor income) (millions of $)	GDP (value added) (millions of $)	Revenue (output) (millions of $)
Chelsea Creek	579	$85.44	$127.45	$192.47
East Boston	363	$34.55	$79.72	$121.00
Gloucester	1,525	$131.06	$207.28	$462.69
Lynn	21	$1.03	$1.47	$2.54
Mount Hope Bay	312	$37.94	$62.78	$129.23
Mystic River	568	$54.60	$117.79	$178.81
New Bedford - Fairhaven	2,666	$236.48	$398.98	$811.41
Salem Harbor	202	$36.34	$46.42	$71.35
South Boston	2,117	$224.80	$383.44	$662.36
Weymouth Fore River	1,043	$112.90	$255.03	$483.51

Table A-4 Property and Sales Tax Impacts from WDIUs by DPA

DPA	Sales Tax (millions of $)	Property Tax (millions of $)
Chelsea Creek	$7.33	$13.64
East Boston	$0.73	$1.32
Gloucester	$2.37	$4.02
Lynn	$0.03	$0.05
Mount Hope Bay	$1.39	$1.62
Mystic River	$12.12	$23.29
New Bedford - Fairhaven	$29.57	$34.12
Salem Harbor	$0.39	$0.66
South Boston	$3.29	$5.84
Weymouth Fore River	$13.56	$22.78

Appendix B: Stakeholder Engagement Summary

The assessment team conducted five phases of stakeholder engagement to ensure it considered multiple perspectives during the development and refinement of the assessment. The table below highlights the phases of engagement, which are described in more detail in the sections that follow.

Engagement Phase	Purpose
Kick-off Meetings ***October 2023***	1. Share information, assess awareness, and build a shared understanding of major uses and issues. 2. Confirm and refine the focus of the analyses. 3. Widen stakeholder contact network through participant recommendations.
Online Survey ***Nov. – Dec. 2023***	1. Collect quantitative information specific to individual DPAs on experiences and perceptions with DPA regulations, infrastructure, economic impacts, community impacts, and climate change resilience. 2. Inform the economic assessment and development of the semi-structured interview guide.
Interviews ***March 2024***	1. Fill existing informational gaps related to existing conditions and planned changes within each of the 10 DPAs. 2. Enhance understanding of key needs, conflicts, and emerging opportunities for water dependent industries.
Focus Groups ***March 2024***	1. Ensure broad representation of stakeholders and elevate perspectives on current conditions, barriers, and opportunities to enhance the DPA program from the critical groups below: • Water dependent industrial users involved in fishing and other vessels • Other water dependent industrial users • Community-based organizations
Final Presentations ***May 2024***	1. Provide an update on the assessment results with all those involved in the assessment process. 2. Review the key findings from the assessment with stakeholders and solicit their suggestions for draft recommendations.

Overall, over 400 stakeholders were invited to participate in one or more phase of the process, and a total of **182 individuals** provided perspectives, input, and feedback to inform the final report. Stakeholders included representatives from businesses, community-based organizations, and government agencies. The following is a list of affiliations for individuals who participated in any phase of outreach, not including those who wished to remain anonymous:

- Barr Foundation
- Boston Green Ribbon Commission
- Boston Harbor Now
- Boston Harbor Pilot Association
- Boston Harbor Shipyard and Marina
- Boston Marine Society
- Boston Planning & Development Agency
- Boston Shipping Association (BSA)
- Boston Waterfront Initiative
- Boston-Provincetown Fast Ferry
- Bristol County EDC

- Buchanan & Associates
- Burnham Associates, Inc.
- City of Boston
- City of Chelsea
- City of Everett
- City of Fall River
- City of Gloucester
- City of Lynn
- City of Lynn
- City of New Bedford
- City of Quincy
- City of Salem
- City of Winthrop
- Conservation Law Foundation
- Crowley Wind Operations and Services
- Dewey Square group
- DLA Piper
- East Boston Social Center
- Eastern Point Pilots
- Eastern Salt Company
- Fairhaven Planning and Economic Development
- Fairhaven Shipyard Companies, Inc.
- Fall River Line Pier
- Fall River Redevelopment Authority
- Fort Point Associates, A Tetra Tech Company
- Gloucester Economic Development and Industrial Corporation (EDIC)
- Gloucester Fishermen's Wives Association
- Gloucester Planning Board
- GreenRoots, Inc.
- Groundwork Southcoast
- Hands Across the River Coalition Inc
- Harborfront Neighborhood Alliance
- HR&A Advisors, Inc.
- InterPark, LLC
- Jay Cashman, Inc.
- John Nagle Co
- Lynn Economic Development and Industrial Corp (EDIC)
- Maritime Alliance in Defense of Designated Port Areas (MADDPA)
- Maritime Gloucester
- Massachusetts Department of Environmental Protection
- Massachusetts House of Representatives
- Massachusetts Lobstermen's Association
- Massachusetts Port Authority
- MassDevelopment
- MassPort
- Metropolitan Area Planning Council
- Mortillaro's Lobster
- Mystic River Watershed Association
- National Grid
- Neptune's Harvest
- New Bedford Port Authority
- New Bedford Seafood Consulting
- North Suffolk Office of Resilience & Sustainability
- NSDJ Real Estate
- Nutter McClennen & Fish LLP
- Ocean Heavens
- Salem Harbor Port Authority
- Salem Port Authority
- Salem State University
- Save the Bay
- Save the Harbor
- Schnitzer Steel
- SouthCoast Wind
- Southeastern Regional Planning & Econ Dev District (SRPEDD)
- Stellwagen Bank Charter Boat Association
- Terminal Group
- The Trustees
- Town of Braintree
- Town of Fairhaven
- Town of Somerset
- Twin Rivers Technologies
- Wynn Design & Development

Kickoff Meetings

The Massachusetts Office of Coastal Zone Management (CZM) held three virtual meetings with invited stakeholders on the existing and future uses of our DPAs. Each meeting followed the same agenda, beginning with a short presentation on the assessment and the purpose of DPAs, followed by a facilitated discussion. Invitees were able to attend one or more the meetings, which were held on:

- October 10, 7:00 pm – 8:30 pm
- October 18, 10:00 am – 12:30 pm
- October 23, 12:00 pm - 1:30 pm

Kickoff Meeting Agenda
Introduction (Tyler Soleau, CZM; Lisa Berry Engler, CZM)
Meeting Objectives and Project Overview (Shanika Amarakoon, ERG; Katie Graziano, ERG)
Background on MA Designated Port Areas (Kathryn Glenn, CZM)
Guided Q&A on DPA Program
Facilitated Discussion on Issues and Opportunities for DPAs (Shanika Amarakoon, ERG; Katie Graziano, ERG) 1. Infrastructure 2. Community Impacts 3. Economic Benefits 4. Regulations 5. Funding 6. Coastal Resilience
Next Steps (Shanika Amarakoon, ERG; Katie Graziano, ERG)
Concluding Remarks (Tyler Soleau, CZM)

Not including the project team, a total of **104** individuals attended the project kickoff meetings and participated in discussion. Some individuals attended multiple meetings: **23** people attended the meeting on October 10th, **42** people attended the meeting on October 18th and **48** people attended the meeting on October 23rd.

During the facilitated discussion, participants were invited to provide responses to discussion questions using Slido, an interactive real-time surveying tool. Participants also used the Zoom chat and shared responses aloud. Detailed notes were taken throughout to record written responses, in addition to the downloaded Slido results.

Across the three meetings, there were representatives across all 10 DPAs **(**Figure B-2**).** Just under 40 percent of respondents indicated they lived near or next to a DPA**.**

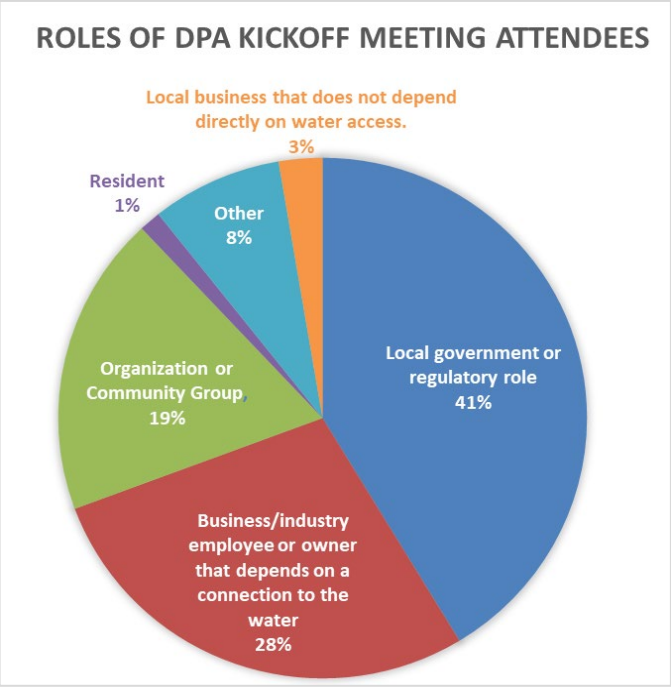


Figure B-1 Reported participant roles across all three kickoff meetings.

Local businesses, local government and regulators, community groups and residents attended the outreach meetings. See Figure B-1 for a breakdown of meeting attendance by role.

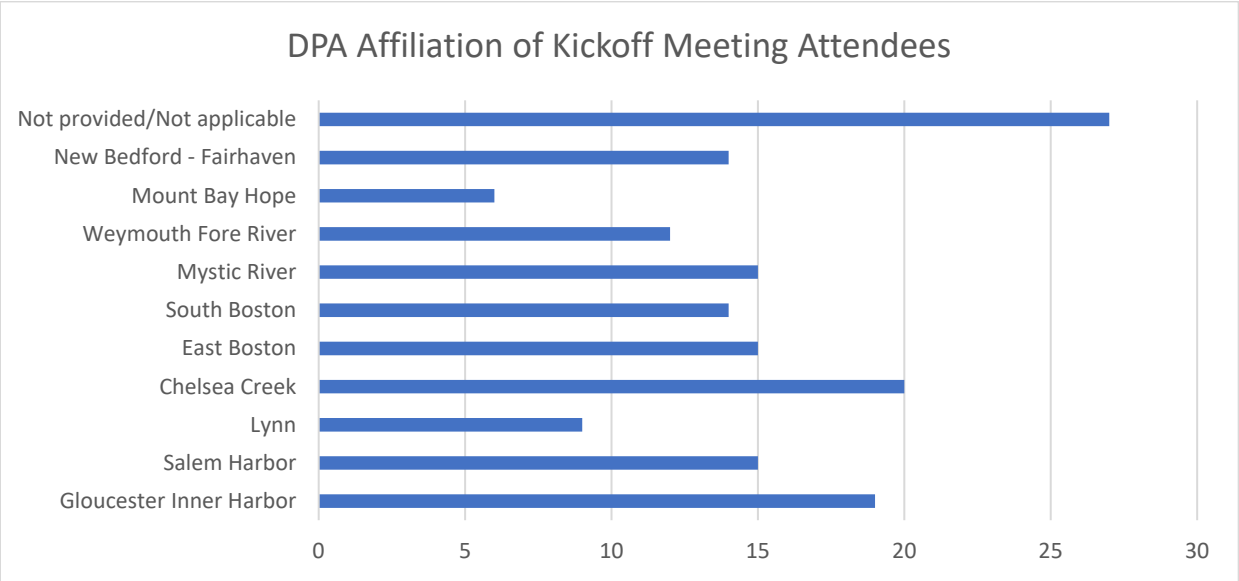


Figure B-2 Reported DPA affiliation of kickoff meeting attendees, across all three kickoff meetings.

Qualitative and quantitative results from the stakeholder kickoff meetings were compiled in a comprehensive summary. Emergent themes and topics were used to develop survey questions, interview guides, and focus group guides. Key findings, including select Slido results and qualitative findings, were integrated into the final report. Attendees who shared their contact information were invited to further participate through the online survey, and select participants were invited for interviews or focus groups.

Online Survey

The online survey was designed to gather quantitative and qualitative stakeholder feedback on barriers and opportunities within each of Massachusetts' DPAs (Gloucester Inner Harbor, Salem Harbor, Lynn, Mystic River, Chelsea Creek, East Boston, South Boston, Weymouth Fore River, New Bedford-Fairhaven, and Mount Hope Bay) across four categories of analysis (program effectiveness, economic impact, community and local impact, and climate change resiliency). The survey was administered through an online survey platform (Qualtrics) from November 20th to December 15th 2023. It was sent by email to **over 400 recipients** identified as key stakeholder representative of all ten DPAs and inclusive of businesses, government agencies, and community-based organizations.

A total of **153** people completed survey questions. The roles reported by respondents included business (27%), government (23%), organization or community group (21%) resident near the DPA (13%), consultant (7%) and other (9%). Within the businesses and organizations, 81% reported as a water-dependent industry or an accessory to a water-dependent industry; 8% reported as a supporting use; 11% reported as other. Reported industry affiliations included Fishing (18%), Shipping (15%), Transportation (15%), Marine Construction (15%), Offshore Wind (11%), Other Energy (7%), Tourism (7%), Real Estate (4%), Hospitality and Food Service (2%), Manufacturing (2%), Research (2%), and Other (2%).

Graphed survey results can be found in **Appendix C**

Interviews and Focus Groups

Interviews and focus groups were conducted in March 2024 to fill informational gaps related to existing conditions and planned changes within each of the 10 DPAs and to enhance understanding of key needs, conflicts, and emerging opportunities for water dependent industries.

Each interview was 60 to 90 minutes long and included one or more key informants with in-depth knowledge specific to at least one DPA. In total, **32 people** participated across **14 interviews.** Interviews were conducted by an ERG facilitator using a semi-structured interview guide. At least one ERG note-taker and one staff member from the CZM project team also attended each interview. Additional requests for information were made by email for any groups that were not able to be scheduled for an interview.

To ensure broad representation of stakeholders and elevate perspectives from critical groups, the project team also coordinated focus groups to further understand current conditions, barriers, and opportunities to enhance the DPA program. The primary three focus group categories were:

1. Water dependent industrial users involved in fishing and vessels
2. Other water dependent industrial users
3. Community-based organizations

Focus group discussions were held virtually in small groups, or as individual interviews, depending on scheduling availability. ERG conducted the focus group and took notes. CZM staff also attended all focus groups and interviews. A total of **six focus group** discussions were conducted, including **27 individuals**.

Data from interviews and focus groups were analyzed using deductive and inductive thematic analysis coding to categorize data and derive themes. This qualitative analysis was used to identify the key findings that are presented in the final report.

Final Stakeholder Feedback Meetings

Final stakeholder feedback meetings were held on May 14th (9:00 – 10:30 am EST), May 17th (12:00 – 1:30 pm EST), and May 20th (6:00 – 6:30 pm). The purpose of each 90-minute meeting was to (1) provide an update on the assessment results with all those involved in the assessment process, and (2) review the key findings from the assessment with stakeholders and solicit their opinion on the draft recommendations. A total of **87** individuals attended and participated across the three sessions.

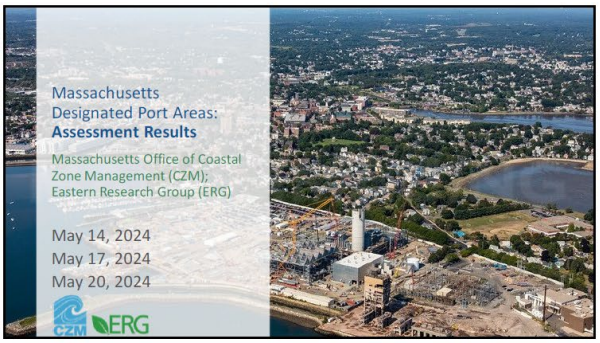
Each meeting followed the same format and agenda, detailed below:

Final Stakeholder Meeting Agenda
Welcome and Introduction (Alison Brizius, CZM)
Meeting Agenda and Objectives and Project Overview (Tyler Soleau, CZM)
DPA Assessment Project Overview (Hannah Stroud, ERG; Janet Carpenter, ERG)
Facilitated Discussion on Key Findings and Recommendations for the DPA Program (Katie Graziano, ERG; Nicole Williams, ERG) 1. Infrastructure and Land Use 2. Regulatory Framework 3. Funding and Finance 4. Economic and Community Impacts 5. Coastal Resilience
Thank you and Next Steps (Tyler Soleau, CZM)

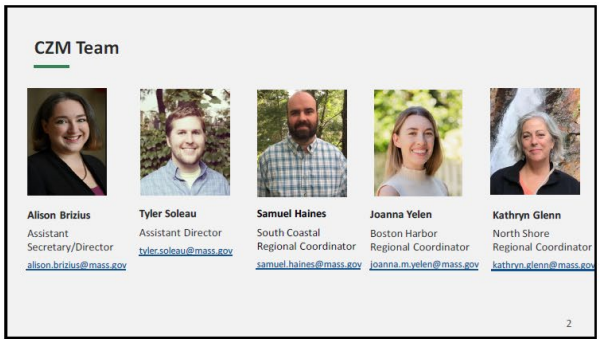
In the facilitated discussion, ERG shared preliminary findings associated with each of the five categories of the DPA assessment. For each set of findings, the following discussion questions guided conversation:

1. *How well did we capture what you said? Is there anything we missed?*
2. *Do you have any recommendations for how we can address these challenges or take advantage of opportunities?*

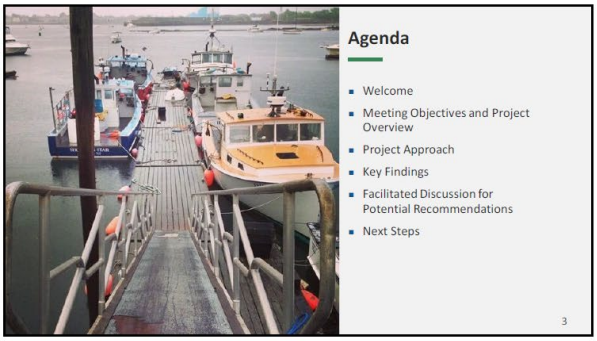
The preliminary findings that were discussed during the meetings can be found in the Powerpoint slides below. Stakeholder feedback that was shared verbally and through the Zoom 'chat' function was compiled and incorporated into updated key findings and recommendations for the final DPA assessment report.



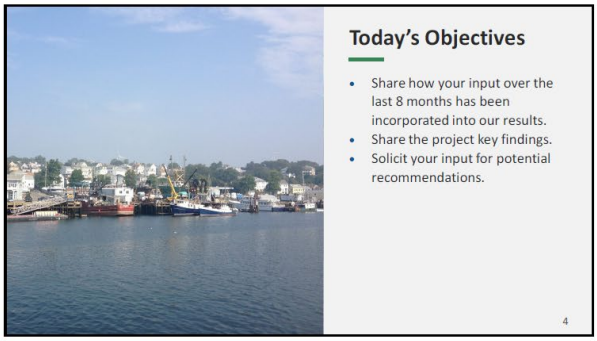
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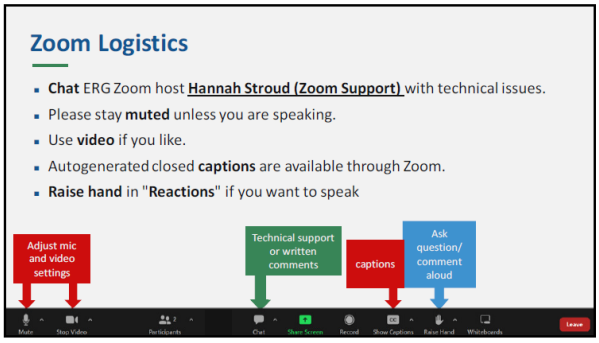
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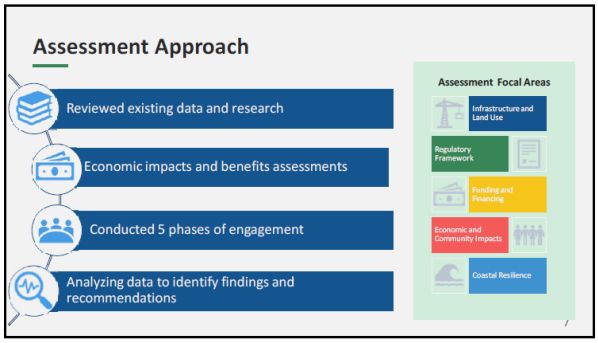
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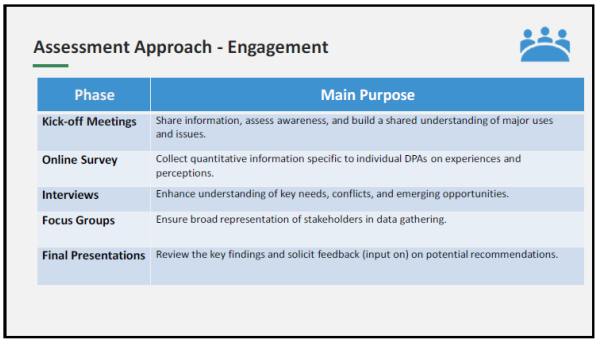
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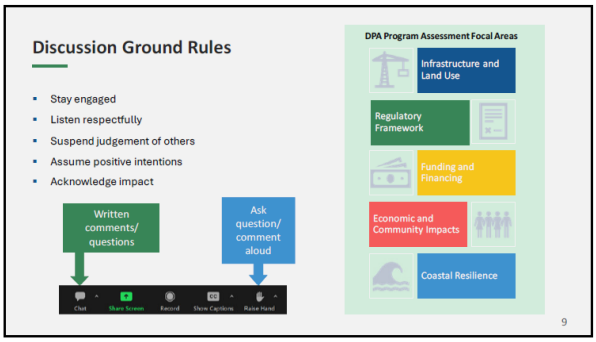
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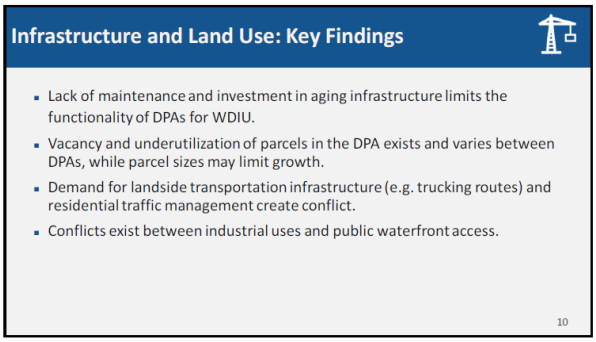
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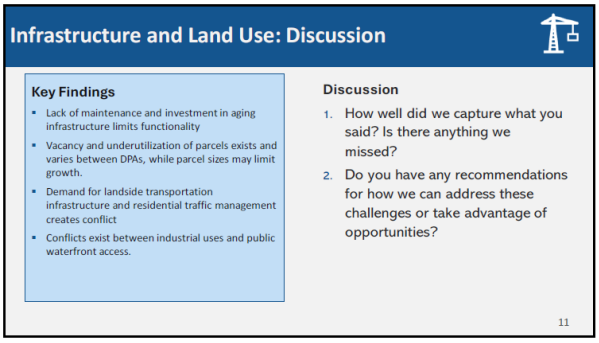
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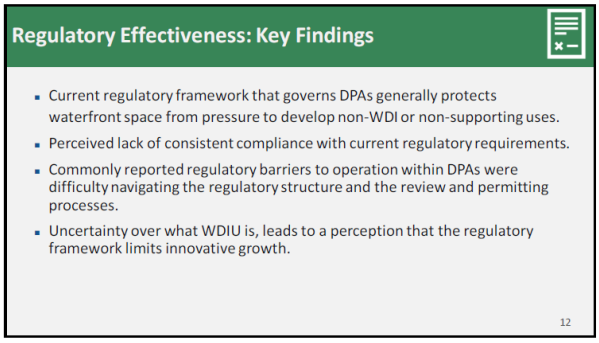
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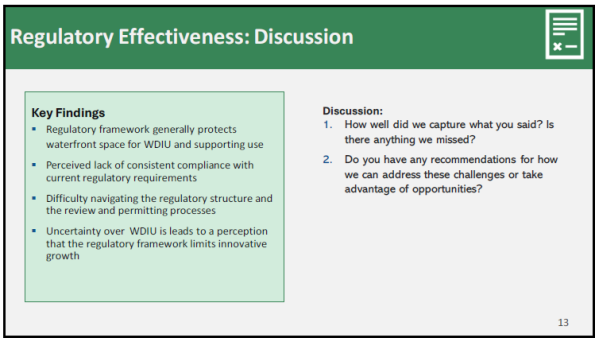
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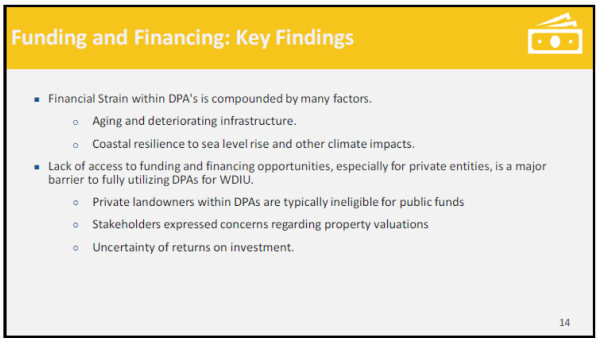
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Funding and Financing: Discussion

Key Findings

- Financial Strain within DPA's is compounded by many factors.
- Lack of access to funding and financing opportunities, especially for private entities, is a major barrier to fully utilizing DPAs for WDIU.

Discussion

1. How well did we capture what you said? Is there anything we missed?
2. Do you have any recommendations for how we can address these challenges?

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Economic and Community Impacts: Key Findings

- DPAs provide local benefits, including jobs, goods, and services.
- DPAs provide related workforce training opportunities, but there is still opportunity to increase access and improve workforce development.
- Growing offshore wind industry and emerging and innovative uses offer potential opportunities for DPA development.
- Conflicts exist between industrial uses and surrounding residential neighborhoods relating to traffic, pollution, and waterfront access.
- Legacy environmental contamination can increase the cost of redevelopment, which can contribute to the issues of vacancy, underutilization, and concerns of surrounding community.

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Economic and Community Impacts : Discussion

Key Findings

- Local benefits include jobs, goods, and services.
- Workforce training opportunities, but there is opportunity to increase access and improve workforce development.
- Emerging and innovative uses offer potential opportunities for DPA development.
- Conflicts exist between industrial uses and surrounding residential neighborhoods relating to traffic, pollution and waterfront access
- Legacy environmental contamination can contribute to the issues of vacancy, underutilization, and concerns of surrounding community.

Discussion

1. How well did we capture what you said? Is there anything we missed?
2. Do you have any recommendations for how we can address these challenges or take advantage of opportunities?

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Coastal Resilience: Key Findings

- Stakeholder expressed concerns on how coastal flooding and sea level rise will impact DPA operations, deteriorating infrastructure, hazardous materials, and adjacent communities.
- Perceived barriers to implementing coastal adaptation interventions include lack of comprehensive planning, lack of financial and technical resources, and regulatory barriers.

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Coastal Resilience: Discussion

Findings

- Concerns on how coastal flooding and sea level rise will impact DPA operations, deteriorating infrastructure, hazardous materials, and adjacent communities.
- Perceived barriers to implementing coastal adaptation interventions include lack of comprehensive planning to address parceled land ownership, lack of financial and technical resources, and regulatory barriers.

Discussion

1. How well did we capture what you said? Is there anything we missed?
2. Do you have any recommendations for how we can address these challenges?

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Next Steps for Project

- Incorporate feedback into recommendations
- Engagement on recommendations and next steps
- Finalize and release DPA Assessment Report

Thank you for joining!



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Appendix C: Summary of Survey Results

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Survey Overview

The following survey results were collected as part of a comprehensive assessment of Massachusetts' Designated Port Area (DPA) Program. The online survey was designed to gather diverse stakeholder feedback on barriers and opportunities within each of Massachusetts' DPAs (Gloucester Inner Harbor, Salem Harbor, Lynn, Mystic River, Chelsea Creek, East Boston, South Boston, Weymouth Fore River, New Bedford-Fairhaven, and Mount Hope Bay) across four categories of analysis (program effectiveness, economic impact, community and local impact, and climate change resiliency). The survey was administered through an online survey platform (Qualtrics) from November 20th to December 15th 2023. It was sent by email to over 400 recipients identified as key stakeholders representative of all ten DPAs and inclusive of businesses, government agencies, and community-based organizations.

Summary Statistics

Table C-1 Summary Statistics of Survey Respondents

Description	Result
Total Survey Respondents	153
Completion Rate*	52% (81/153)
Multiple DPA Affiliations	27.5% (30% for those who completed the survey)

**Completion Rate is defined as the number of people who reached the end of the survey divided by the number of people who started the survey.*

Respondent Demographics

Table C-2 Operation Duration Within the DPA

Operation Duration (Years)	Number of Businesses/Organizations	Percentage
0-5	13	22.4%
6-10	3	5.2%
11-20	8	13.8%
21-30	10	17.2%
30+	24	41.4%

Figure C-1 Number of Respondents per DPA.

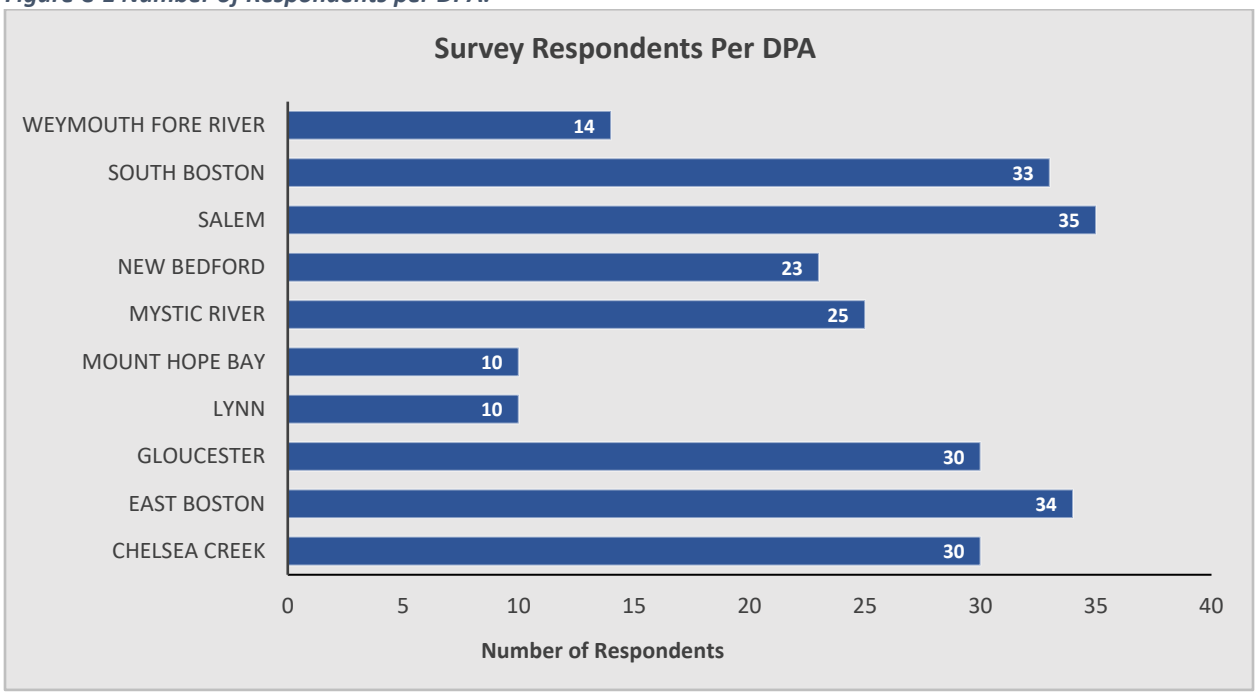


Figure C-2 Affiliation of Respondents as it Relates to the DPA(s)

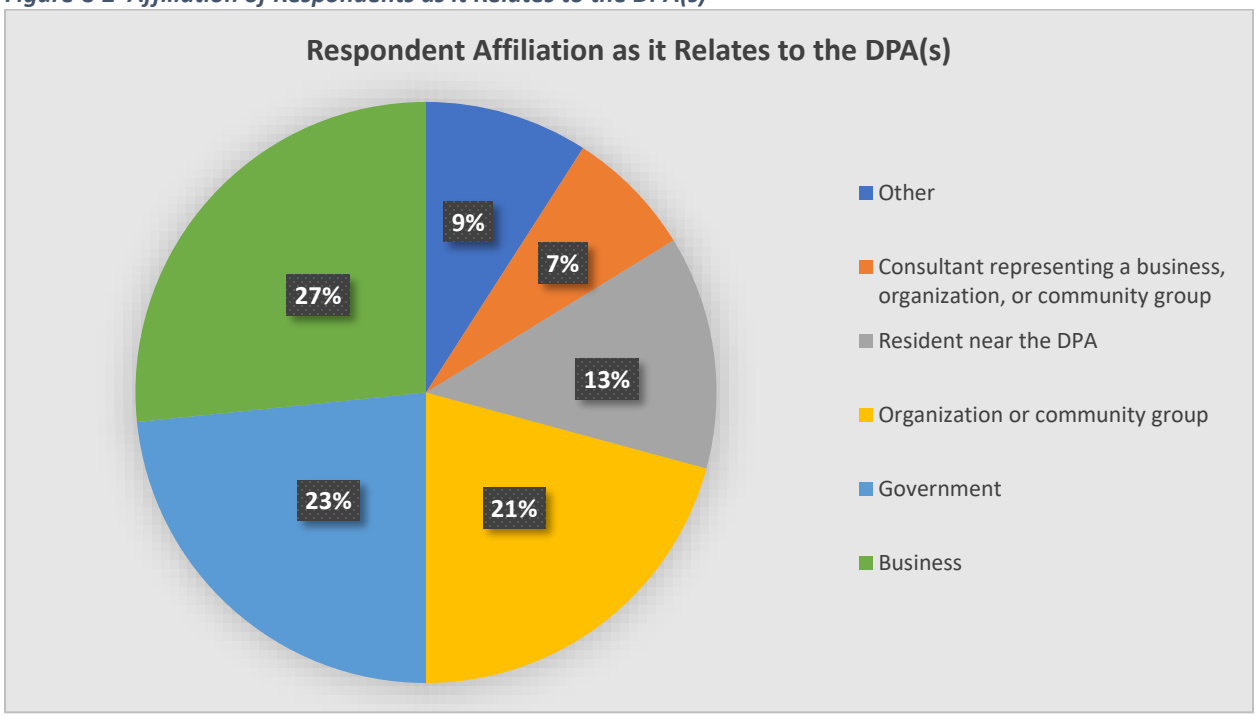


Figure C-3 Types of Businesses/Organizations Represented by Respondents

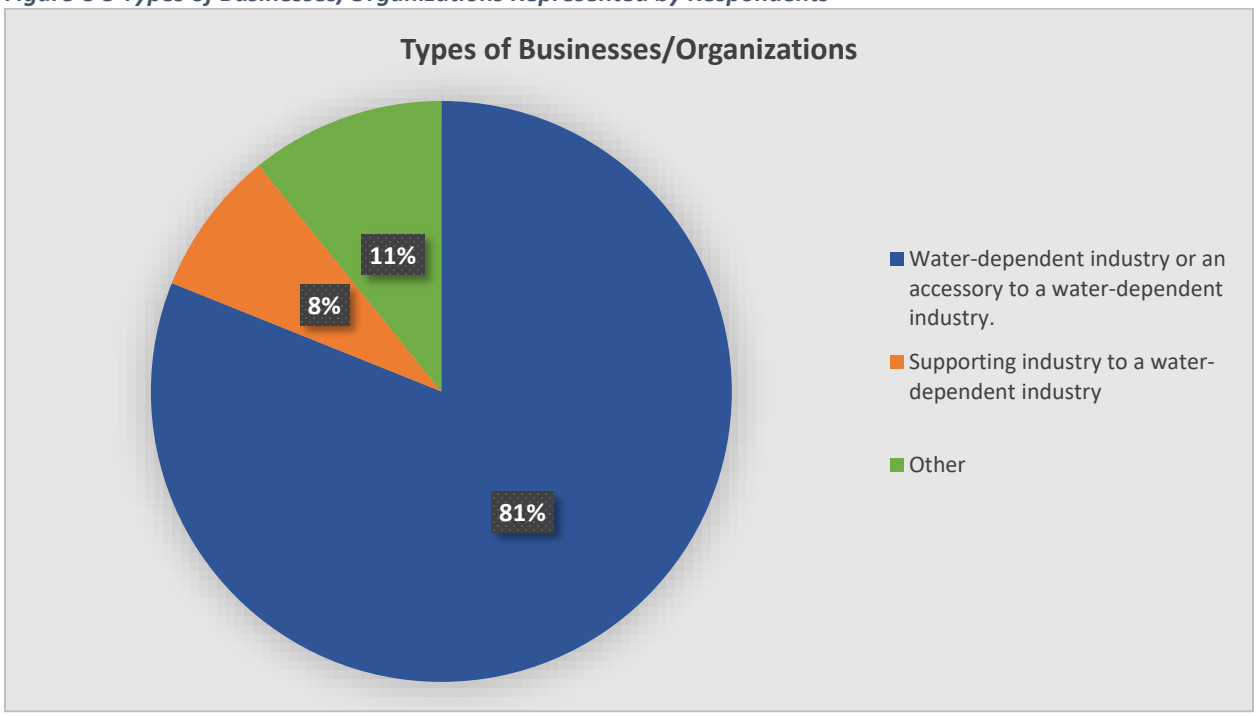
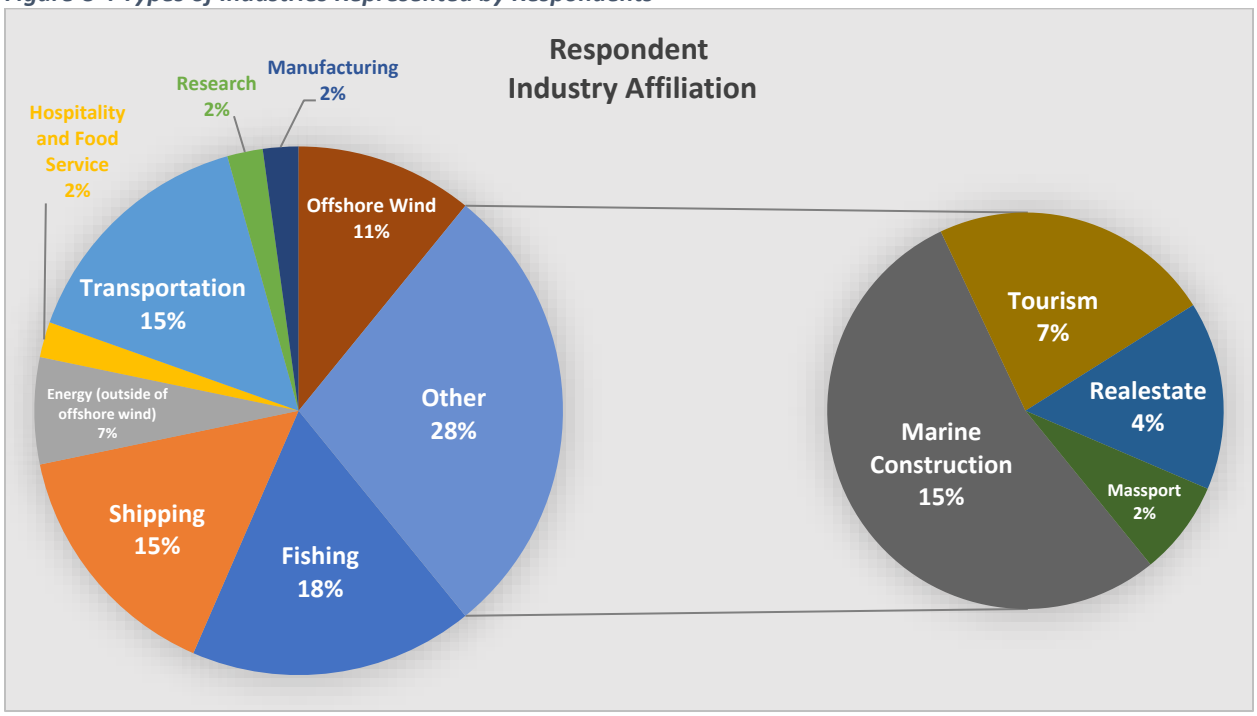


Figure C-4 Types of Industries Represented by Respondents



Program Effectiveness, Barriers, and Opportunities

Figure C-5 Average Agreement Level Regarding DPA Underutilization (by DPA)

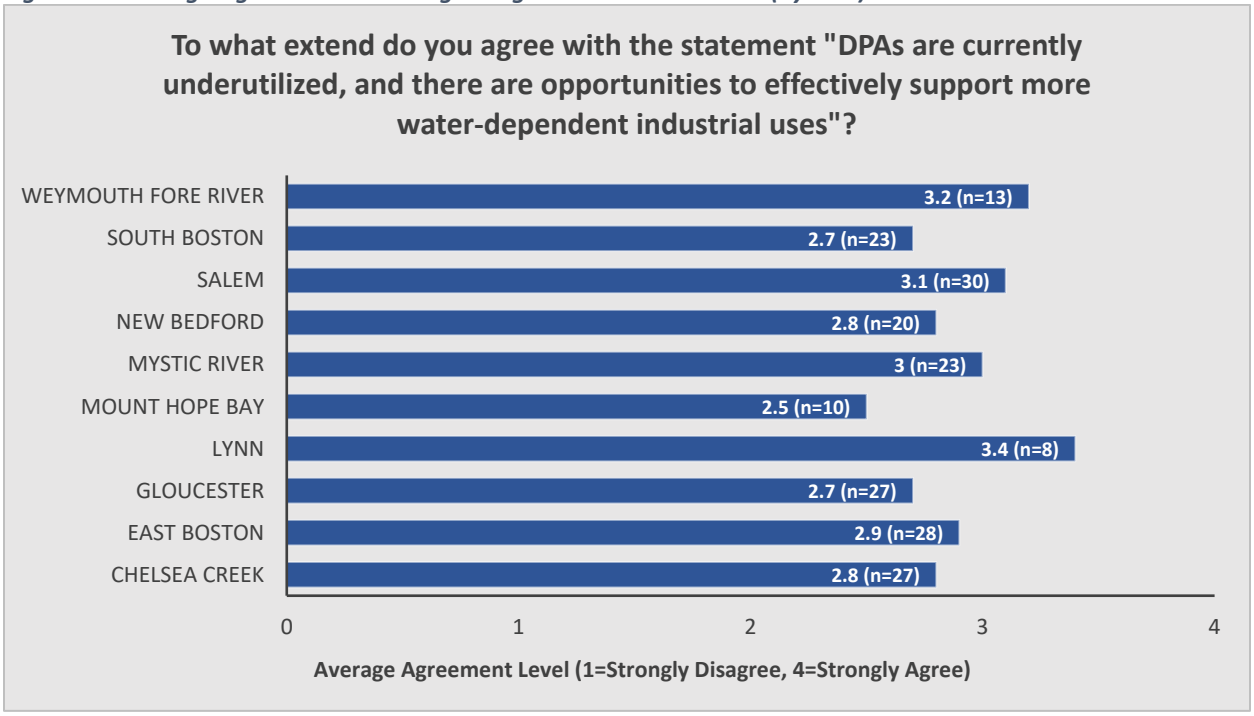


Figure C-6 Distribution of Agreement Level Regarding DPA Underutilization (by DPA)

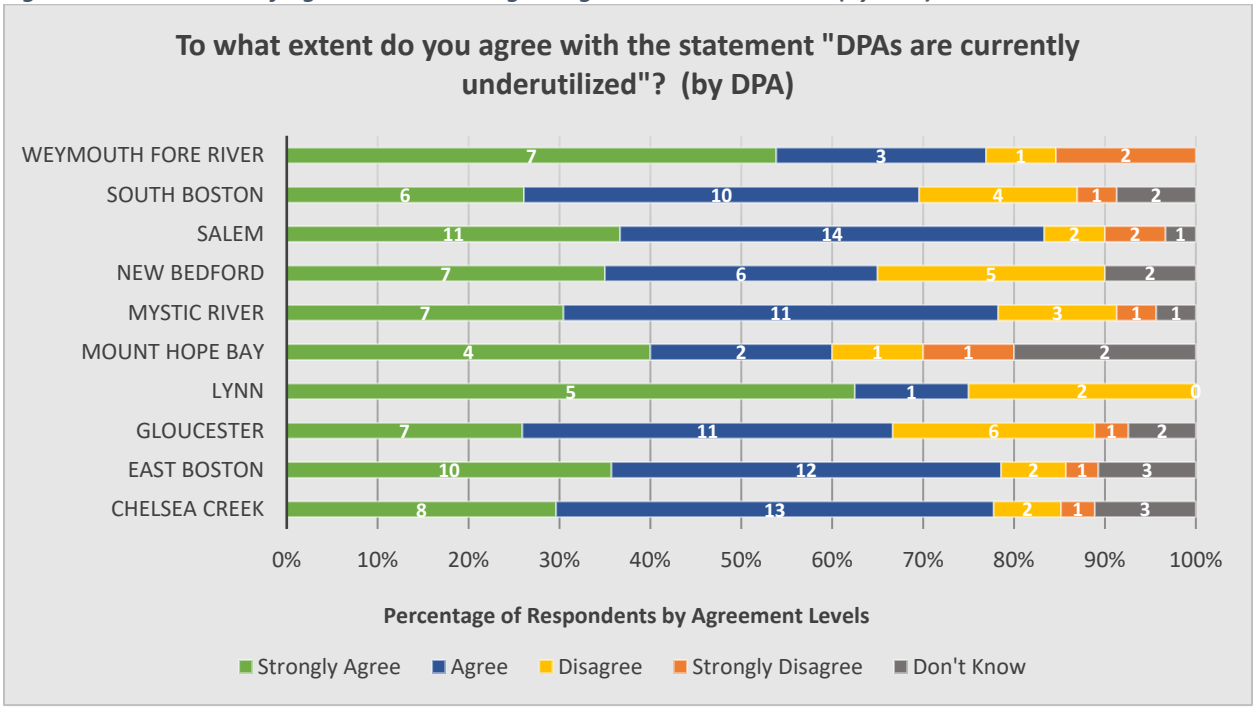


Figure C-7 Selected responses of DPAs to the question: "What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?"

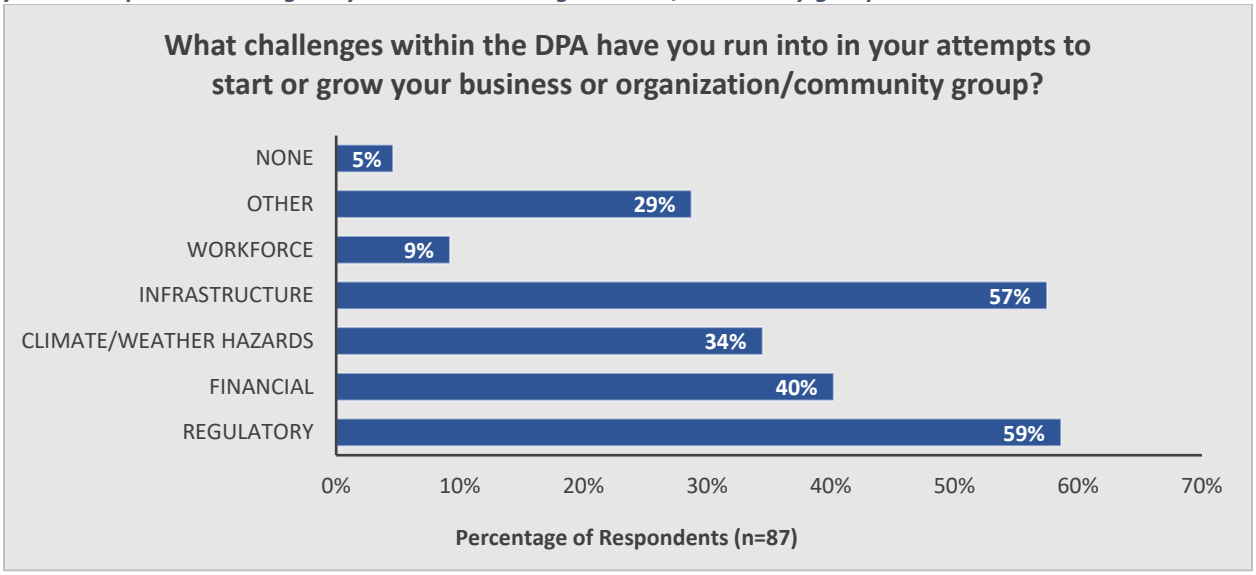


Figure C-8 Percentage of Respondents who Picked "Regulatory Challenges" as an answer to the question: "What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?" (by DPA)

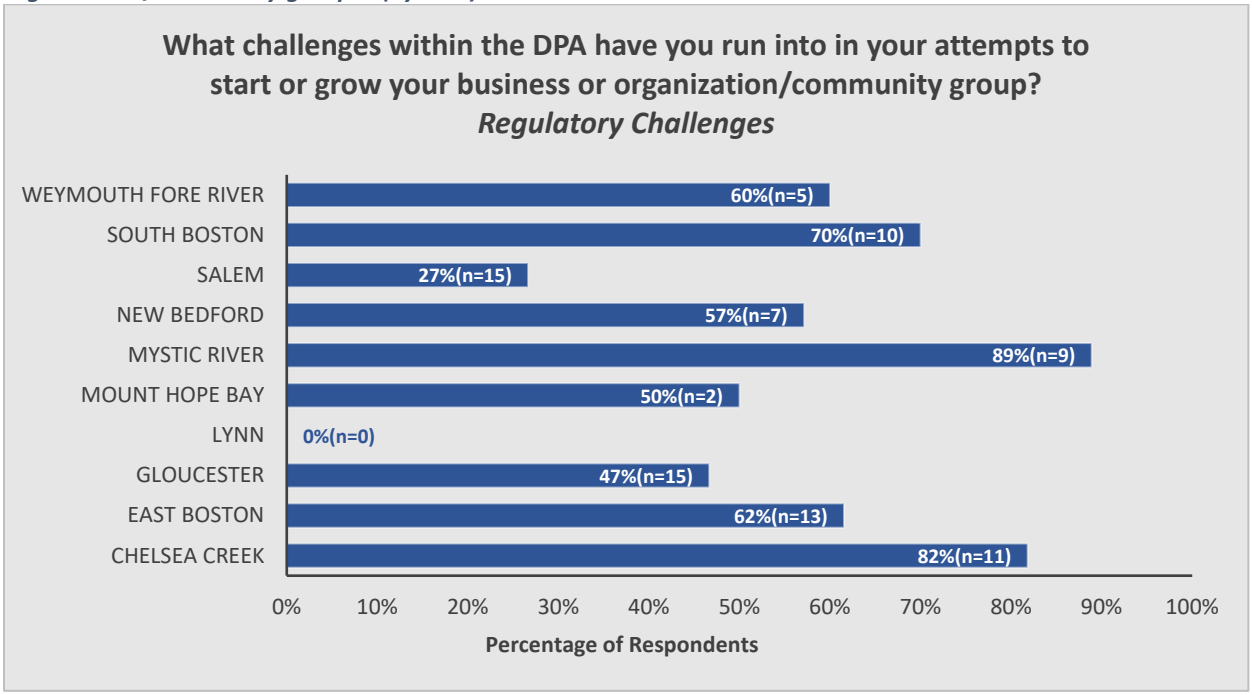


Figure C-9 Percentage of Respondents who Picked "Financial Challenges" as an answer to the question: "What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?" (by DPA)

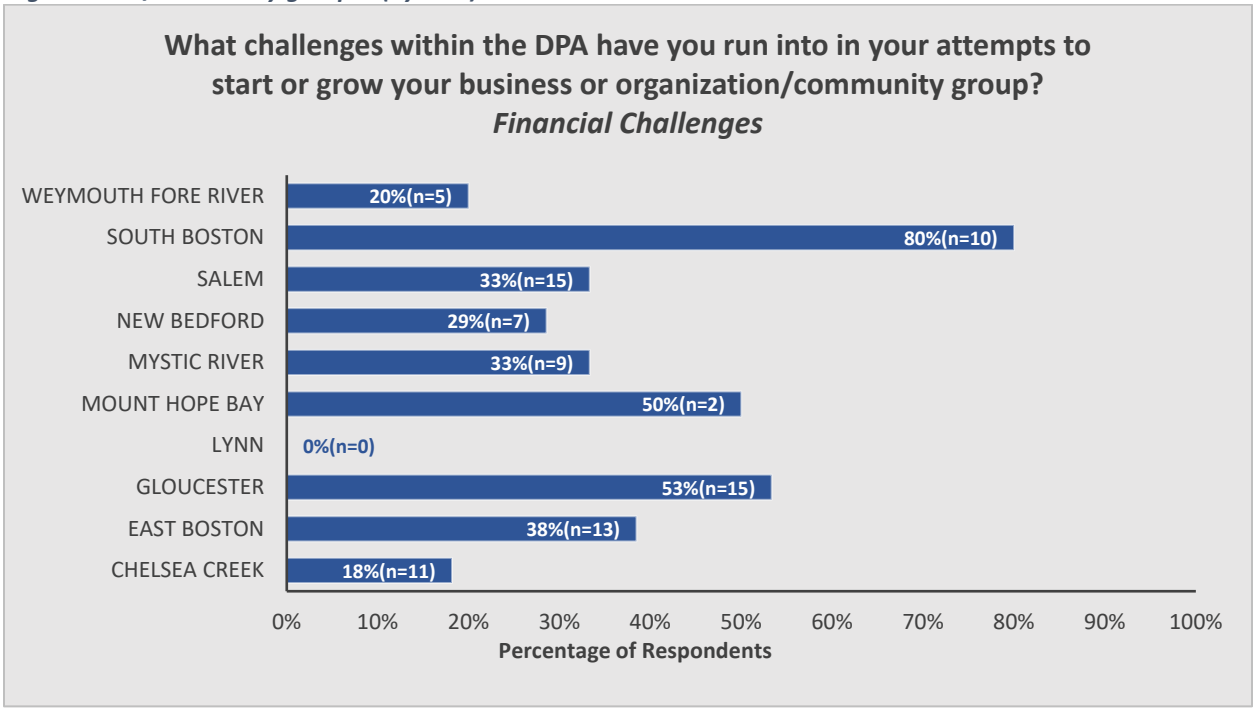


Figure C-10 Percentage of Respondents who Picked "Climate/Weather Challenges" as an answer to the question: "What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?" (by DPA)

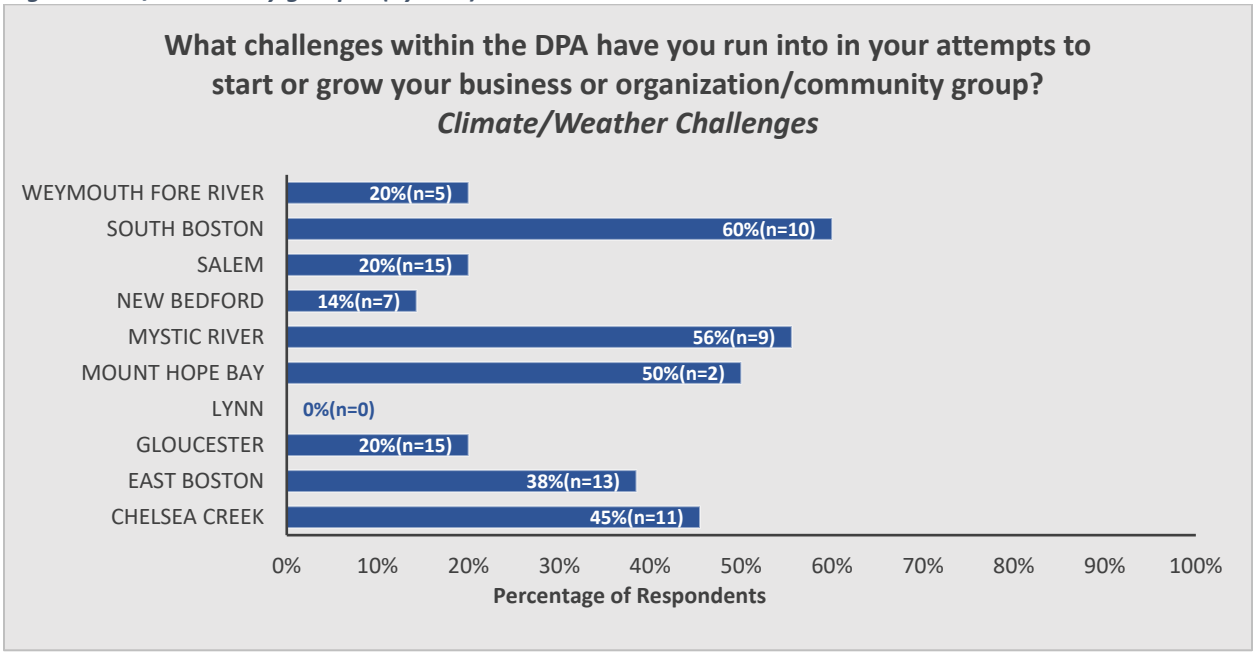


Figure C-11 Percentage of Respondents who Picked "Infrastructure Challenges" as an answer to the question: "What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?" (by DPA)

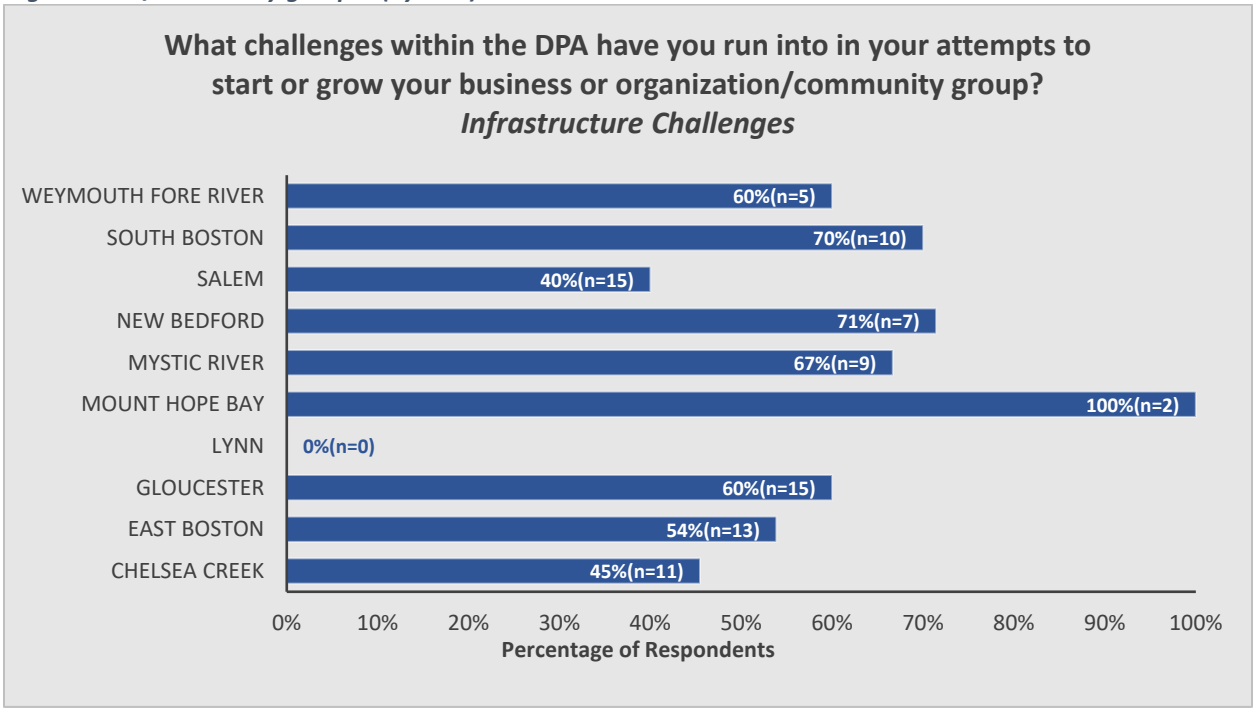


Figure C-12 Percentage of Respondents who Picked "Workforce Challenges" as an answer to the question: "What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?" (by DPA)

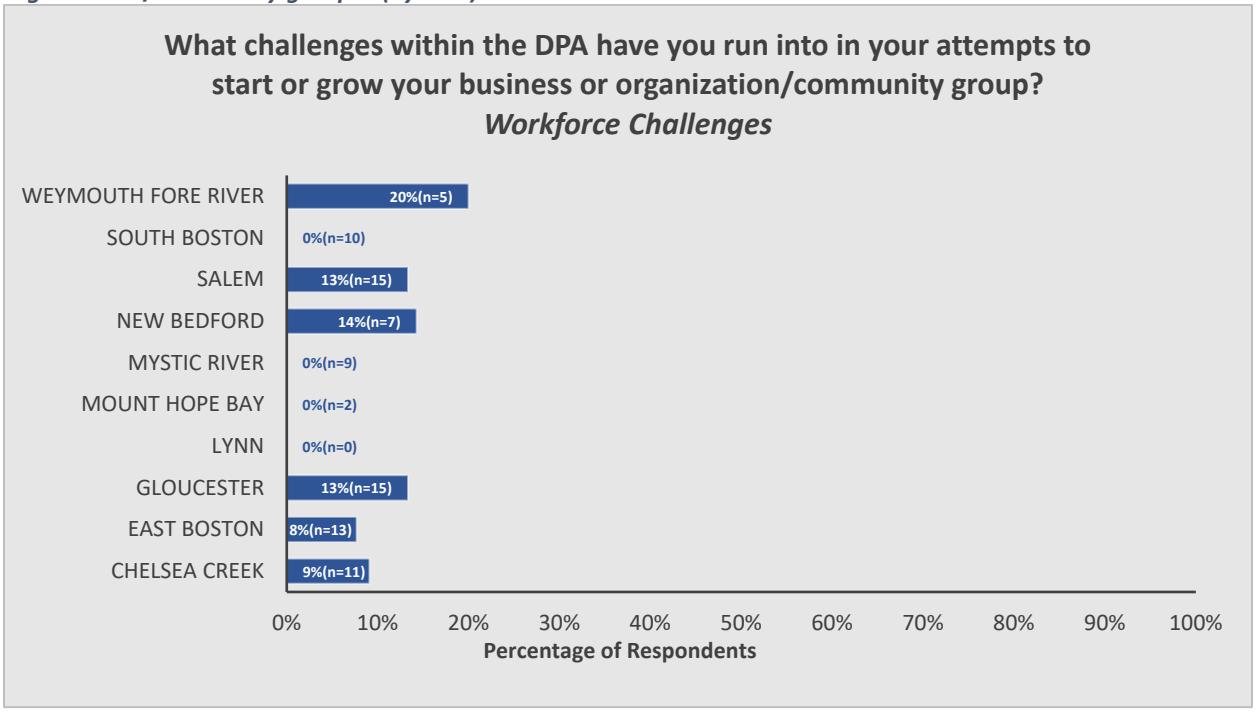


Figure C-13 Selected responses to the question: "What DPA infrastructure does your business or organization/community group depend on?"

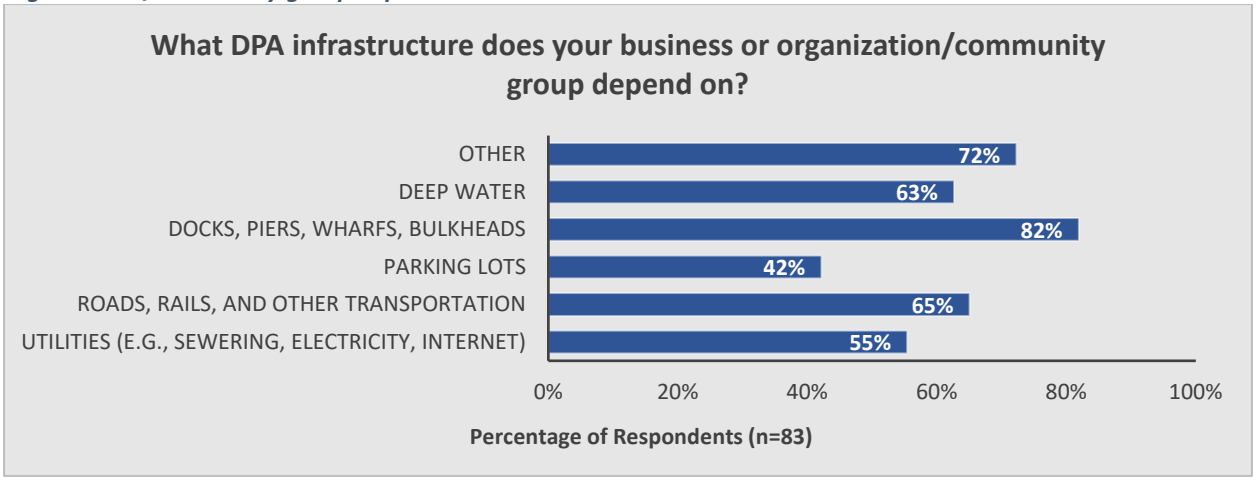


Figure C-14 Percentage of Respondents that selected "Utilities (e.g. sewering, electricity, internet)" as DPA Infrastructure that they depend on (by DPA)

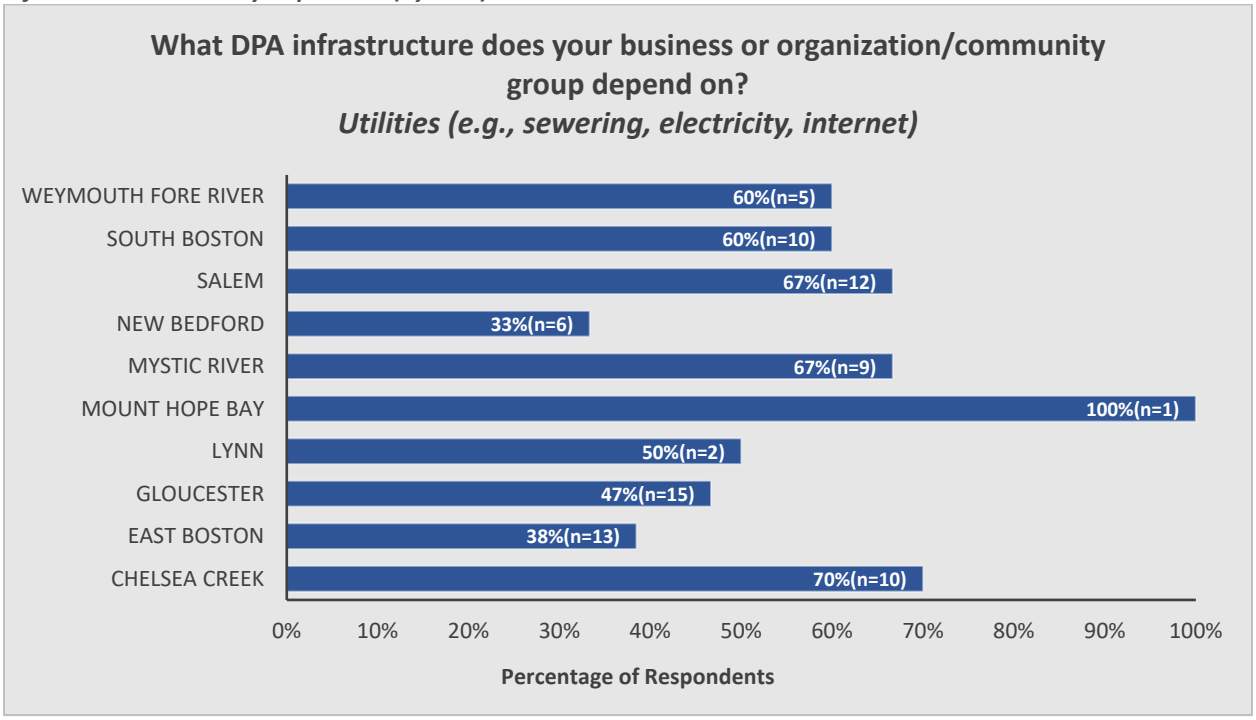


Figure C-15 Percentage of Respondents that selected "Roads, rails, and other transportation" as DPA Infrastructure that they depend on (by DPA)

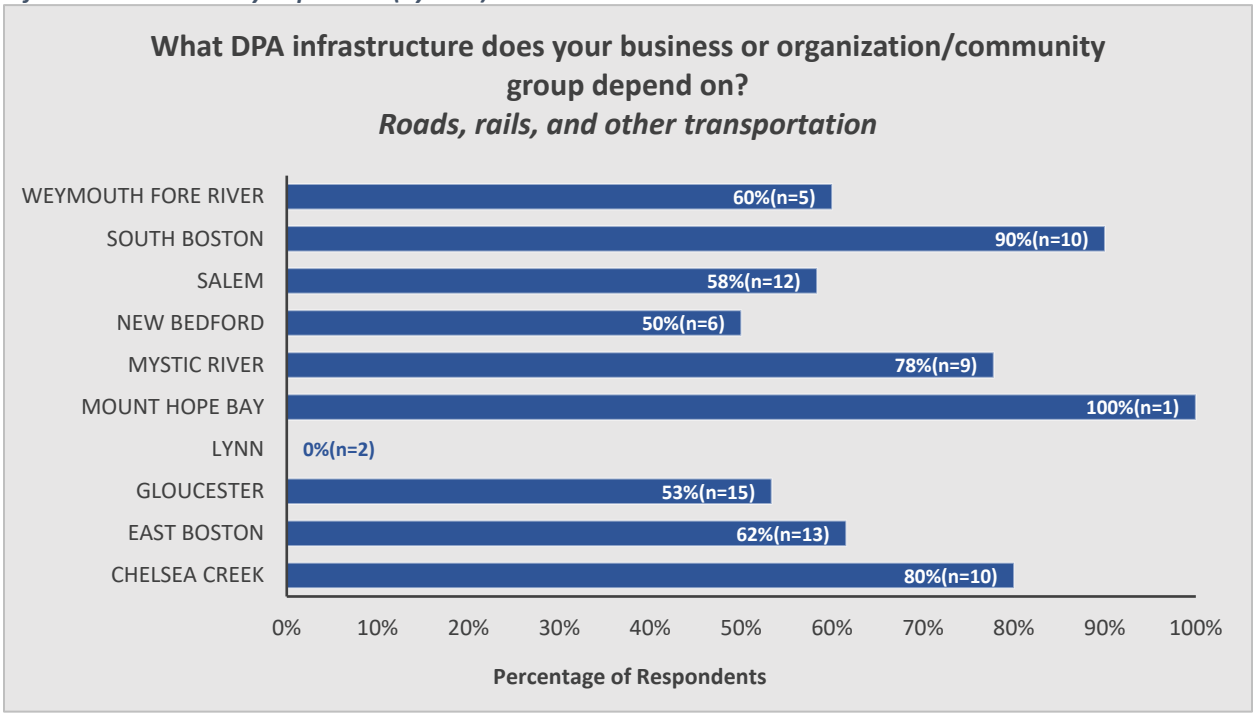


Figure C-16 Percentage of Respondents that selected "Parking lots" as DPA Infrastructure that they depend on (by DPA)

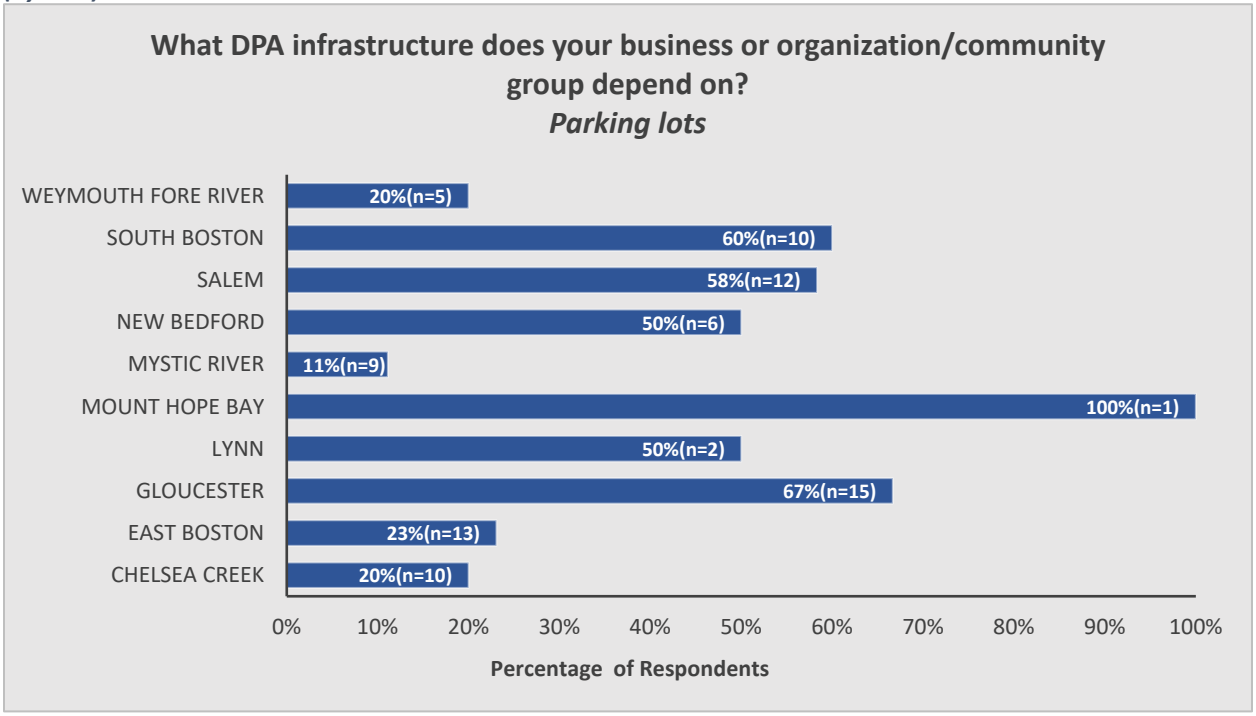


Figure C-17 Percentage of Respondents that selected "Docks, piers, wharfs, bulkheads" as DPA Infrastructure that they depend on (by DPA)

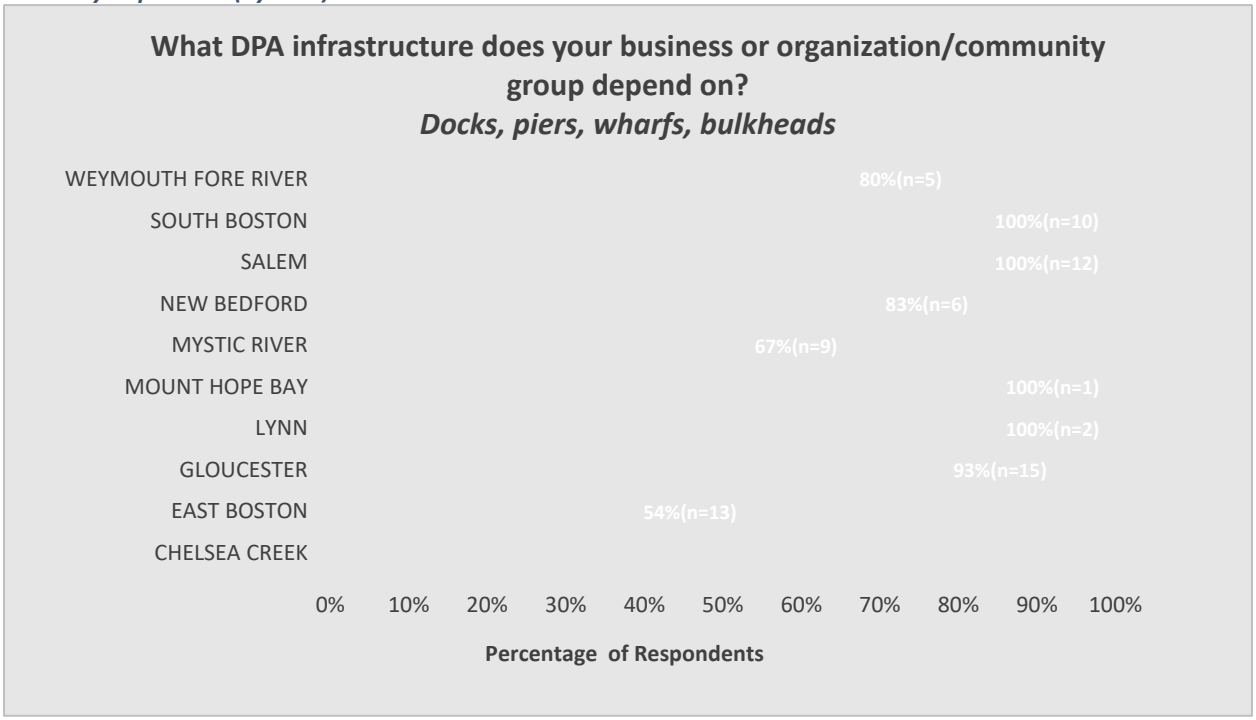


Figure C-18 Percentage of Respondents that selected "Deep water" as DPA Infrastructure that they depend on (by DPA)

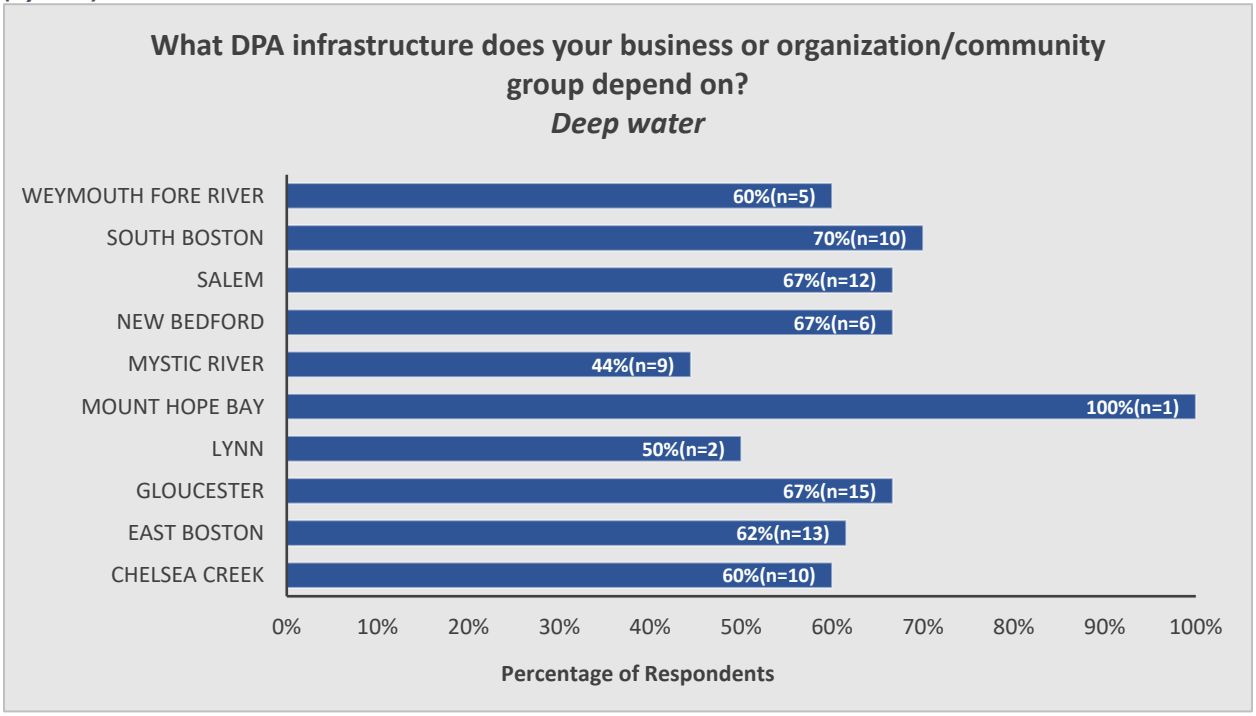


Figure C-19 Percentage of Respondents that selected "Other" as DPA Infrastructure that they depend on (by DPA)

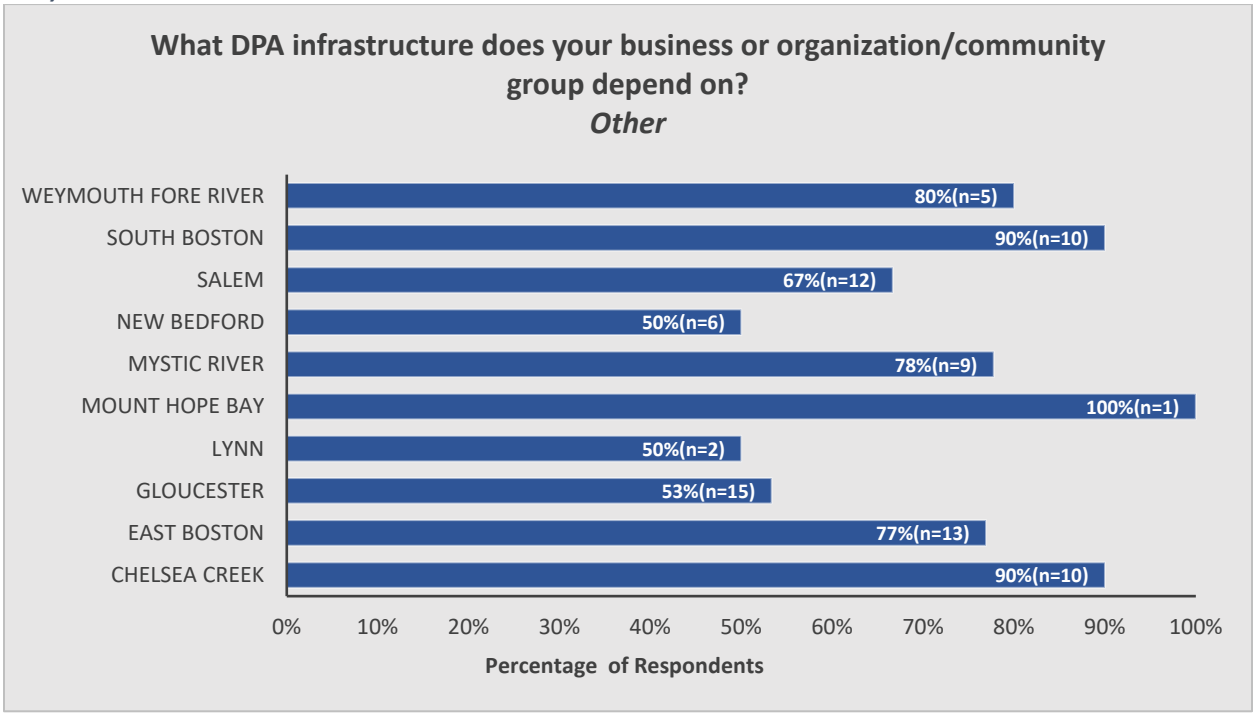


Figure C-20 Perceptions of DPA Infrastructure Functionality

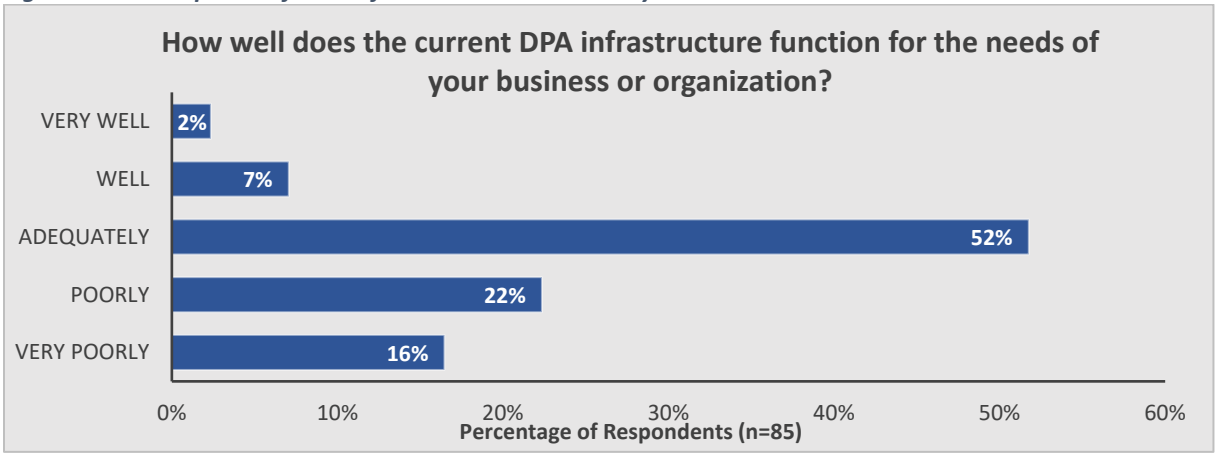
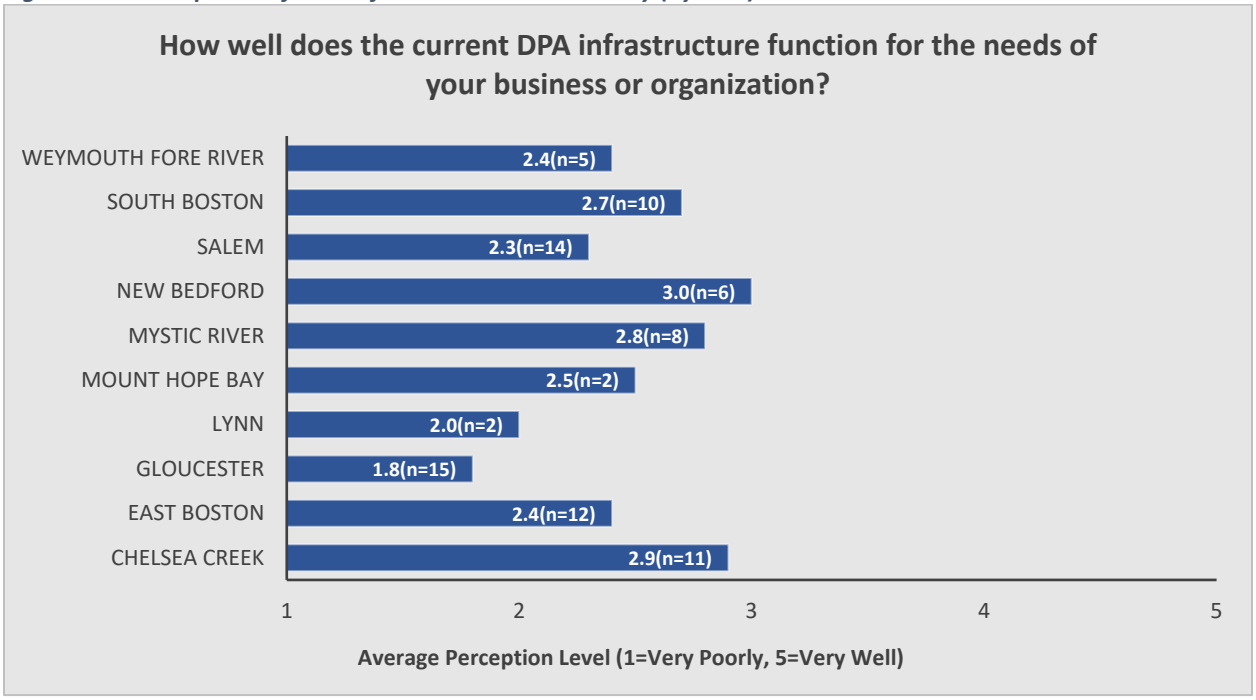


Figure C-21 Perceptions of DPA Infrastructure Functionality (by DPA)



Community and Local Impacts

Figure C-22 Perceptions of DPA Impact on Surrounding Community (by DPA)

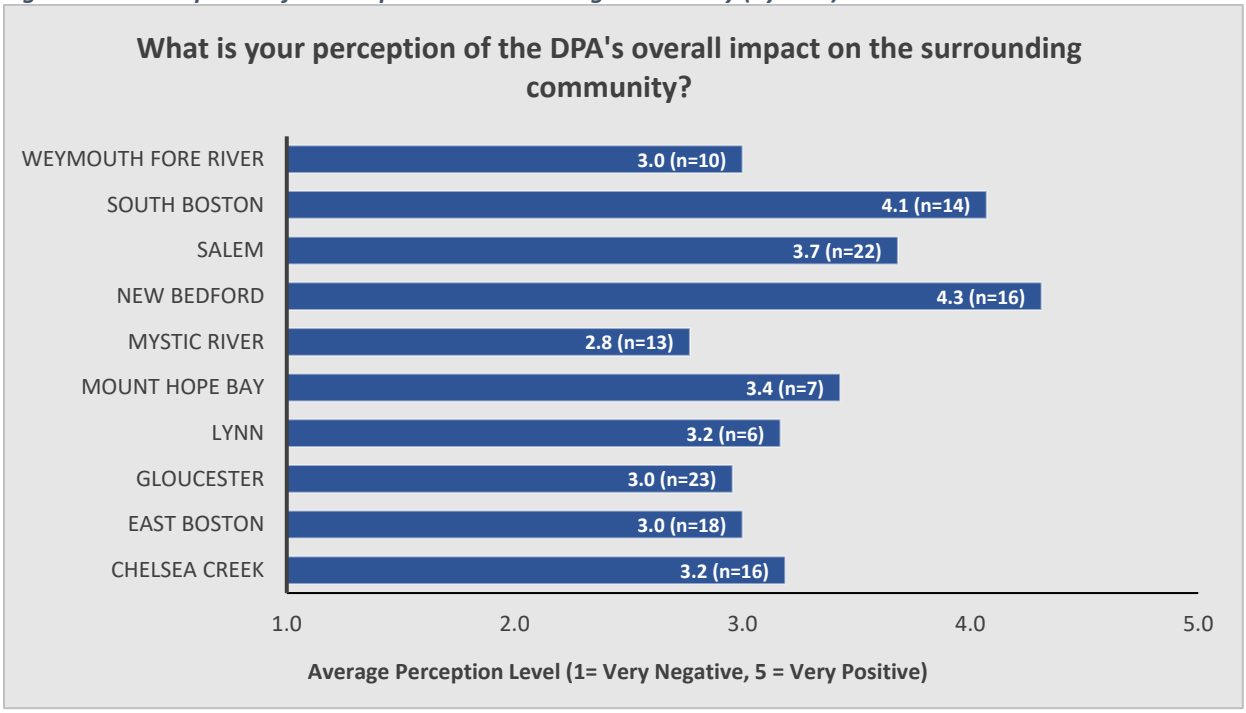


Figure C-23 Number of Respondents that Selected "Public Access" as an Existing, Water Access and Land Use Related Conflict (by DPA)

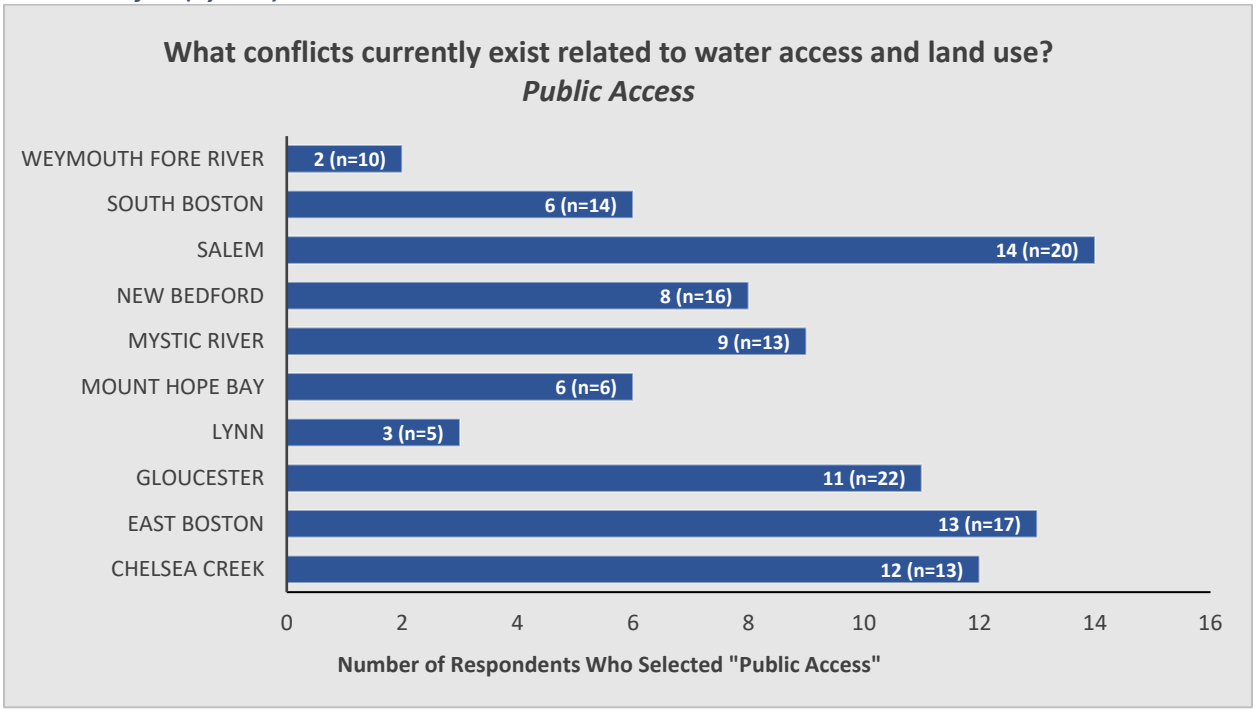


Figure C-24 Number of Respondents that Selected "Navigational Conflicts" as an Existing, Water Access and Land Use Related Conflict (by DPA)

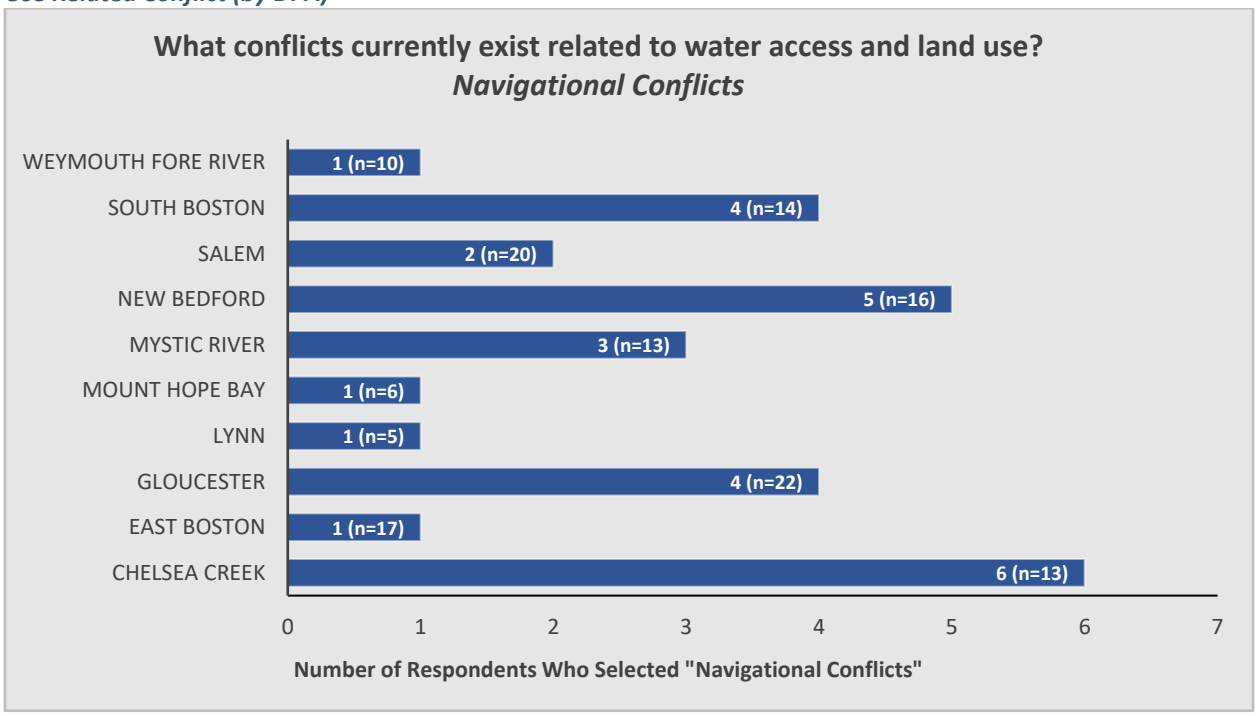


Figure C-25 Number of Respondents that Selected "Competition for Berthing or Docking" as an Existing, Water Access and Land Use Related Conflict (by DPA)

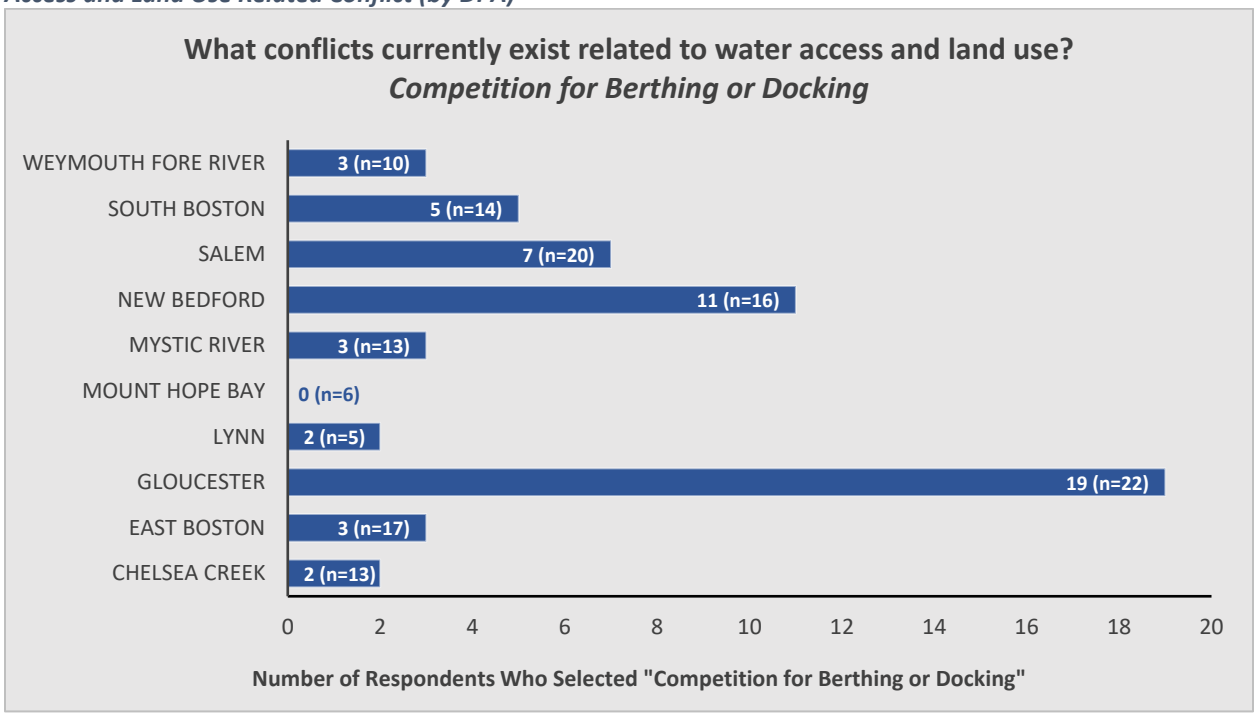


Figure C-26 Number of Respondents that Selected "Transportation Conflicts" as an Existing, Water Access and Land Use Related Conflict (by DPA)

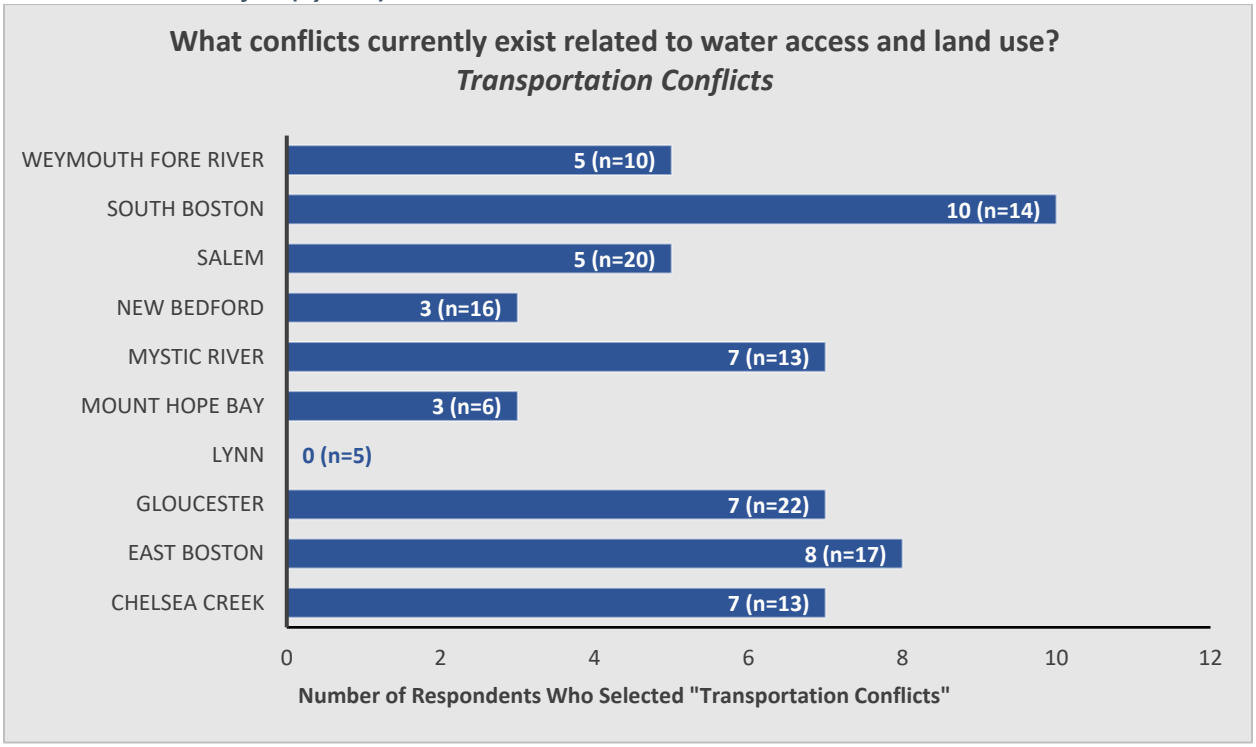


Figure C-27 Agreement Levels Regarding the Statement "The DPA provides a direct, sustained economic benefit to the nearby community" (by DPA)

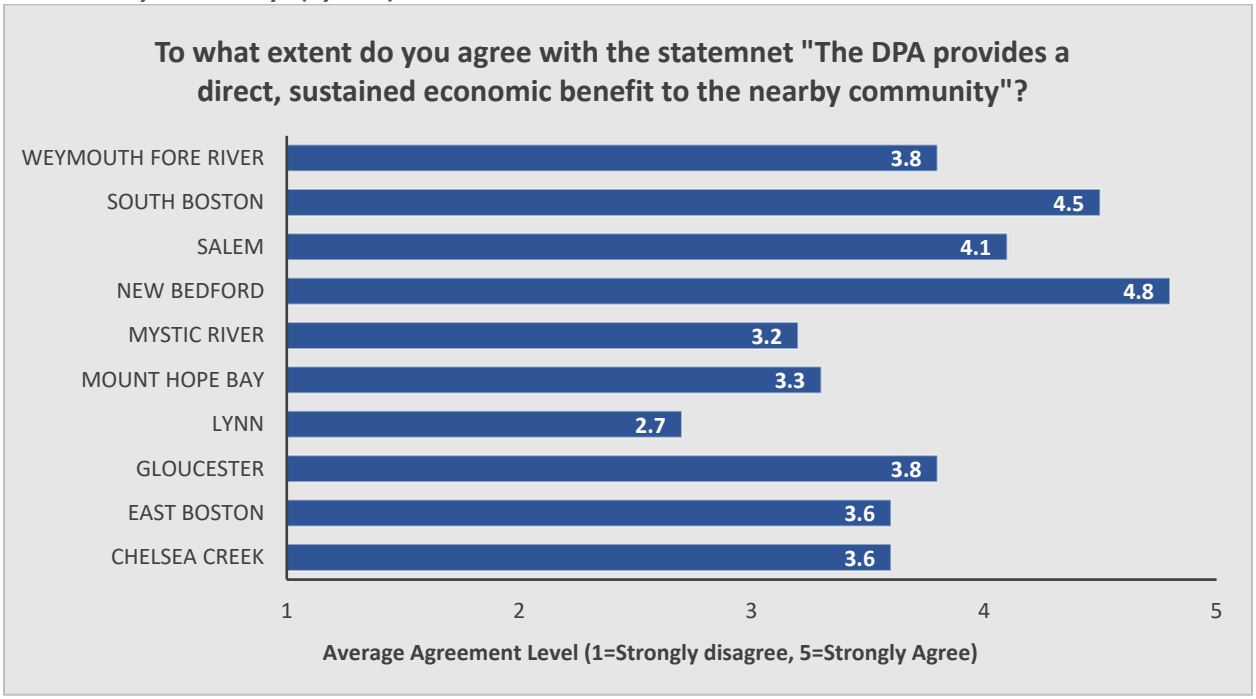


Figure C-28 Agreement Levels Regarding the Statement "The DPA provides a direct, sustained economic benefit to the nearby community" (Resident vs Non-Resident)

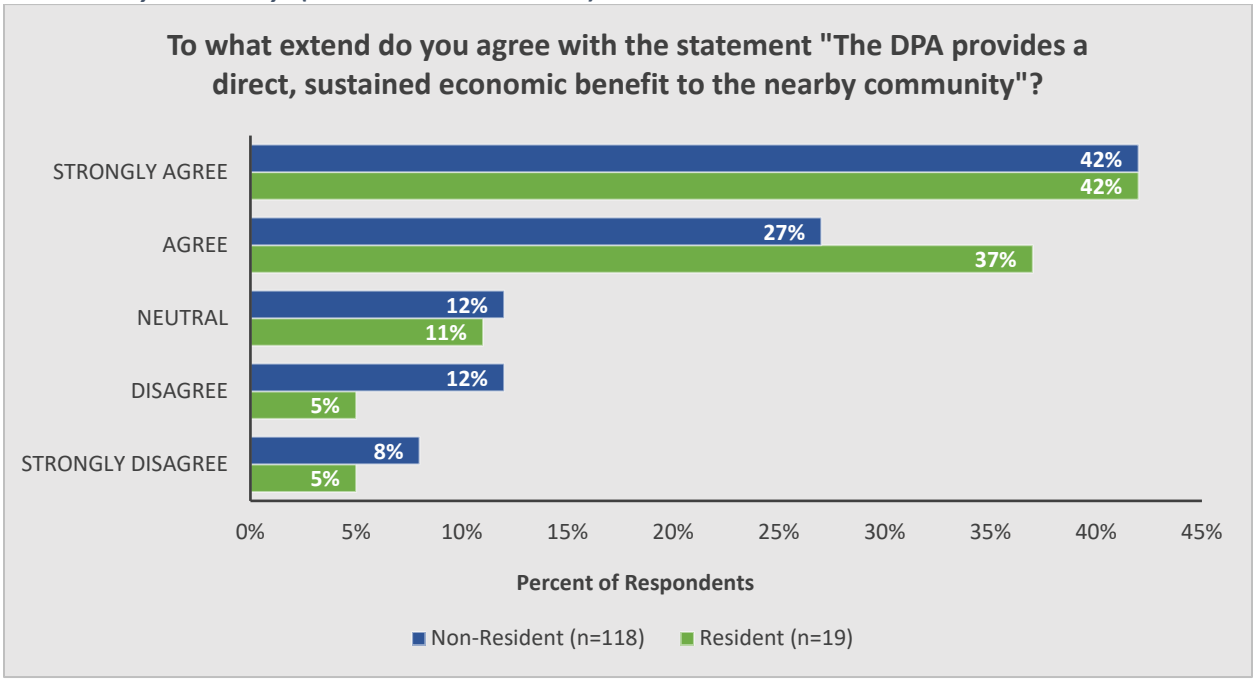


Figure C-29 Agreement Levels Regarding the Statement "The DPA provides local job opportunities" (by DPA)

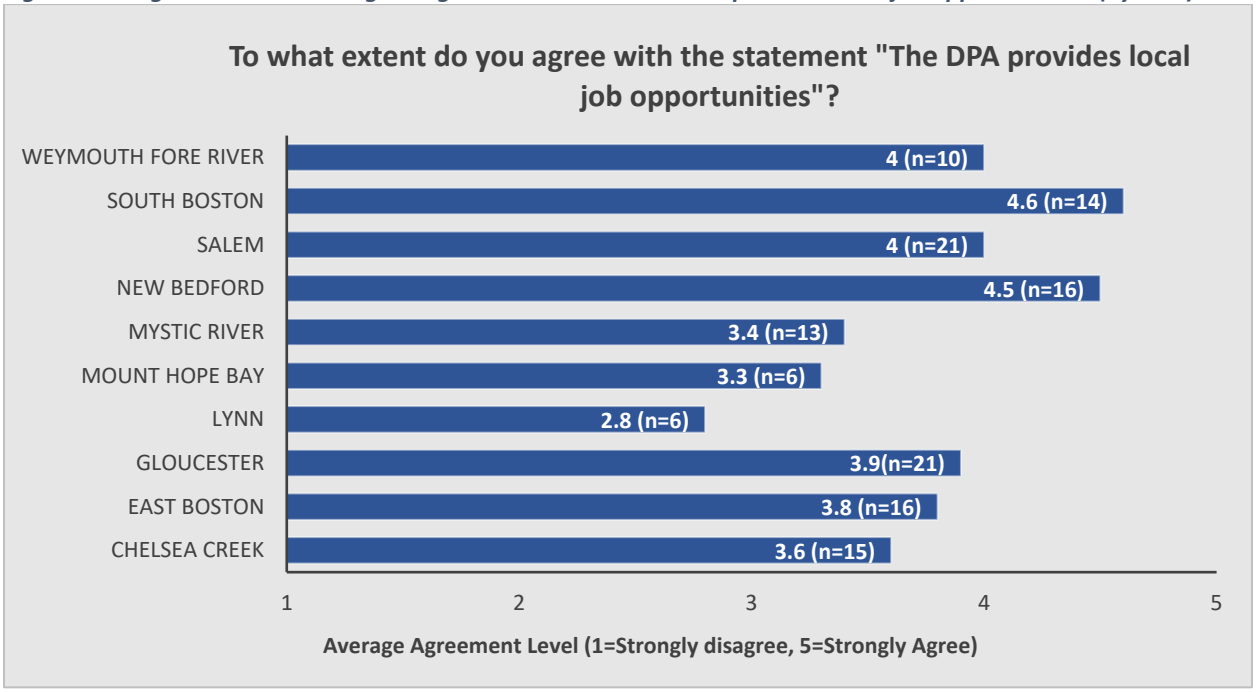


Figure C-30 Agreement Levels Regarding the Statement "The DPA provides local job opportunities" (disaggregated by Resident or Non-Resident)

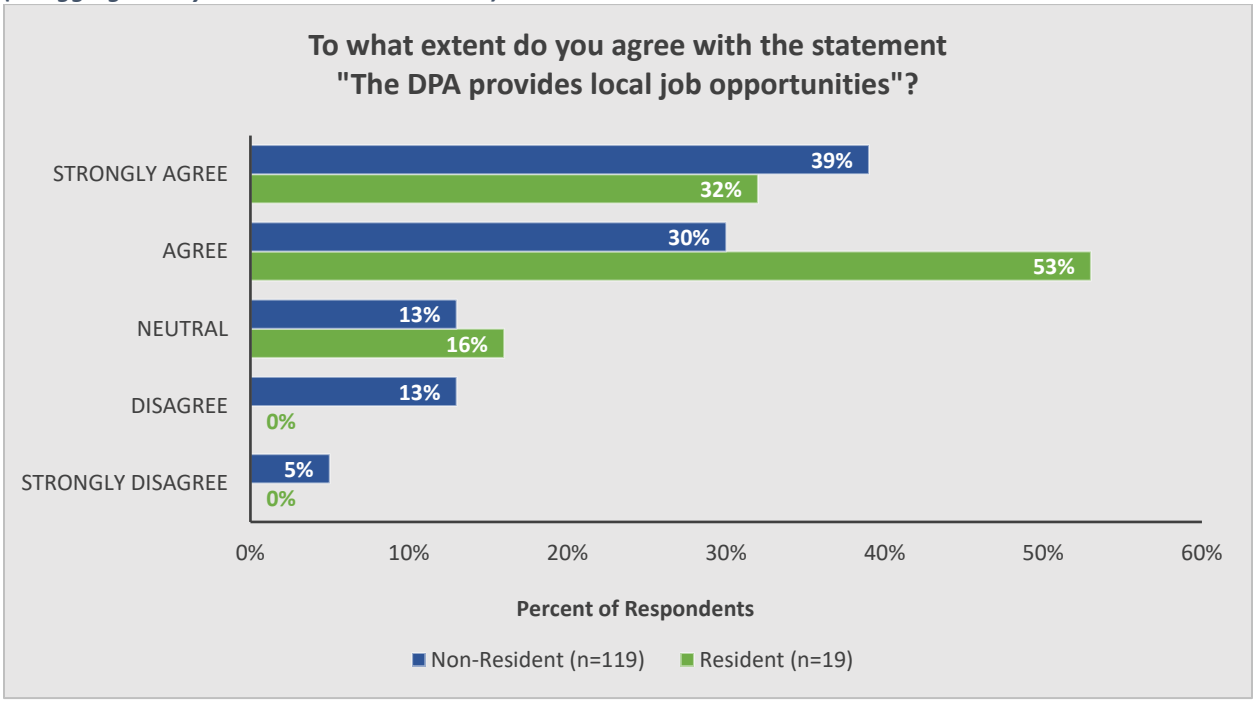


Figure C-31 Agreement Levels Regarding the Statement "The DPA is culturally important to the surrounding community" (by DPA)

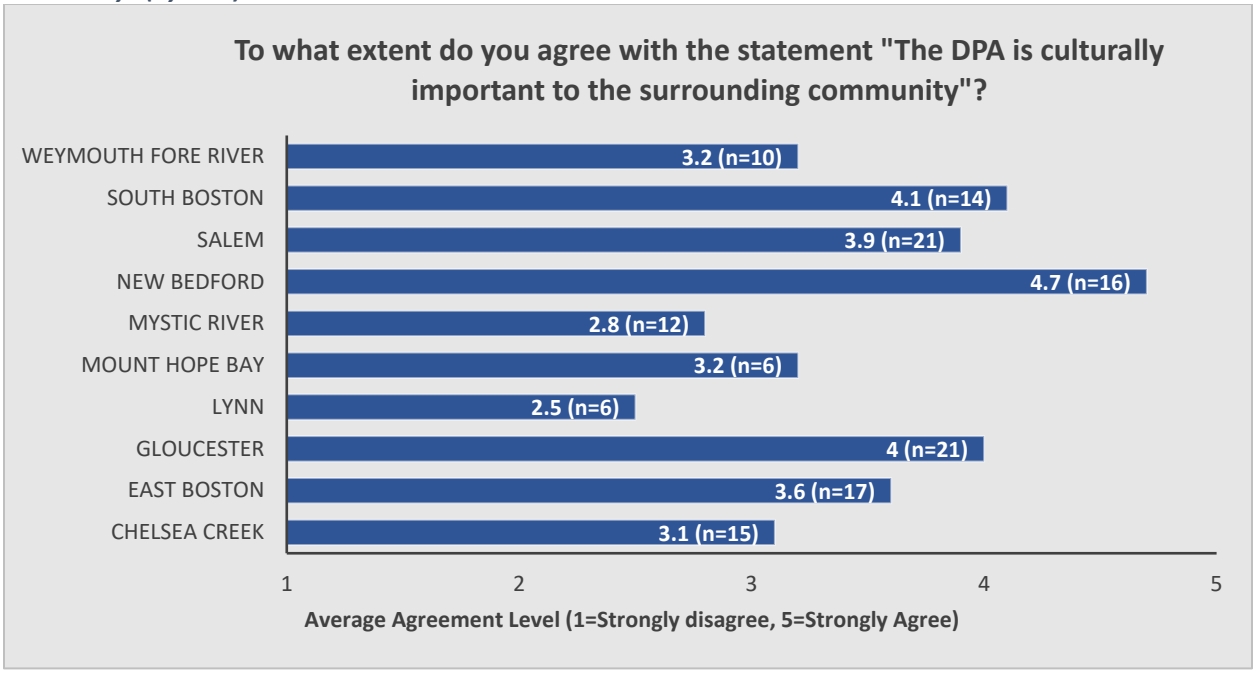


Figure C-32 Agreement Levels Regarding the Statement "The DPA is culturally important to the surrounding community" (Resident vs Non-Resident)

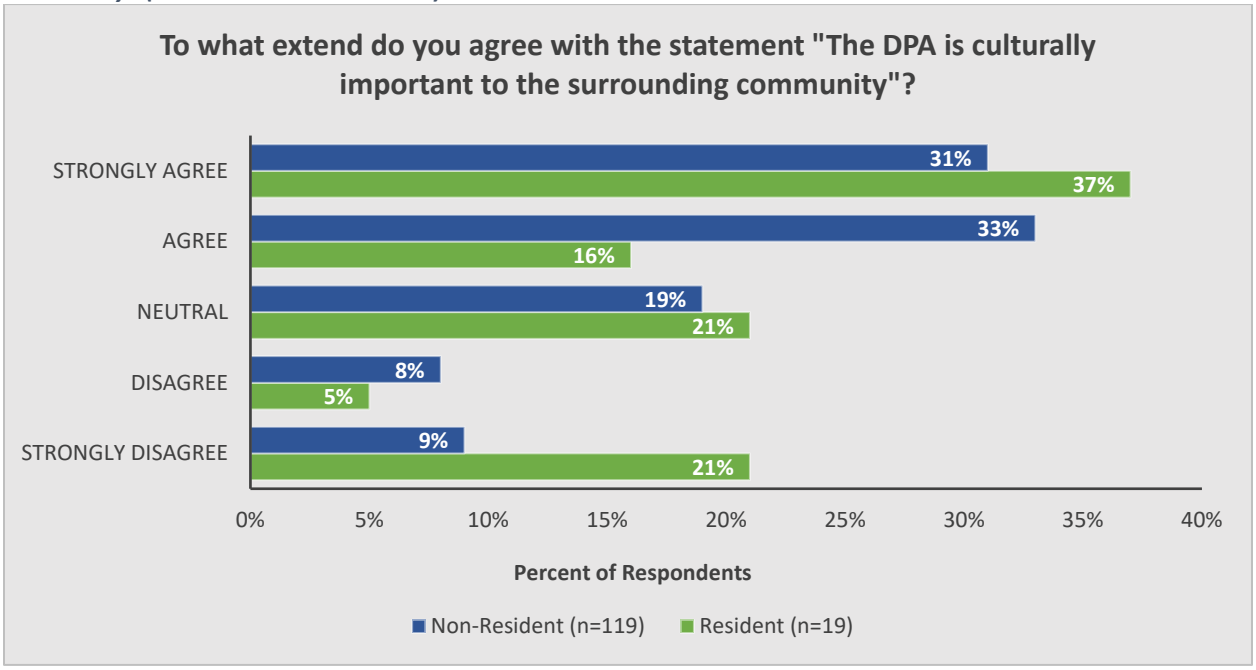


Figure C-33 Agreement Levels Regarding the Statement "The DPA The DPA provides local goods and services to the surrounding community" (by DPA)

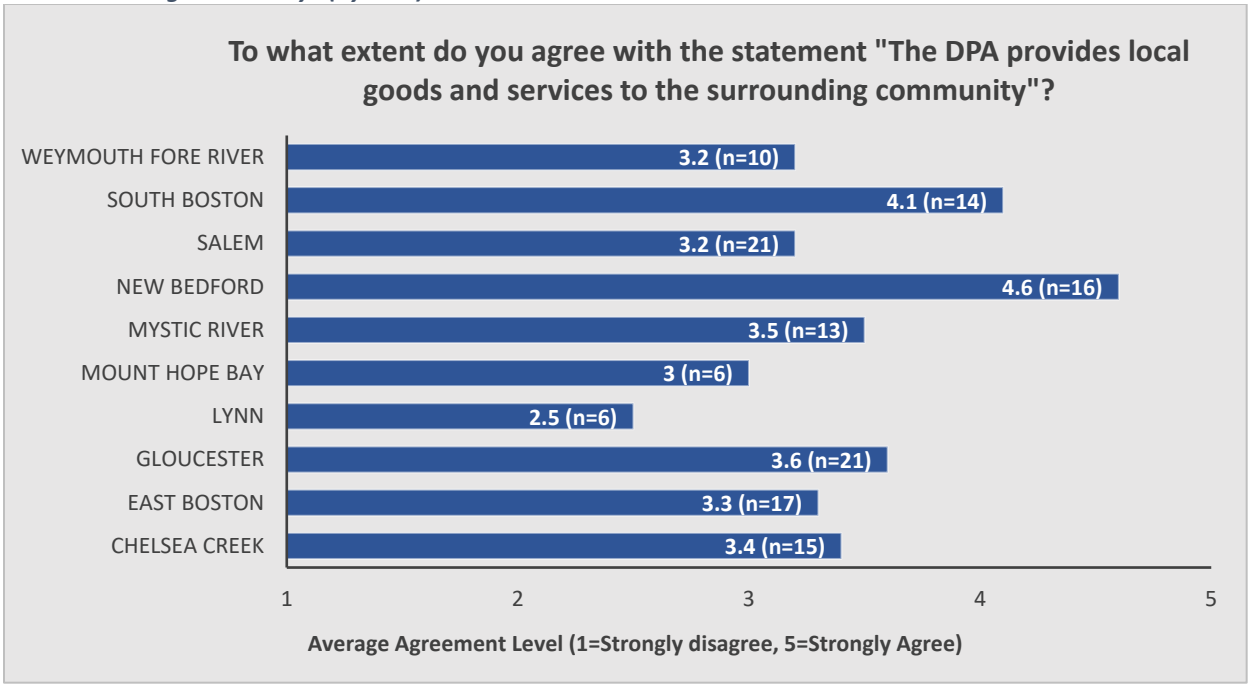


Figure C-34 Agreement Levels Regarding the Statement "The DPA The DPA provides local goods and services to the surrounding community" (Resident vs Non-Resident)

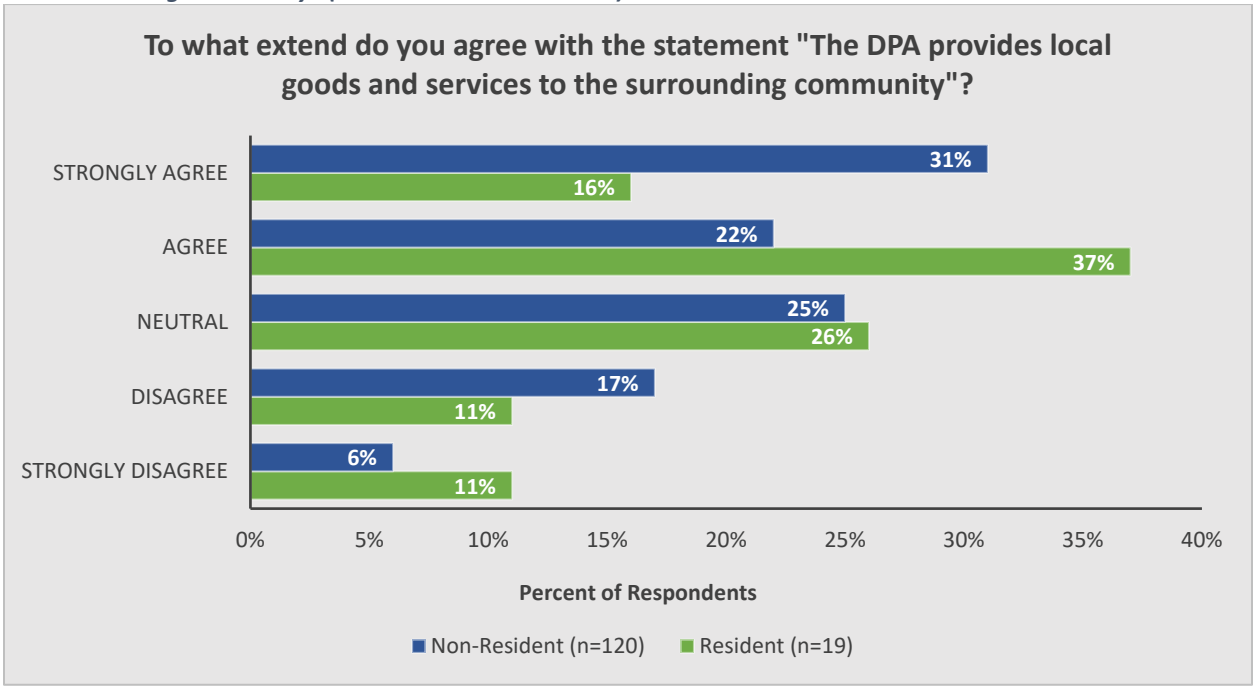


Figure C-35 Agreement Levels Regarding the Statement "The DPA helps maintain affordable housing in the surrounding community" (by DPA)

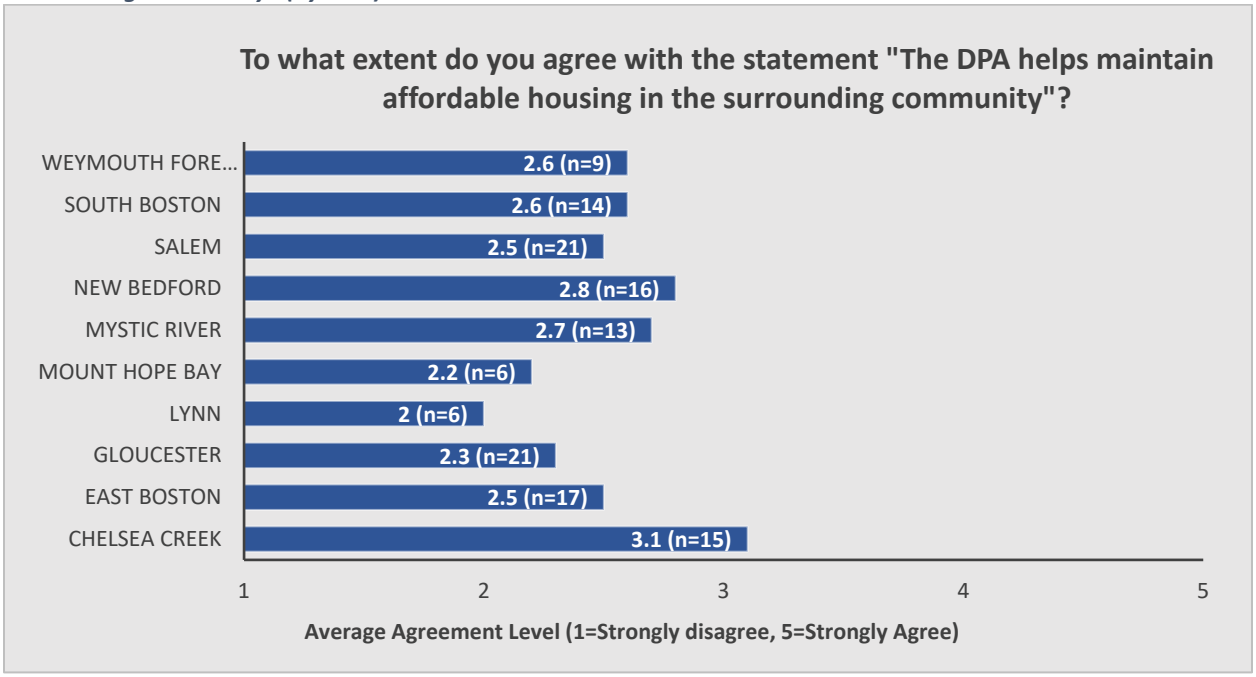


Figure C-36 Agreement Levels Regarding the Statement "The DPA helps maintain affordable housing in the surrounding community" (Resident vs Non-Resident)

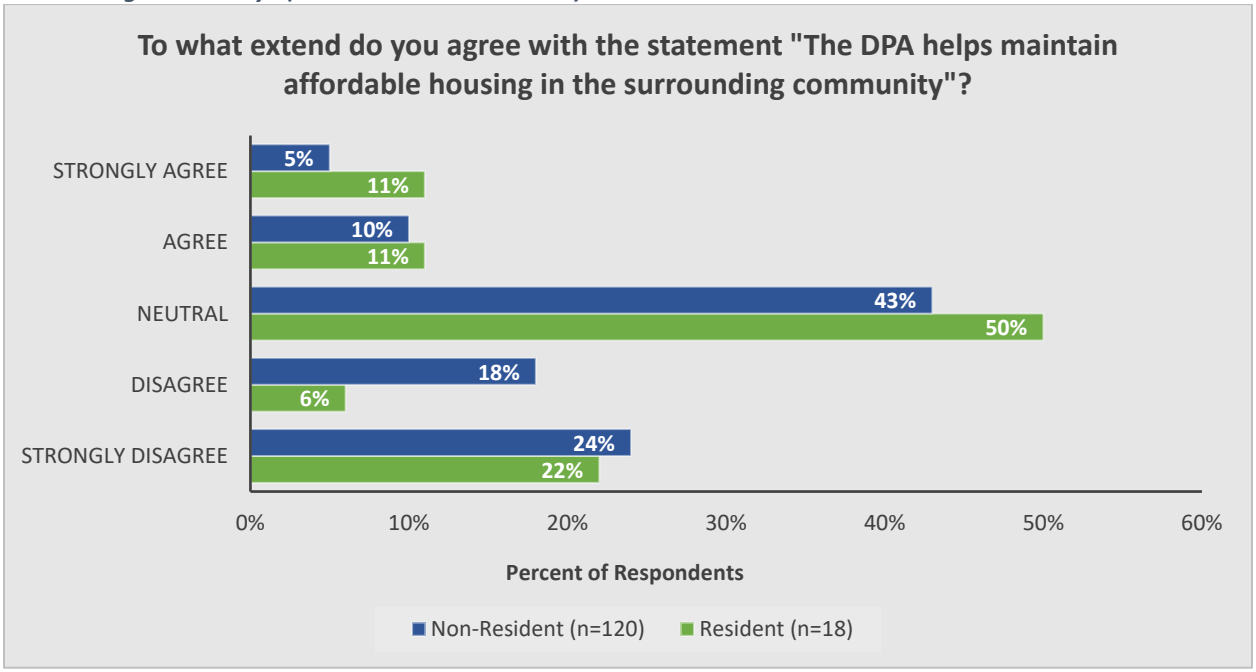


Figure C-37 Agreement Levels Regarding the Statement "The DPA provides better opportunities for passenger marine transportation" (by DPA)

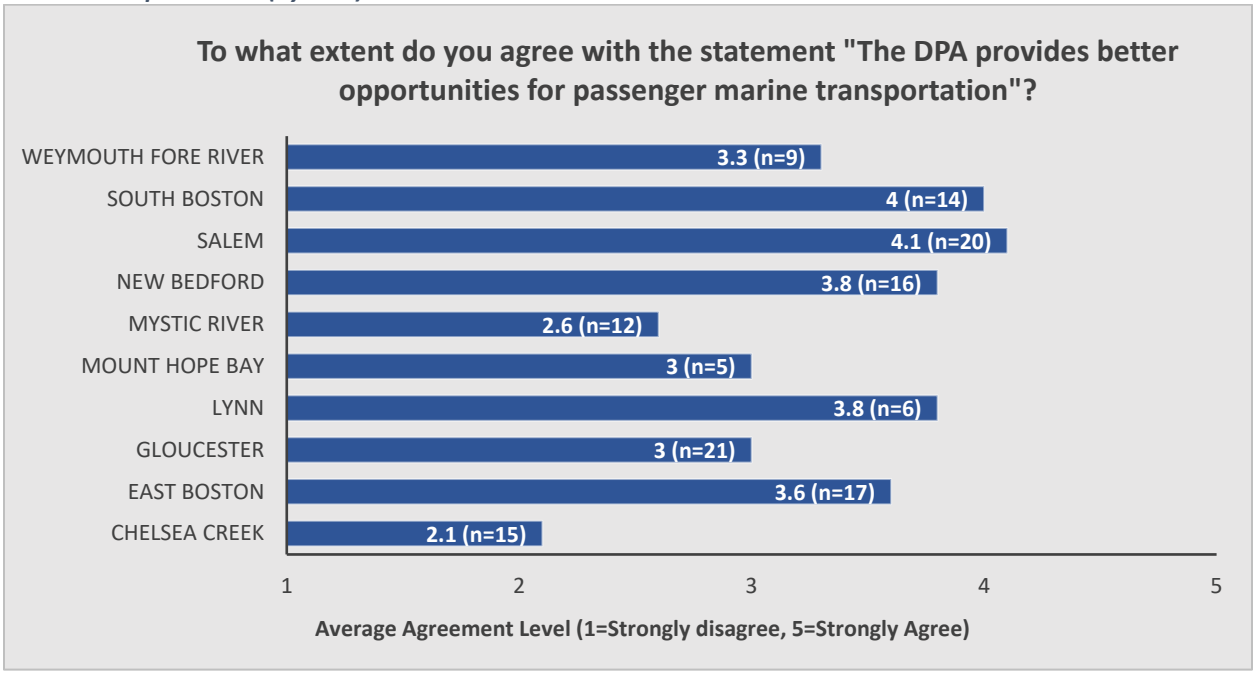


Figure C-38 Agreement Levels Regarding the Statement "The DPA provides better opportunities for passenger marine transportation" (Resident vs Non-Resident)

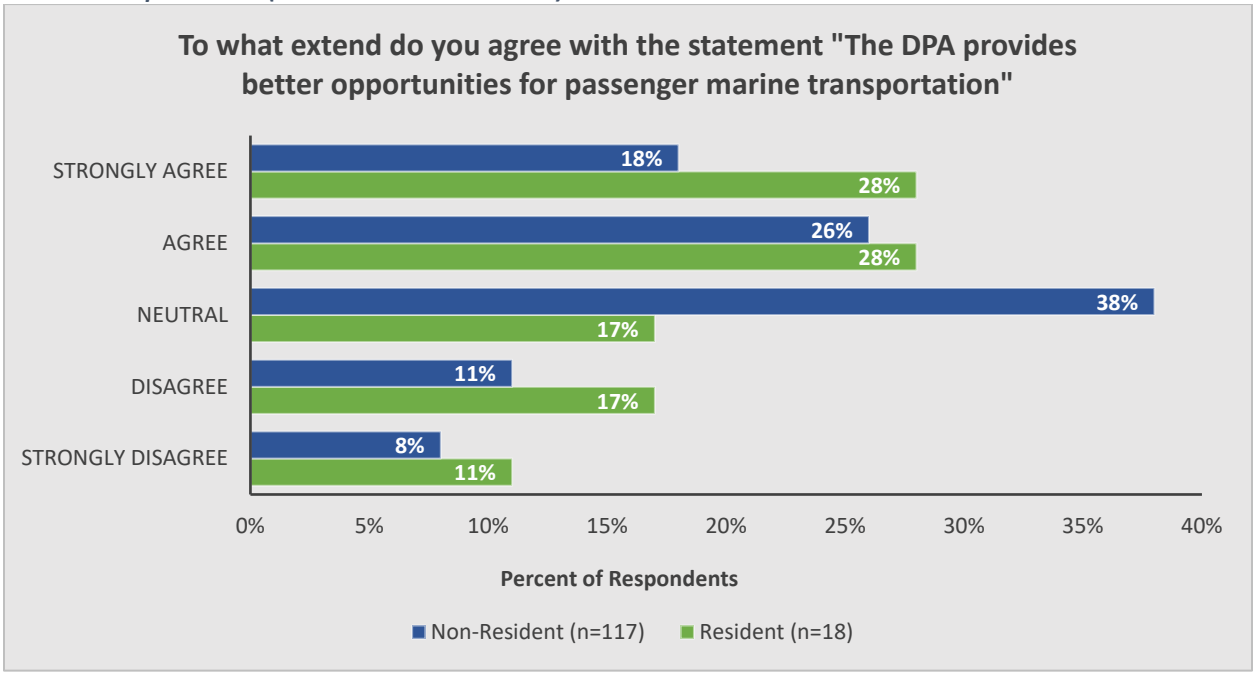


Figure C-39 Average Agreement Levels Regarding the Statement "The DPA provides negatively impacts the community" (by DPA)

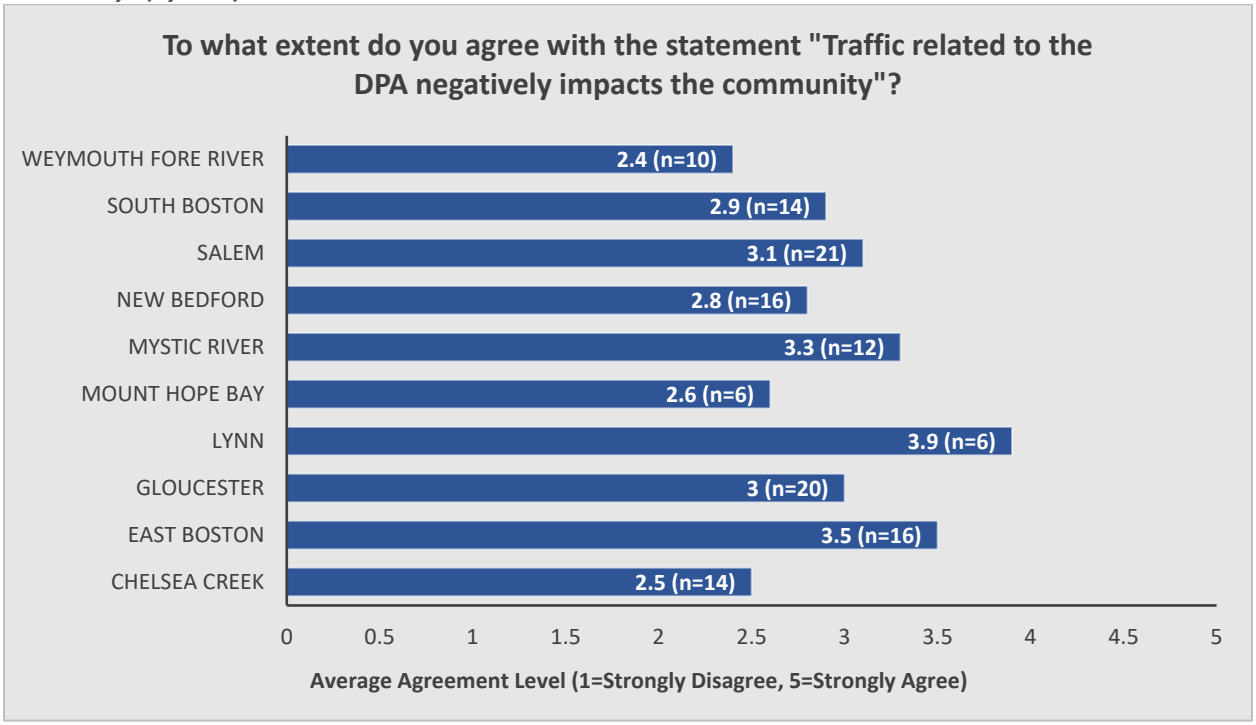


Figure C-40 Agreement Levels Regarding the Statement "Traffic related to the DPA negatively impacts the community" (Resident vs Non-Resident)

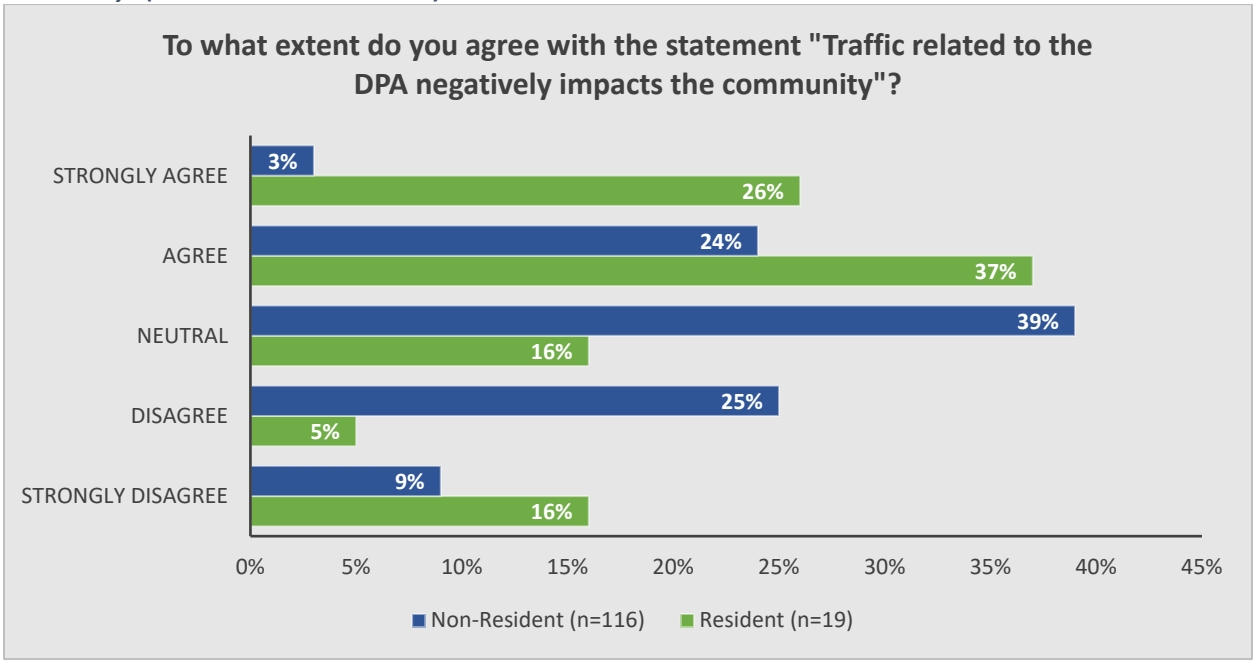


Figure C-41 Average Agreement Levels Regarding the Statement "Air pollution related to the DPA provides negatively impacts the community" (by DPA)

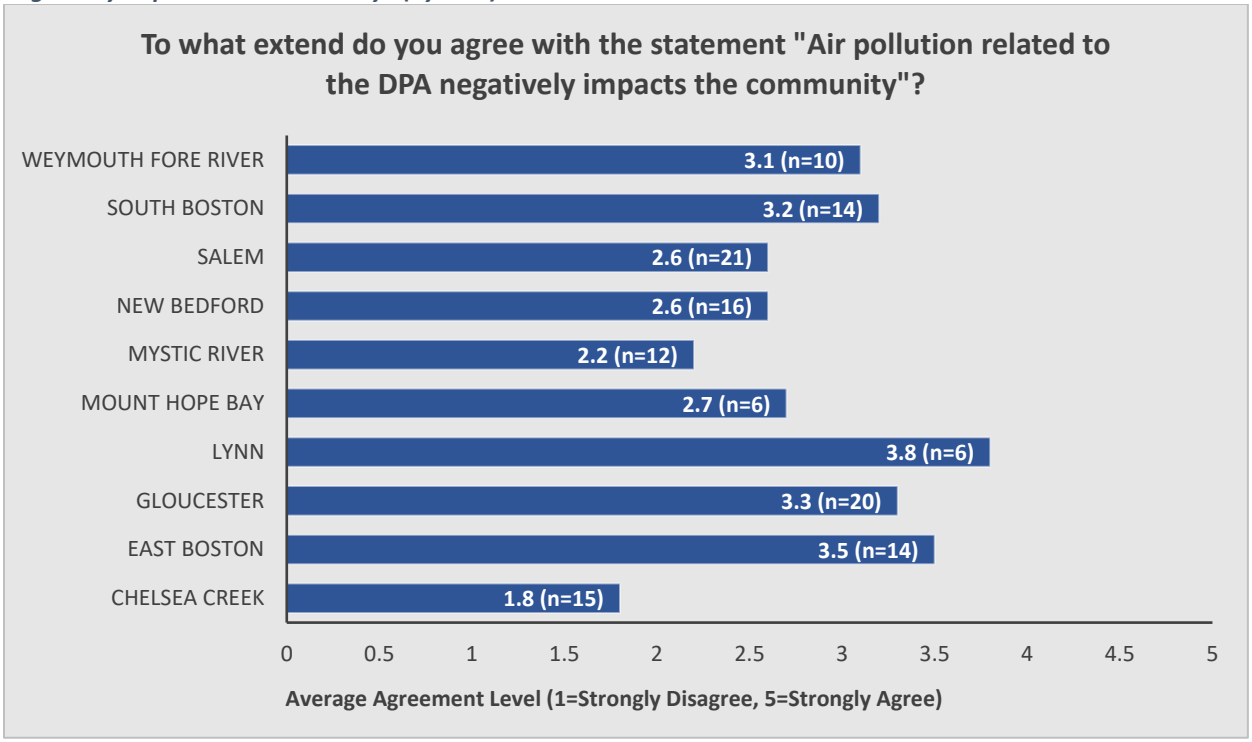


Figure C-42 Agreement Levels Regarding the Statement "Air pollution related to the DPA negatively impacts the community" (Resident vs Non-Resident)

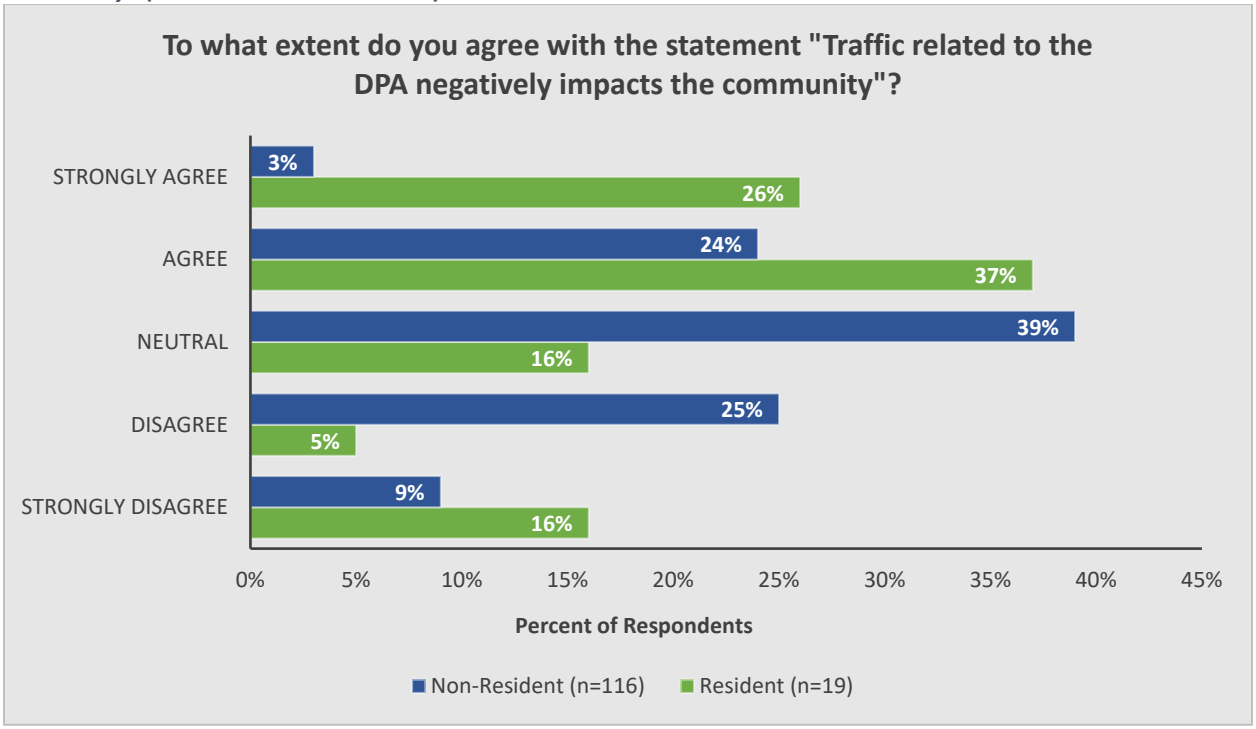


Figure C-43 Average Agreement Levels Regarding the Statement "Noise pollution related to the DPA provides negatively impacts the community" (by DPA)

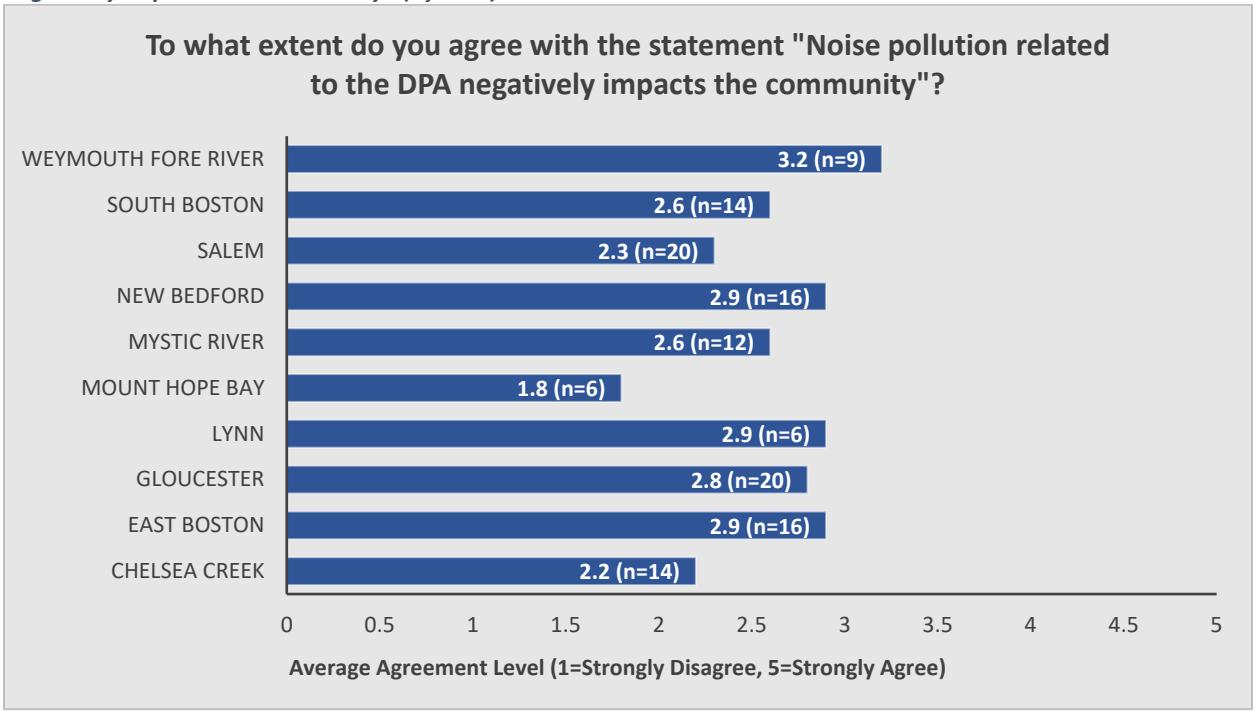


Figure C-44 Agreement Levels Regarding the Statement "Noise pollution related to the DPA negatively impacts the community" (Resident vs Non-Resident)

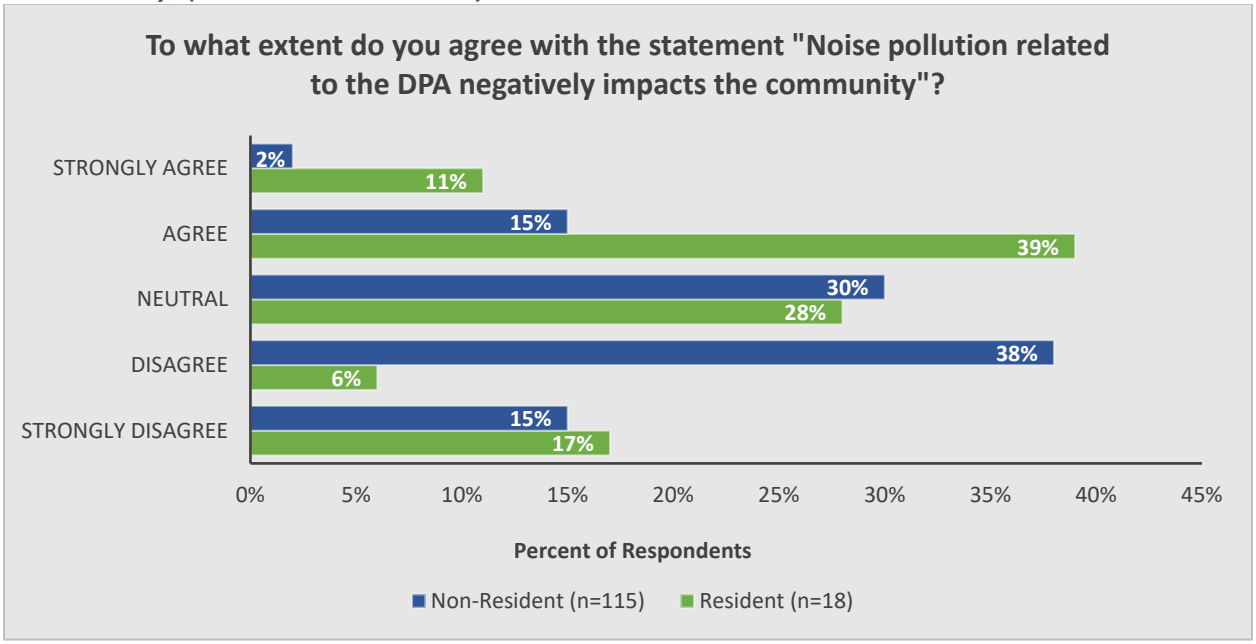


Figure C-45 Average Agreement Levels Regarding the Statement "Limitations for public access in the DPA provides negatively impacts the community" (by DPA)

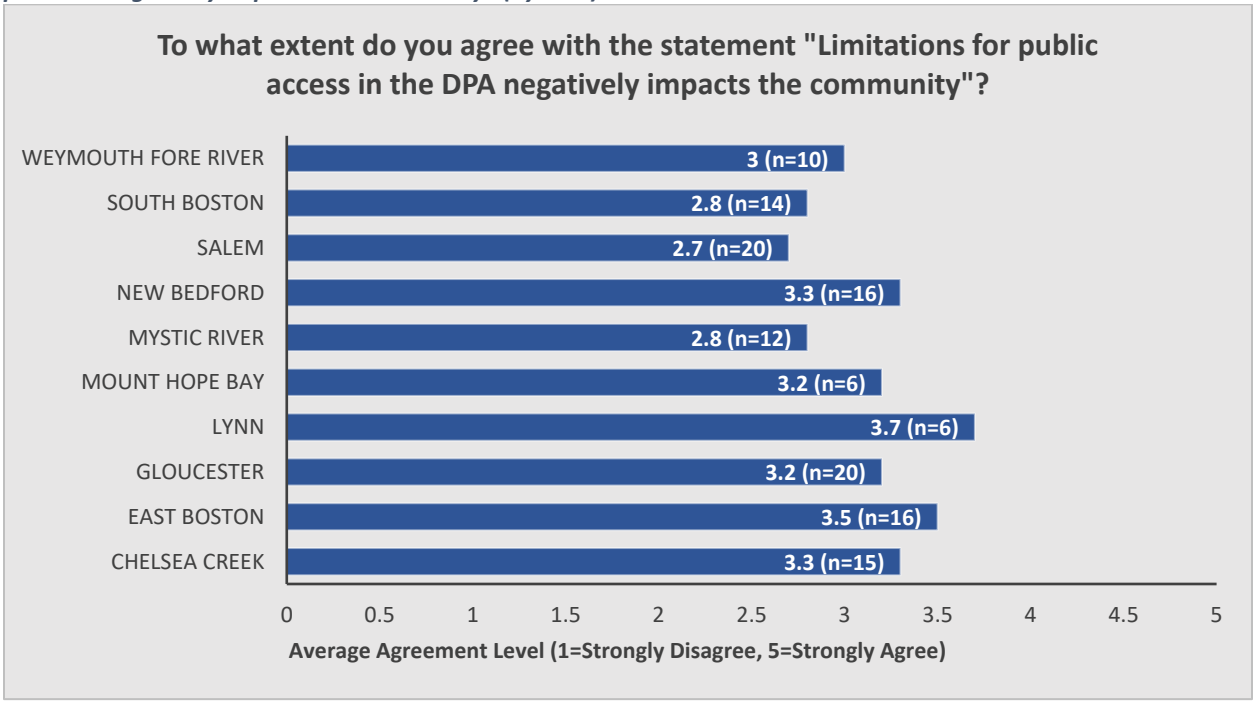


Figure C-46 Agreement Levels Regarding the Statement "Limitations for public access in the DPA negatively impacts the community" (Resident vs Non-Resident)

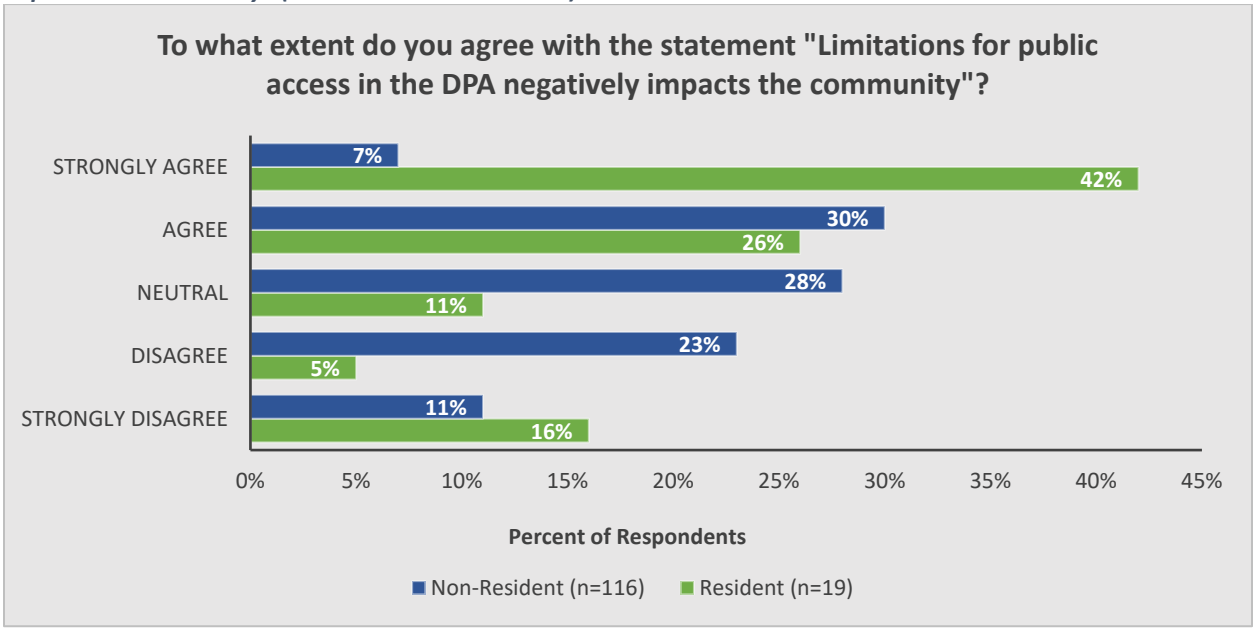


Figure C-47 Average Agreement Levels Regarding the Statement "Legacy industrial contamination related to the DPA negatively impacts the community" (by DPA)

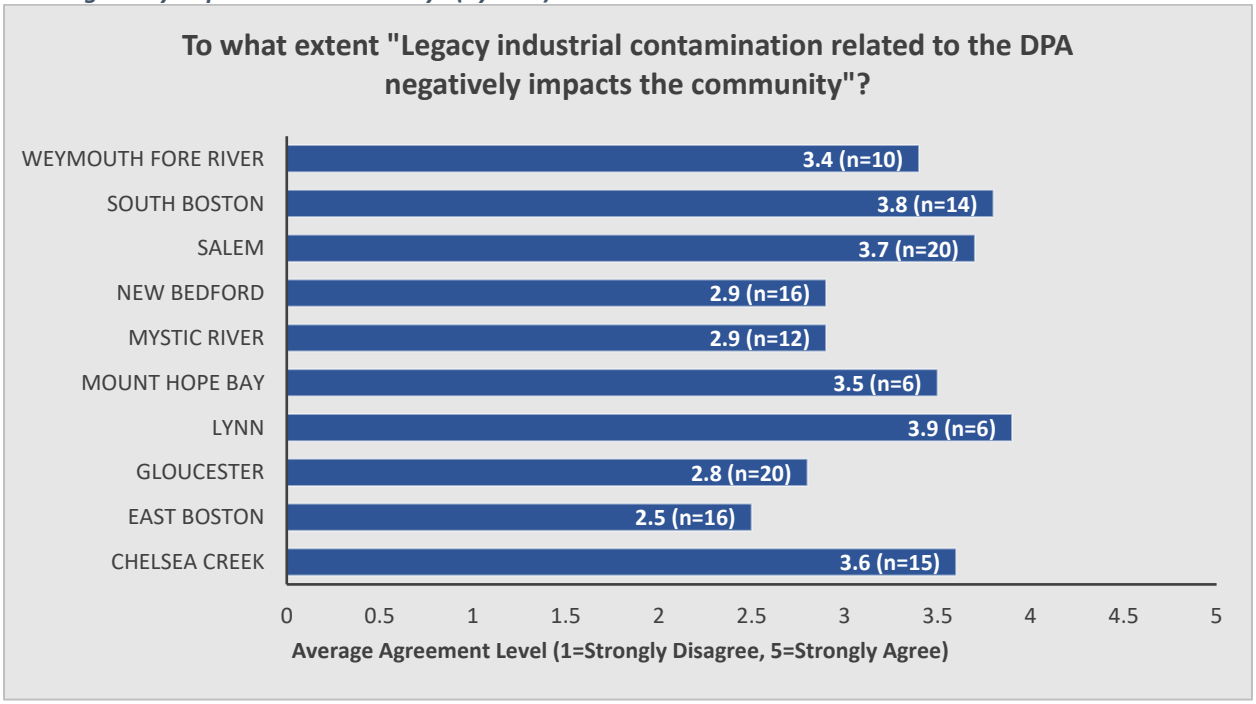
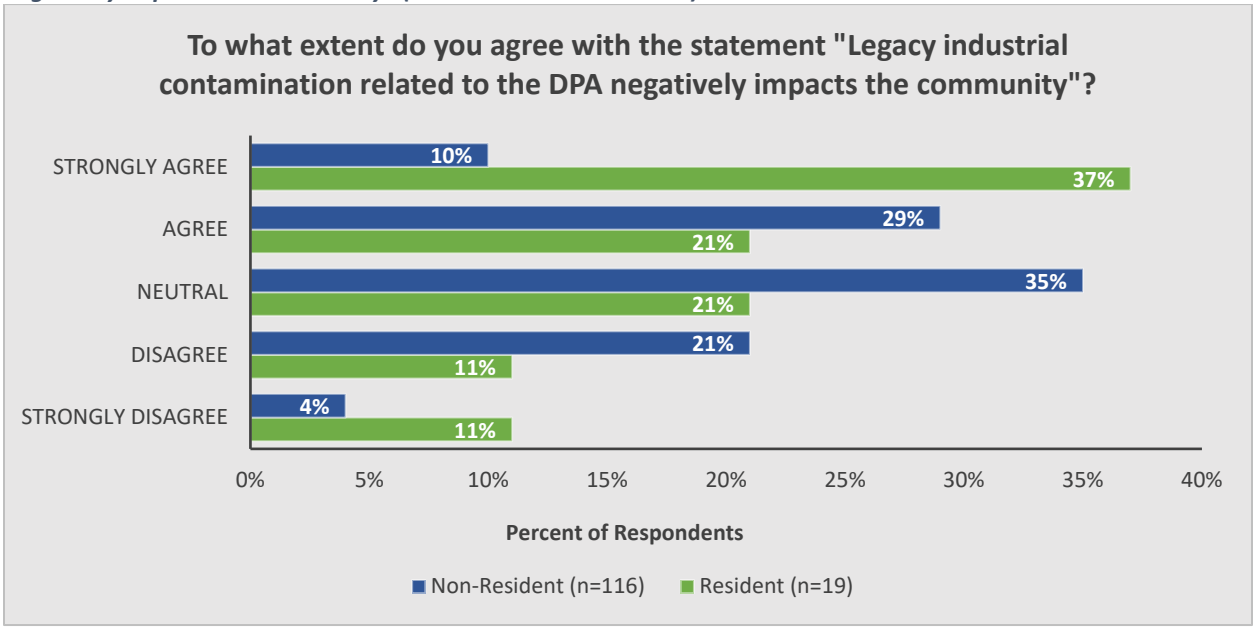


Figure C-48 Agreement Levels Regarding the Statement "Legacy industrial contamination related to the DPA negatively impacts the community" (Resident vs Non-Resident)



Environmental Context and Climate Change Resiliency

Figure C-49 Levels of concern by percentage of respondents in response to the question, "How concerned are you about the following climate hazards in and around the DPA?"

The white number inside each bar represents the number of respondents.

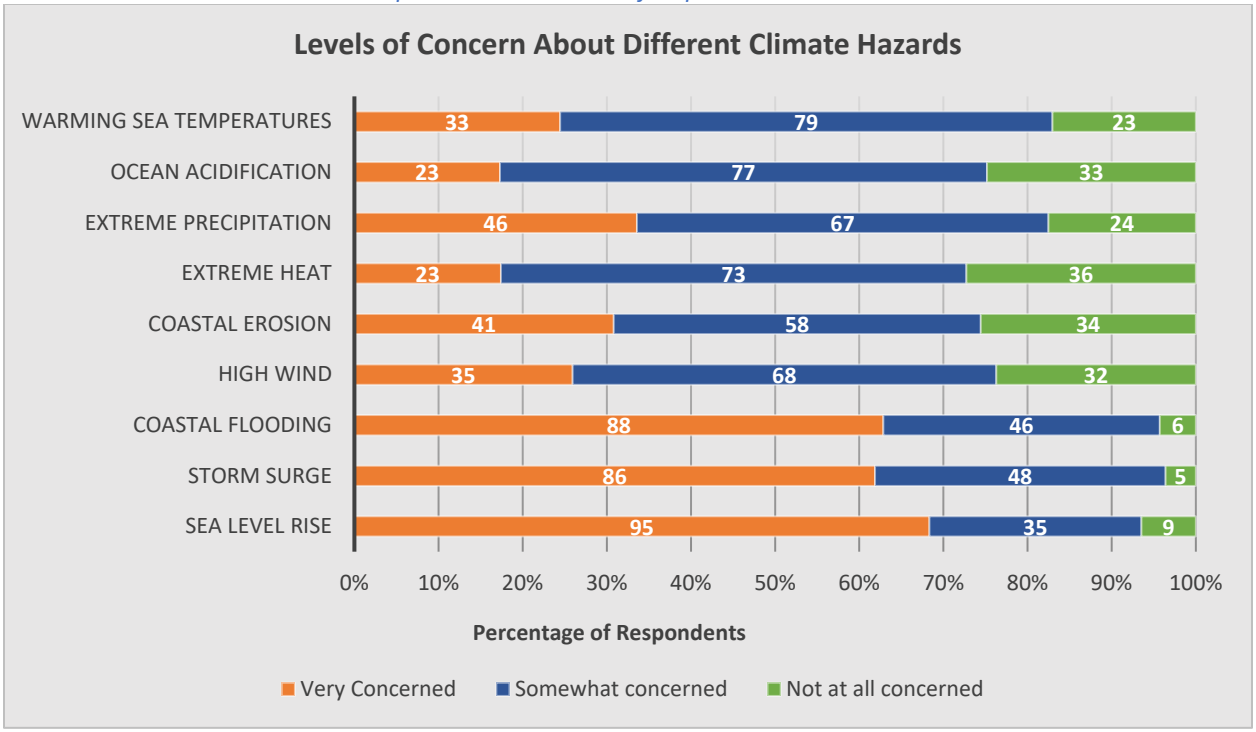


Figure C-50 Levels of concern in response to the question, "How concerned are you about sea level rise in and around the DPA?"

The white number inside each bar represents the number of respondents.

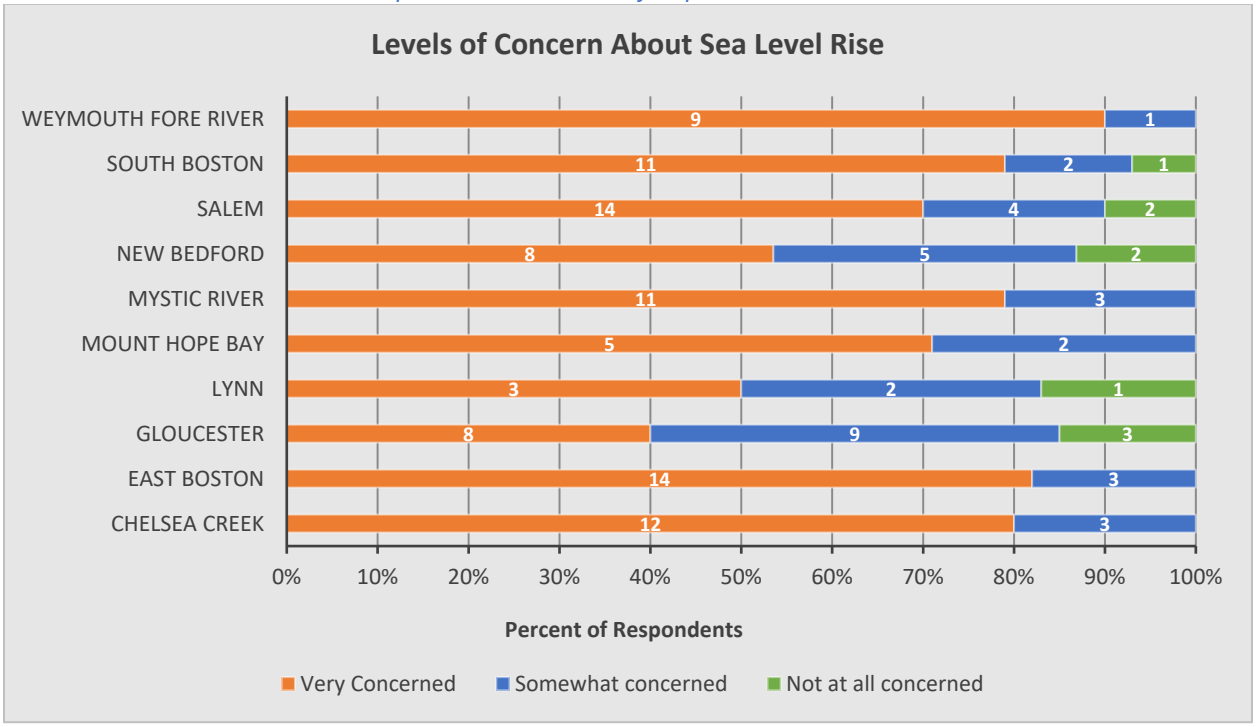


Figure C-51 Levels of concern in response to the question, "How concerned are you about storm surges in and around the DPA?"

The white number inside each bar represents the number of respondents.

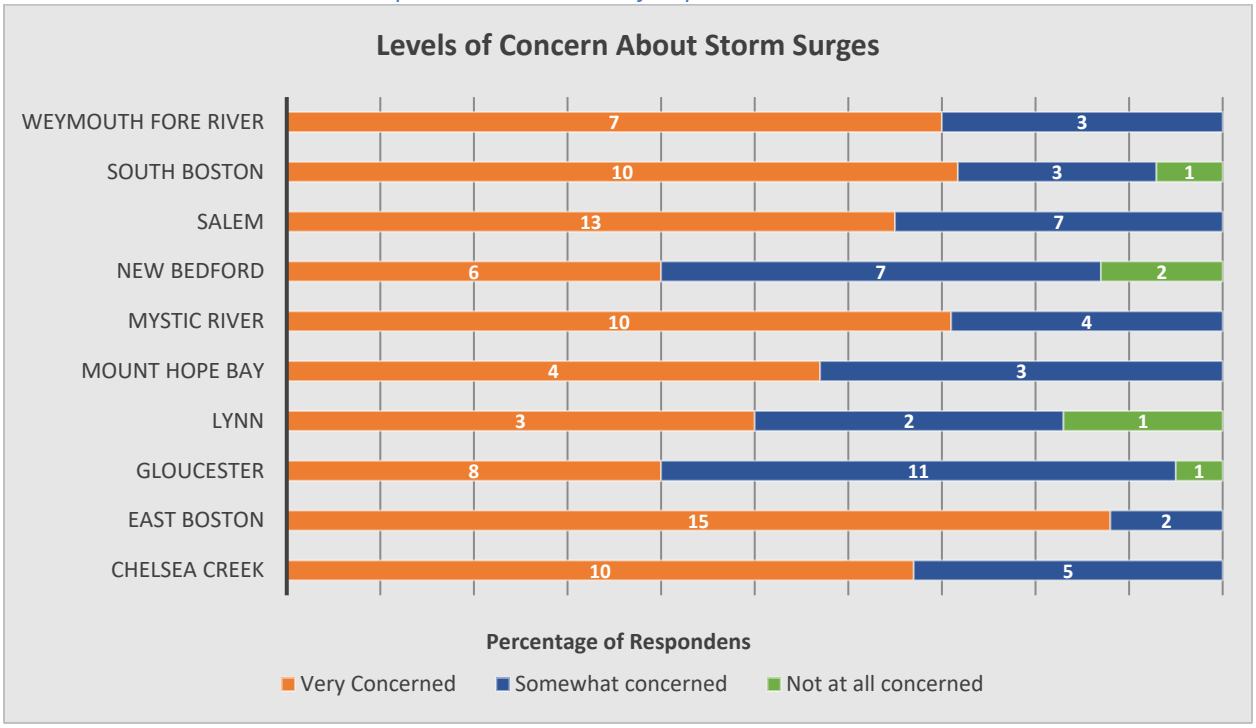


Figure C-52 Levels of concern in response to the question, "How concerned are you coastal flooding in and around the DPA?"

The white number inside each bar represents the number of respondents.

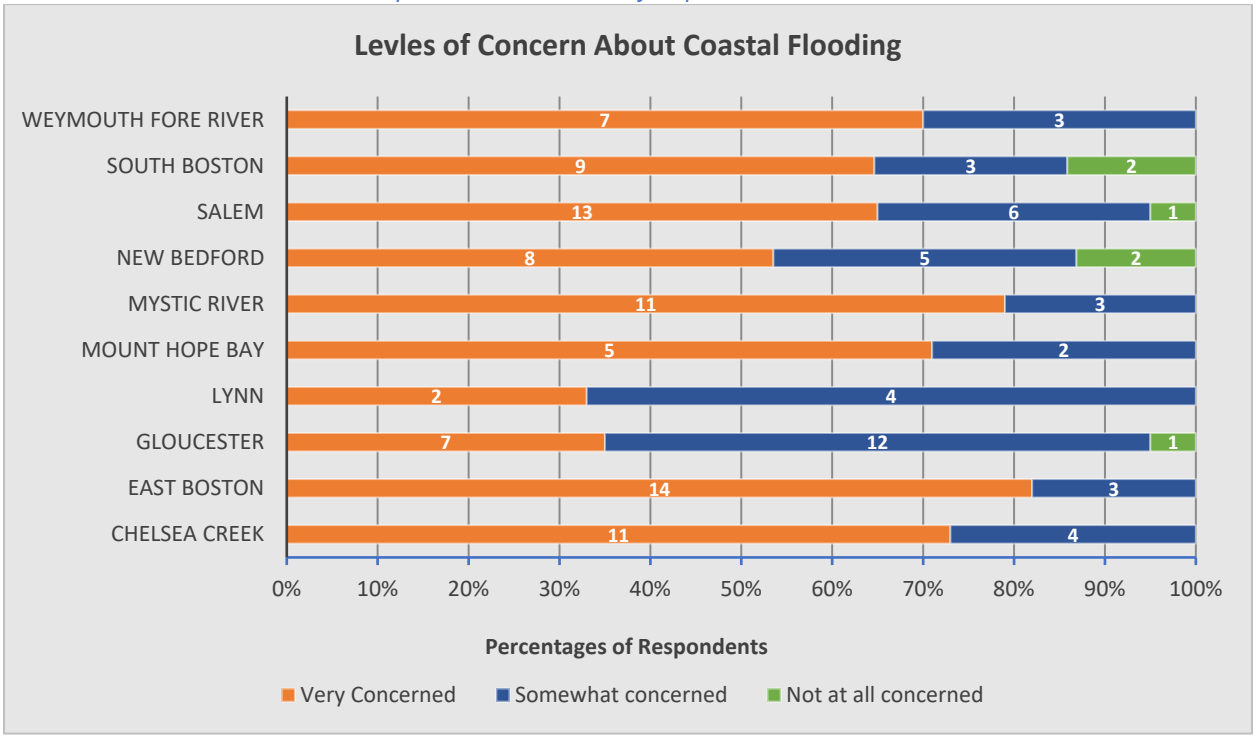


Figure C-53 Levels of concern in response to the question, "How concerned are you about high wind in and around the DPA? *The white number inside each bar represents the number of respondents.*

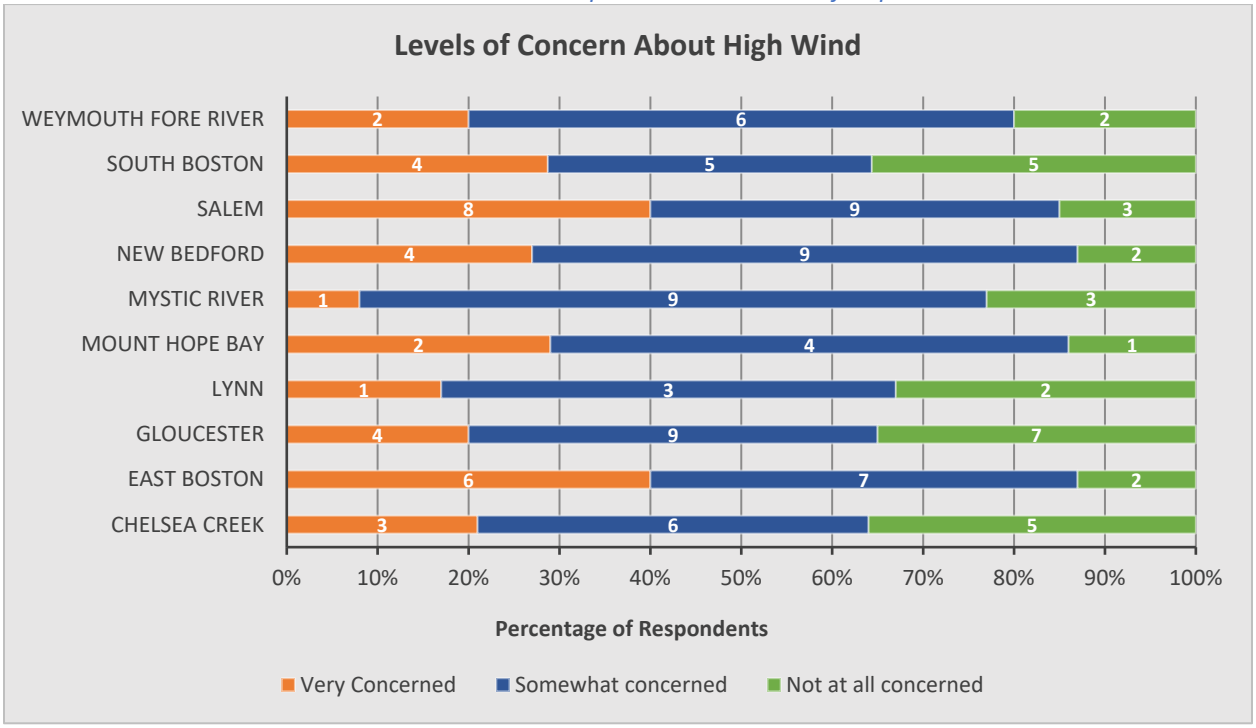


Figure C-54 Levels of concern in response to the question, "How concerned are you about coastal erosion in and around the DPA?"
The white number inside each bar represents the number of respondents.

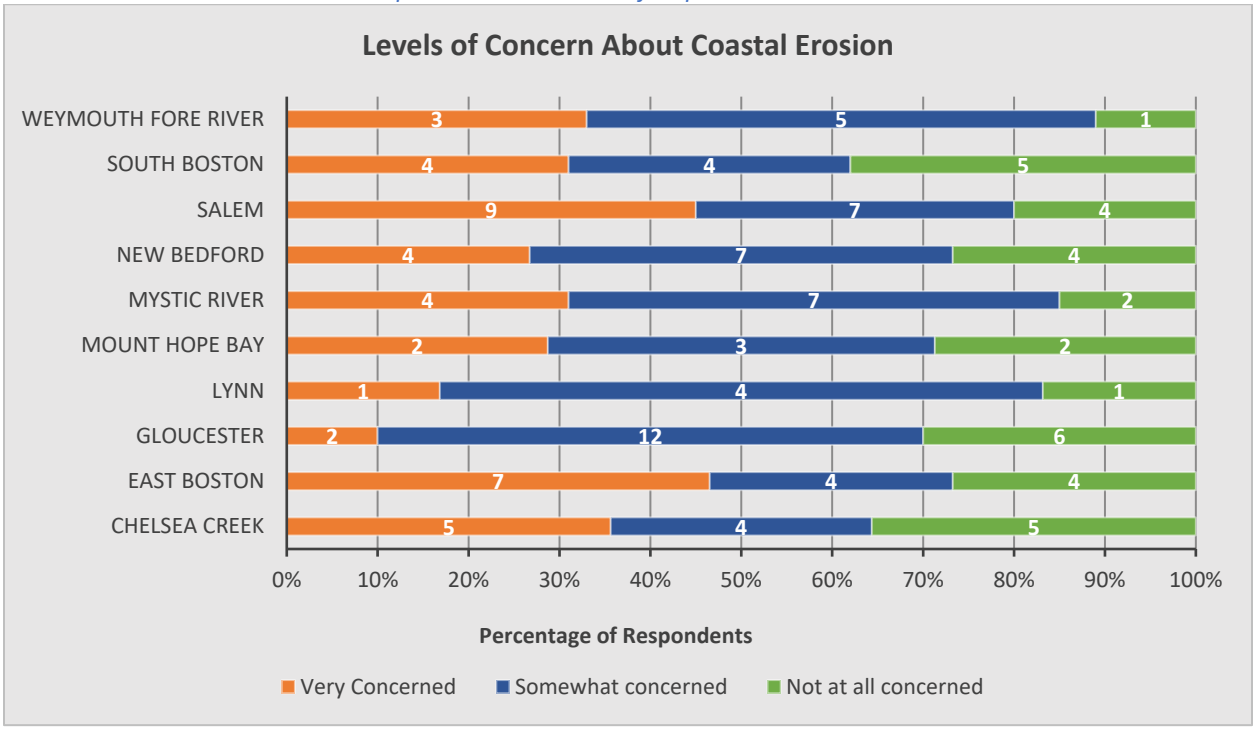


Figure C-55 Levels of concern in response to the question, "How concerned are you about extreme heat in and around the DPA?"

The white number inside each bar represents the number of respondents.

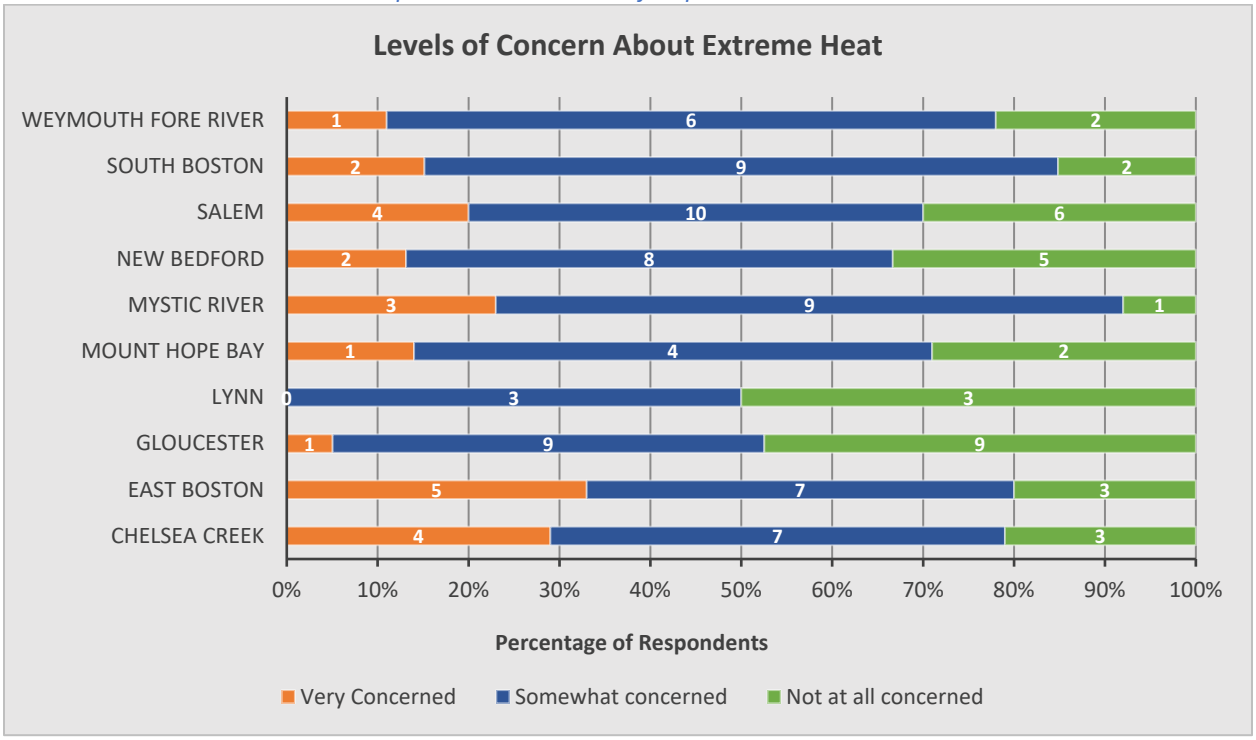


Figure C-56 Levels of concern in response to the questions, "How concerned are you about extreme precipitation in and around the DPA?"

The white number inside each bar represents the number of respondents.

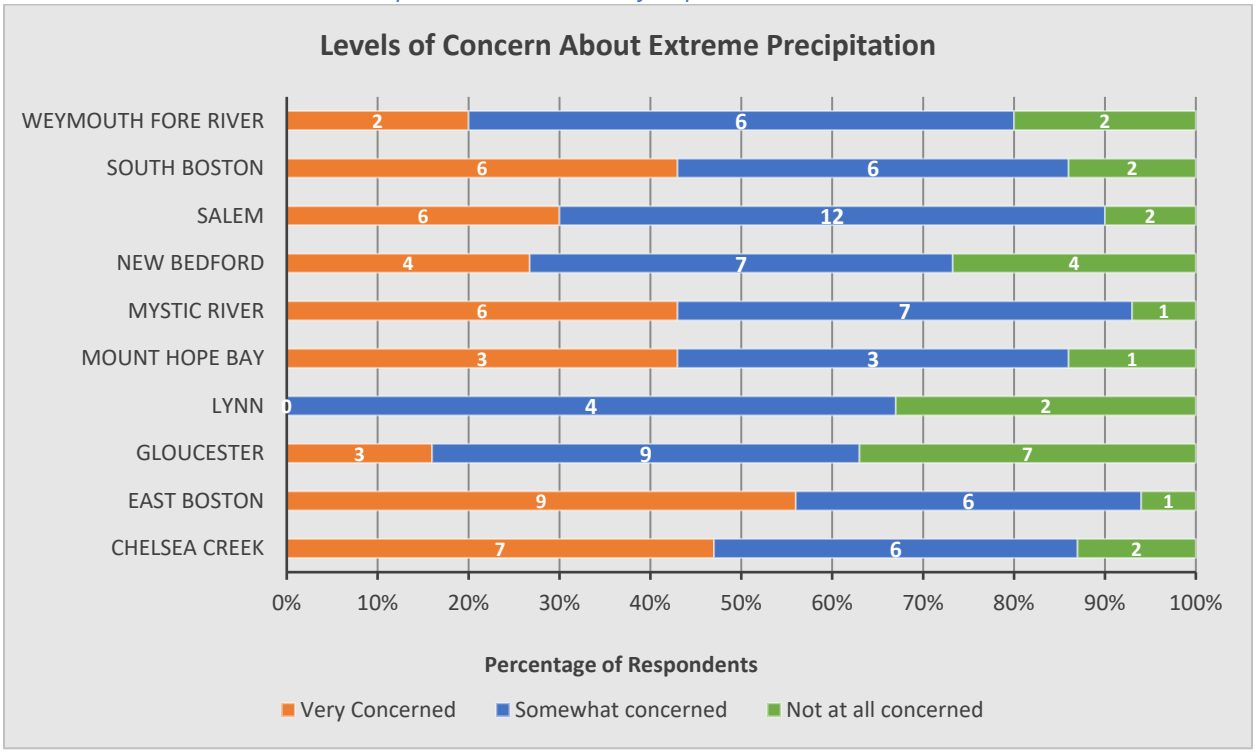


Figure C-57 Levels of concern in response to the question, "How concerned are you about ocean acidification in and around the DPA?"

The white number inside each bar represents the number of respondents.

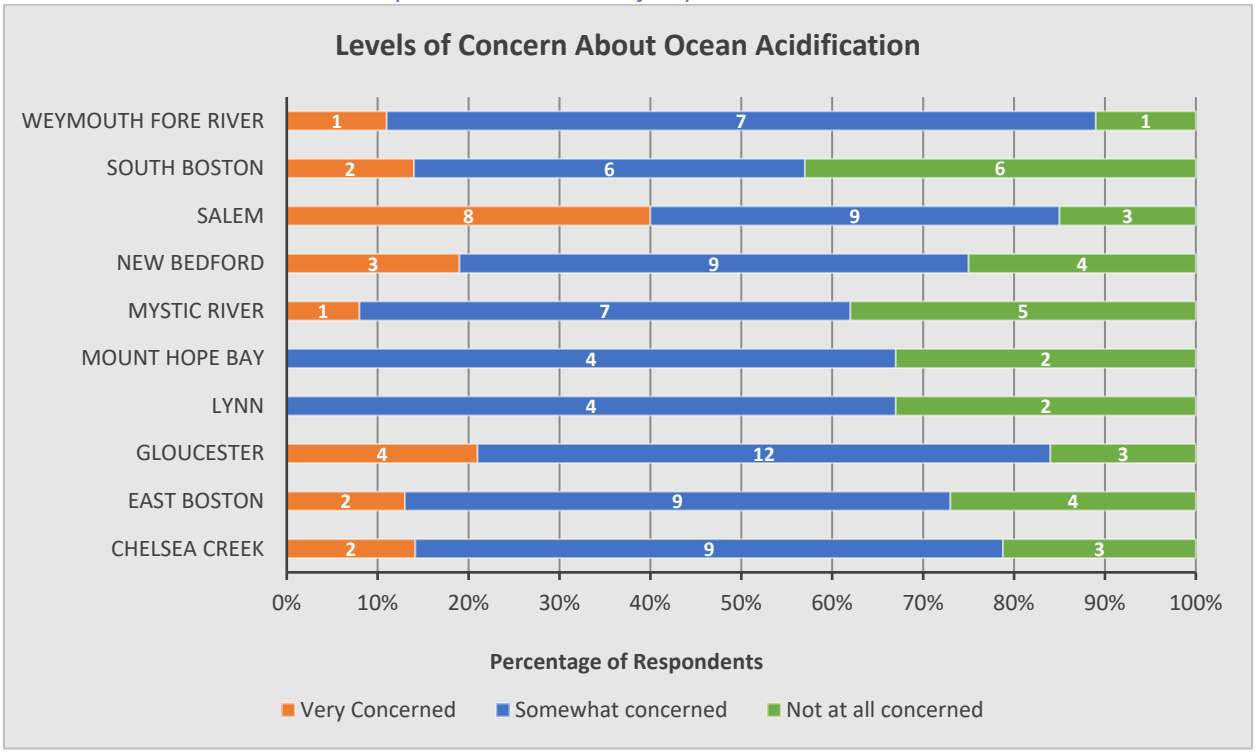


Figure C-58 Levels of concern in response to the question, "How concerned are you about warming temperatures in and around the DPA?"

The white number inside each bar represents the number of respondents.

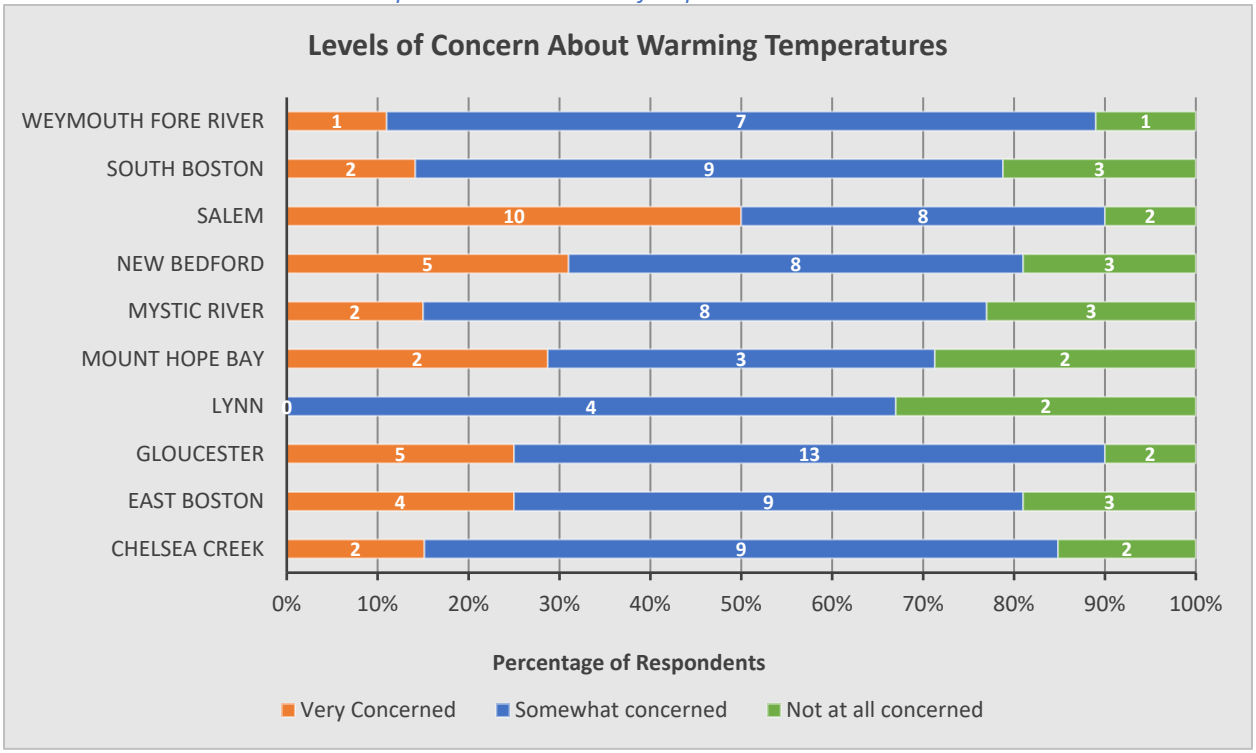
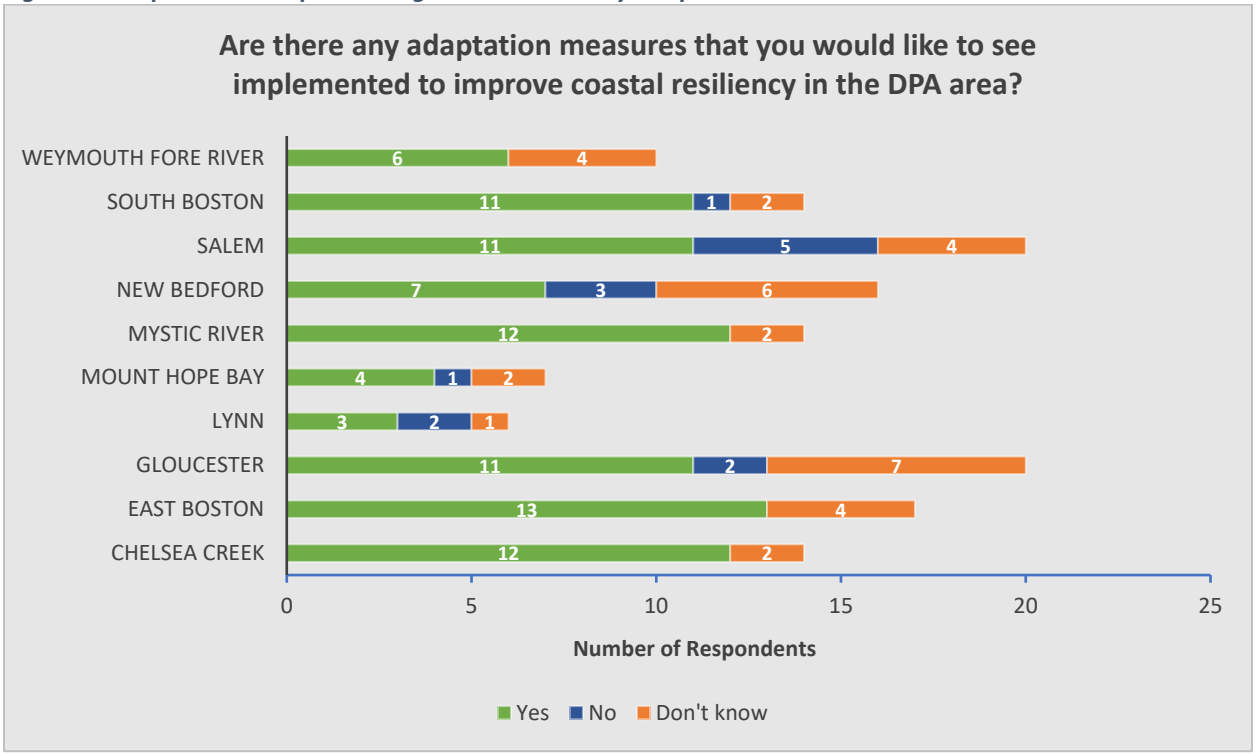


Figure C-59 Opinions on Implementing Coastal Resiliency Adaptations in the DPA



Open-Ended Responses

Table C-3 Responses to the Question: What economic benefits does your company/organization contribute to the Commonwealth of Massachusetts (e.g., products, part of supply chain, jobs)?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What economic benefits does your company/organization contribute to the Commonwealth of Massachusetts (e.g., products, part of supply chain, jobs)?		
DPA	**Affiliation**	**Text Answer**
Chelsea Creek, East Boston	Business, Other	100+ jobs directly, part of food supply chain, supports many ancillary businesses and industries (transportation, trades, etc.)
Salem	Business	150 direct and more indirect
Gloucester Inner Harbor	Business	Bring tourism dollars to Gloucester ,Äòma
Gloucester Inner Harbor	Business, Organization, or community group	Core water-dependent fishing industry infrastructure functions, fresh local fish (retail and wholesale), Jobs etc
Gloucester Inner Harbor	Business	Fresh local seafood, jobs, charm/history tourist love to see.
East Boston	Business	Jobs
Gloucester Inner Harbor, Salem	Business, Resident near the DPA	Jobs and commerce. Our activities at the port require several support industries.
Gloucester Inner Harbor	Business	jobs and taxes
Gloucester Inner Harbor	Business	Jobs and tourist traffic
Mystic River	Business, Other	jobs, part of supply chain, taxes (property, hotel, sales, gaming)
Gloucester Inner Harbor	Business	jobs, service and taxes
East Boston, Mystic River, Salem	Business	jobs, supply chain & transport services
Chelsea Creek, East Boston, Mystic River, South Boston	Business, Government	Long term care and custody of DPA properties
Chelsea Creek, Mystic River, South Boston, Weymouth Fore River	Business	mainly jobs, supply chain and in future clean energy
New Bedford - Fairhaven	Business	Part of critical supply chain to island communities, jobs, infrastructure support to the Commonwealth
New Bedford - Fairhaven	Business, Government	Provides critical port infrastructure to support offshore wind construction scopes.
East Boston	Business	public harbor access, public water transportation, supporting supply chains for waterfront construction, offshore wind, and dredging. 450 jobs provided on site, taxes to state. Fueling mbta vessels, harbor police vessels, fire vessels, etc.
Weymouth Fore River	Business	Regional Marine and Dredging Contractor with 250+ employees, Part of Offshore Wind Supply Chain, Major Port Developer and Constructor
Gloucester Inner Harbor, Mount Hope Bay (Fall River), New Bedford-Fairhaven	Business	renewable energy, jobs, infrastructure improvement, community investment
Gloucester Inner Harbor, Salem	Business	Safe navigation of deep draft vessels

Gloucester Inner Harbor, Lynn, New Bedford - Fairhaven, Salem, South Boston	Business, Organization or community group	Seafood
Gloucester Inner Harbor	Business	seafood sales, full time jobs, trucking. processes in excess of 4 million pounds of product each year
New Bedford - Fairhaven	Business, Resident near the DPA	service, new vessel construction, jobs, consumers of materials and services related to commercial marine industrial uses
East Boston	Business	Support the water transportation industry, provide marine structures and docks, provide fuel for commercial, government and recreational vessels, support the wind farm industry, and support non-profits- Nantucket Lightship, ICA Watershed, and Harbor Arts. Employ over 450 people.
Gloucester Inner Harbor	Business	taxes and fee's, supply chain
South Boston	Business	Traffic Mitigation, 120 jobs, $11M in expenditures to local vendors
Chelsea Creek, East Boston, Mystic River, South Boston	Business, Government	waterfront land and financial support to water dependent industrial uses
Lynn, Salem	Business	We provide the food product of Lobster, we provide new commercial/recreational boats, we repair commercial fishing boats, We provide jobs for anywhere from 5-10 Lynn residents depending on the time of season.
Chelsea Creek, Mystic River, South Boston, Weymouth Fore River	Business	We supply road salt to the Commonweath of Massachusetts and cities and towns throughout the State, for road deicing in the winter months. We also directly and indirectly create many maritime related jobs.

Table C-4 Responses to the Question: What are other benefits to the surrounding communities of the DPA?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What are other benefits to the surrounding communities of the DPA?		
DPA	**Affiliation**	**Text Answer**
Gloucester Inner Harbor	Business	a way of life not otherwise attainable
Salem	Government	Access to Salem Ferry
New Bedford - Fairhaven	Government	affordable fresh seafood availability
Gloucester Inner Harbor	Business	Authentic character of area
East Boston	Government, Resident near the DPA	Because none of the waterfront parcels can be redeveloped, the waterfront is in poor condition, which keeps land values low.
Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	benefits are more regional, less local
Mystic River	Organization or community group, Consultant representing a business, organization, or community group	Benefits of current and past uses have been regional rather than local,

Salem	Organization or community group	Clear pathways to multi-lingual training and well-paying jobs associated with offshore wind industry for members of local immigrant community.
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	Commercial fishing and seafood processing have regional economic benefits
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Cross harbor views for uplands,
East Boston	Business	Currently, part of the East Boston DPA hosts Boston Harbor's ship assist tug fleet, providing local jobs to licensed mariners. However, this is a small portion of the DPA that is being used as its intended purpose. A great amount of the DPA currently sits unused and derelict as it is more financially appealing to allow these areas to fall out of DPA status which would allow for residential developments to be constructed. While DPA compliant users are eager to utilize these areas, they cannot compete financially with the potential profits of a residential development.
Salem	Organization or community group, Consultant representing a business, organization, or community group	Deepwater activity is limited to the harbor entrance; national park maintains maritime heritage, ferry terminal and coastal cruise support visitor economy.
Mystic River	Other	Energy supply and the only scrap handling and export marine terminal in Boston Harbor and the metropolitan area.
New Bedford - Fairhaven	Business, Resident near the DPA	Fishing industry in the primary economic engine for the southcoast of Mass. As other communities and states have pushed away the fishing industry this has greatly NB FVN. The fishing industry has been a staple to our local economy for generations. Any changes modifications to DPA must keep this in mind as apposed to the amount of money being spent on transitory programs
Gloucester Inner Harbor	Business	forces businesses to remain in usages consistent with the DPA but not optimum for the owner
South Boston	Organization or community group	fresh fish and invaluable shipping for the region
Mount Hope Bay (Fall River)	Organization or community group	has limited direct and non-direct tangible benefits to community 8 acres waterfront site generates less than 20 full time jobs
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	History and character
Chelsea Creek	Business, Government	Home to the region's heating oil (while we are still reliant on it), and jet fuel.
Salem	Organization or community group	Is the ferry part of the DPA? This contributes greatly to community benefits
Gloucester Inner Harbor	Consultant representing a	It serves (good and bad) as a retardant to certain kinds of growth unrelated to a working waterfront

	business, organization, or community group, Other	
South Boston	Business, Government	Job sector diversity
East Boston	Consultant representing a business, organization, or community group	Little to no WDIU activity other than Shipyard and BTT. Not much regional impact
East Boston	Government	Local businesses and the ICA
Chelsea Creek	Government, Resident near the DPA, Organization or community group	Maintains an area abutting Chelsea Creek that is a relatively open space (versus residential or office buildings). Acts as a buffer for sea level rise impacts for surrounding neighborhoods.
Mystic River	Government, Resident near the DPA, Organization or community group	Maintains relatively undeveloped land (versus residential, industrial, or corporate development) with relatively low energy/resource use. Provides buffer for flooding/sea level rise to surrounding neighborhoods.
New Bedford - Fairhaven	Consultant representing a business, organization, or community group	Major tourism destination
Chelsea Creek	Government, Resident near the DPA	Marina allows boat parking and house boats; jet fuel for airport needs to be relatively close to airport.
Mystic River	Business	Mystic River DPA is largely utilized by water dependent users such as marine construction companies, marine transportation companies, and auto makers dependent on water-based importing/exporting of vehicles. However, portions of the DPA remain under-maintained and unsafe for DPA use.
New Bedford - Fairhaven	Other	NB & Fhvn are the #1 fishing port in the country!
Chelsea Creek, East Boston	Business, Government	None
Lynn, Mystic River	Consultant representing a business, organization, or community group	None
Salem	Government	Offshore wind marshaling operations are essential to development of offshore wind lease areas. Some have envisioned the offshore wind will supply power to the majority of the northeast. This benefit may not be realized by the surrounding community immediately, but is an example of how this DPA could have a long-term impact on the City of Salem and surrounding communities.
Salem	Consultant representing a business, organization, or community group	Power for regional infrastructure
Gloucester Inner Harbor	Other	preserving the heritage of the working waterfront
East Boston	Business	Prevents larger residential developments from being built in areas designated for marine use.
Gloucester Inner Harbor	Government	protection of industrial use
East Boston	Business	Protects the coastline from over devlopment of high end housing..... which limits and restricts people of all incomes.
East Boston	Consultant representing a business,	really minimal given that there are only 2 active DPA type operations in East Boston -- BTT Marine and the East Boston Shipyard. BTT Marine provides useful tug boat services to the

	organization, or community group, Other	harbor and the Shipyard primarily provides boat berthing and a marina which serves some of community members
South Boston	Consultant representing a business, organization, or community group	Regional economic benefits from container traffic, seafood and cruise ships
Weymouth Fore River	Government	Regional fuel depot
Chelsea Creek	Consultant representing a business, organization, or community group	Regional petroleum supply, including to the airport
Salem	Business	Salem DPA provides a federally maintained deep water channel for access to the DPA bulkhead, this benefits local commercial and recreational users of Salem Harbor knowing that channels are safe to utilize. The infrastructure improvements which are commencing at the DPA will provide a great amount of high paying "blue collar" jobs both for the initial construction and continued operation of the port. These improvements will also provide additional public access to the waterfront.
South Boston	Government, Resident near the DPA	Shipping terminal provides jobs and brings in many goods to the region. Drydock and cruiseport allow for ship repair and water transportation/commerce.
Weymouth Fore River	Other	Some marine research. More could be developed.
Mystic River	Government, Resident near the DPA	Specifically, car imports for the region.
Salem	Business	strategic sealift in case of national defense
New Bedford - Fairhaven	Other	support entire blue economy
Gloucester Inner Harbor	Business, Resident near the DPA	Supports national security
Salem	Business	Sustainable industrial jobs
Chelsea Creek	Business	The DPA supports businesses who care about creating sustainable and long-term relationships with their communities and have a long term commitment to the DPA have provided consistent and creative support to the community. The maritime operations that are supported by DPA's are critical features in the supply chain resilience and sustainable transportation logistics of the region. by
Lynn	Government	The Lynn Ferry provides regional transportation opportunities for the entire North Shore
South Boston	Other	The Mass Maritime Terminal (Massport leasehold from Boston EDIC/BPDA) needs to be repaired so that there is a marine terminal capable of landing non-container cargo (break bulk, project cargo, heavy lift, reefers, bulk). Unfortunately the North Jetty and other jetties are so dilapidated that essentially no cargoes can be delivered to or loaded from the terminal.
Weymouth Fore River	Resident near the DPA, Organization or community group	The only positive impact for the FR Basin from the DPA, is in taxes. the region gets all of the benefits of siting these hazardous facilities in the FR Basin and not impacting their community environment and health of their residents.

Chelsea Creek	Consultant representing a business, organization, or community group, Other	The petroleum facilities on Chelsea Creek provide consumers within the surrounding communities and the entire Commonwealth with the efficient supply of essential products such as home heating, oil, gasoline, and diesel fuel. They provide Logan Airport with all of its jet fuel, and they help preserve Boston as a working port. All of these benefits serve the local communities, but they also have broader positive impacts for the metropolitan area and the region.
Chelsea Creek	Organization or community group	the PORT recreation area and associated programming
Salem	Resident near the DPA, Organization or community group	The wind facility has the potential to be good for the community but its impact is not yet clear. The only local benefit today is the ferry service and a few cruise ships. Not many local jobs. We hope to see those in the future.
Chelsea Creek	Other	There are WD businesses who care about the community and have a long-term commitment to the DPA. They have provided consistent and creative support to the community. It should never be forgotten that many businesses in the Chelsea Creek DPA (and on East Boston side as well) are critical to metropolitan and regional needs.
Gloucester Inner Harbor	Business	Tourism. People come to Gloucester to see a working waterfront.
New Bedford - Fairhaven	Organization or community group	Tourist destination
Gloucester Inner Harbor	Business, Organization or community group	Truthfully, I'm not sure the GIH DPA is directly providing any of the "benefits" listed in the questions above. They would exist with or without the DPA. They've been there before there was a DPA and they will likely be there if there weren't DPA. While I completely support the core function and principals of DPA, I struggle to attribute a positive score with regards to pros and cons because of the lack of flexibility in the ch91 DPA regs to allow a uniquely small lot, privately owned properties inner harbor to utilize the benefits embodied in the supporting use provisions to be utilized in GIH DPA via our Municipal Harbor Plan process.

Table C-5 Responses to the Question: What could be done to increase the positive impacts of the DPA for the surrounding community?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What could be done to increase the positive impacts of the DPA for the surrounding community?		
DPA	**Affiliation**	**Text Answer**
Gloucester Inner Harbor	Business	75/25 supporting use will allow for the economics of property ownership to restore and the buildings and increase the tax base. I don‚Äôt believe there is more MI demand than 25%. With 75% supporting use, the economics of supporting (mostly) subsidized MI can happen. Very similar to requiring a component of multi unit housing to be set aside as Affordable.
Gloucester Inner Harbor	Business	Abolishing the DPA
New Bedford - Fairhaven	Government	access to experience - education about the purpose and importance of the DPA

Lynn	Government	Allow a combination of water dependent and non water dependent developed in the DPA. This would create jobs and create activity in the DPA
Lynn	Consultant representing a business, organization, or community group	Allow wider mix of uses in DPA
Gloucester Inner Harbor	Business	anything that could increase dockage accessibility to the small business owner
Weymouth Fore River	Resident near the DPA, Organization or community group	be realistic about the health and safety impacts that the regulators have placed in the FR Basin, and resolve the overburdened impacts for a fair level of "quality of life" for the residents.
East Boston	Consultant representing a business, organization, or community group	Better truck route to the Shipyard. Eliminate much of the rest of the DPA
Mystic River	Consultant representing a business, organization, or community group	Better truck routes
Chelsea Creek	Organization or community group	bike/pedestrian path as part of the Vision Chelsea Creek Plan
Gloucester Inner Harbor	Other	city comprehensive planning (in progress), visioning leadership for more than 5 years out - need to think bigger and bolder
Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience along both shores, evolve to more clean energy uses, and harbor maritime support uses.
South Boston	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience measures, expand public land and water transportation,
Salem	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience treatment of DPAs, expand maritime activity and support at the ferry/cruise port and the deepwater port; possible addition of floating
Chelsea Creek	Government, Resident near the DPA	Concentrate water-dependent uses to better utilize active DPA spaces that exist; remove undeveloped/vacant parcels from the DPA to allow for public access, ecological restoration, and resilience.
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Consolidate/aggregate DPA parcels, focus on medium draft harbor support maritime uses such as tugs, ship repair, climate resilience coordination with non-DPA, public access harborwalk expansion where possible s public safety,
Chelsea Creek	Government, Resident near the DPA, Organization or community group	Construct passive infrastructure to mitigate flooding within the DPA and the surrounding community. Clean up legacy pollution. Utilize energy from sustainable sources.
East Boston	Business	Create more public dock space for commercial and recreational boaters
New Bedford - Fairhaven	Business, Government	Create opportunities for local citizens to acquire the necessary training to join the maritime industry.
East Boston	Business, Government	Dedesignate
Mount Hope Bay (Fall River)	Organization or community group	de-designation of DPA
Chelsea Creek	Business, Government	De-industrilize, de-designate, nature based conversion
Weymouth Fore River	Government	Discontinue use and relocate the natural gas compressor station; Air Quality monitoring.

Weymouth Fore River	Other	Education about the role of maritime commerce in metropolitan area, region, and wider areas. Better planning, especially to avoid transportation conflicts. Programs to stimulate the development of maritime businesses and jobs.
Salem	Government, Resident near the DPA	Education on the importance of DPA's for increased awareness of Job opprotunities and Public Transportsation-Communter Ferry
Chelsea Creek, Gloucester Inner Harbor, East Boston, Lynn, Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River	Government	Education, public access in areas that won't interfere with WDI uses, investment in infrastructure for cleaner, more resilient, and better functioning facilities
Salem	Resident near the DPA, Organization or community group	Electrify the port. This should be required. It is very close to people's homes.
New Bedford - Fairhaven	Organization or community group	Employment for BIPOC population
Mystic River	Organization or community group, Consultant representing a business, organization, or community group	Encourage clean energy and shipping uses for deepwater frontage, coordinated climate resilience for DPA frontage
New Bedford - Fairhaven	Government	establish a regional marine scienced and research center with an aquarium
South Boston	Business	exercise caution in not diluting the benefit/health provided existing tenants
Salem	Government, Resident near the DPA	Expand marine-related educational and job training opportunities. Expand water transportation. DPA uses should be integrated into the daily lives of community residents.
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	expand the allowed uses
Gloucester Inner Harbor	Business, Organization or community group	Expand the range of flexibility in the WDU Zone provisions either through more creative interpretation of the existing provision or by amending them so that a Municipal Harbor plan can adequately contemplate the realities of improving and redeveloping small lots in the DPA.
Salem	Resident near the DPA, Organization or community group	for the developers and the city to take into account the impact any development will have on the surrounding and abbuting neighborhoods.
New Bedford - Fairhaven	Government	Greater and more clear public access to the site. This DPA combines both industry and community development with nearby restaurants and activities such as ferries to Martha's Vineyard. Funding to improve circulation and amenities, as well as continued investment in infrastructure improvements.
Gloucester Inner Harbor	Government	Greater point public access, public docking points, long term protection from coastal flooding
Mount Hope Bay (Fall River)	Government	I think it would make sense to do a strategic plan for the harbor doing analysis on many of the questions raised in this survey. Are there ways to use State Pier more effectively for economic benefit? There are unused piers such as at Weaver's Cove that I imagine could be economic engines. What about reinstating a ferry and having water taxis? Lots of possibilities could be explored.
Lynn	Business	I would think that a business like mine operating in Lynn for 15 years would have had numerous attempts at contact for support in finding space to operate within the DPA. The experience has been quite the opposite. It seems like finding

		working space for small, water dependant industrial businesses who have grown less than a mile outside the DPA is on the bottom of priority list
New Bedford - Fairhaven	Government	Improved coordination of key stakeholders from both municipalities. More state funding.
Salem	Consultant representing a business, organization, or community group	Improved truck routes to port
East Boston	Business	incentivize DPA landowners to open its use for marine dependent tenants and restore/improve infrastructure & utilities to allow for its safe operation as a DPA. Creating programs to offset the costs of restoration work and/or other mechanisms to allow for local small marine businesses to financially compete with residential developers who have deeper pockets and are eager to pay a premium for DPA areas to turn them into luxury waterfront properties
Gloucester Inner Harbor	Government	Increase availability of government grants for improvement of privately owned small parcels that the majority of Gloucester's DPA is comprised of. The surrounding community will have immediate positive impacts when the waterfront property owners have access to funding to upgrade their properties.
Chelsea Creek	Consultant representing a business, organization, or community group	Increased public access, diverse land uses
Mount Hope Bay (Fall River)	Consultant representing a business, organization, or community group	Increasing public water access, and balancing the growth in these areas for offshore wind development with benefits to the community.
East Boston	Consultant representing a business, organization, or community group, Other	Investment, Collaborations, Focus on East Boston Zoning waterfront regulations (this presumably is what the community wants!) in the face of state-imposed zoning regulations and an unwillingness to change the DPA boundaries
South Boston	Business, Government	Investments in infrastructure and resilience
Chelsea Creek	Other	Job training, development of light industrial work along the edge of the DPA. There has been some and the could be more collaboration with DPA operators for points-of-public access that can engage with and not conflict with marine industrial operations. DPA-wide, harbor-wide, state-wide collaboration is needed to plan and implement climate resilience projects.
Chelsea Creek	Business	Job training, Stimulate light industrial development alongside maritime industrial developments, Collaborate with DPA operators for positive public access and engagement within maritime industrial operations. Collaborate on climate resilience projects. Ensure that city planning efforts for infrastructure improvements (especially roads into/through DPA's) are designed to support DPA uses as well as community uses.
Mystic River	Other	Job training. Conversion of the mothballed Exxon dock and berth to handle dry bulk and similar non-petroleum cargoes. Development of light industrial buffer zone between the Casino area and the WD heavy marine industrial businesses.
Gloucester Inner Harbor	Business	Loosen regulations
South Boston	Consultant representing a business, organization, or community group	Maintain truck routes
East Boston	Business	Messaging from public officlals and permitting agencies to show their support.
Mystic River	Government, Resident near the DPA, Organization or community group	Mitigate legacy pollution, install sea level rise/flooding mitigation to protect DPA and neighborhood infrastructure. Improve public access and facilities in low use areas of the DPA.
Salem	Business	more communication with local small business marine contractors to determine the feasibility of additional uses of this DPA area for puroposes beyond wind farm marshalling, particularly on the North side of the existing breakwater, which is not currently allocated for use by wind farm related vessels
New Bedford - Fairhaven	Business	more dock space
Mystic River	Business, Other	more flexibility of uses

Salem	Resident near the DPA, Organization or community group	More funds for climate resilience
Chelsea Creek	Business, Government	More new point public access opportunities where feasible. Consider broader range of uses on parcels that are less attractive for WDI uses to incentivize redevelopment.
East Boston	Government	More of an upgrade to the surrounding work plan and be transparent
South Boston	Organization or community group	more point access to the waterfront or to watch maritime operations
Salem	Organization or community group	More transparency and responsiveness when soliciting input from local community.
Salem	Government	More transparent communication/promotion
Salem	Business	Offer industrial space to small businesses looking to work within the DPA.
Mystic River	Business	Portions of the Mystic River DPA which are currently under maintained should be renovated to allow for DPA use once again. Incentivize DPA landowners to work with local water dependent businesses to better utilize and maintain these areas as it is currently more economically feasible for the landowners to allow these under maintained areas to become derelict than to make needed repairs and improvements.
Chelsea Creek	Consultant representing a business, organization, or community group, Other	Preserving the secure and reliable supply of essential petroleum products to the Boston metropolitan area is the best way to increase the positive impact of the Chelsea Creek DPA. As CZM is well aware, New England has limited access to energy resources. In 2016, the U.S. Energy Information Administration explained that ,ÄúNew England has neither in-region refinery production nor any pipeline connections to refining centers outside the region. The region,Äôs largest markets, located along the Atlantic Coast, are dependent on reliable port operations and a continuous supply of marine deliveries . . . there are no feasible alternatives to marine supply.,Äù EIA, ,ÄúEast Coast and Gulf Coast Transportation Fuels Markets,Äù (Feb. 2016). Marine deliveries of home heating oil in the winter are particularly critical and gasoline and diesel deliveries throughout the year are used by the consumers and businesses in the surrounding communities. To more effectively advance the objectives of the DPA program, any future action on the Chelsea Creek DPA should reflect its unique, integrated, and holistic character and operation, thereby minimizing the risk of supply interruptions and unnecessary price spikes.
New Bedford - Fairhaven	Other	Prevent additional encroachment, & increase the safety & upkeep of the DPA
Gloucester Inner Harbor	Consultant representing a business, organization, or community group, Other	Provide capital and investment; focus on and support maritime economic use rather than WDU which, I believe, is an anachronistic way of looking at the issue. I prefer a more economic and cultural view, rather than strict reliance on land use zoning.
New Bedford - Fairhaven	Other	provide dockage for recreational fishers and the for hire fleet that is cost effective and available during the expanded fishing season due to climate change.
New Bedford - Fairhaven	Business, Resident near the DPA	Provide economic incentives to owners of properties in DPA
Gloucester Inner Harbor	Business	Realistic fishing regulations!
Salem	Business	Rebuild faster
Mystic River	Government, Resident near the DPA	Reduce the sprawling parking within the Boston Autoport by consolidating it into a parking garage. This would free up space for other businesses, like the wind testing facility, or would allow for a reduction of impervious surface within the space to assist with coastal resilience in this flood-prone area. Relocate the salt pile, as residents have expressed significant concern over this being on the water.
East Boston	Government, Resident near the DPA	Remove undeveloped parcels from the DPA to allow for affordable housing and mixed-use commercial space (Capitol Waste Systems, Reinhaur, Liberty Plaza, East Boston CDC parcels, 172R Border Street). Provide financial support to existing water-dependent uses (Boston Towing) to renovate and improve existing conditions. Allow for public access in areas where water-dependent uses are not

		active within the DPA. East Boston suffers from poor air quality and a lack of green open space, so being able to increase public access to the waterfront and add more greenspace/tree canopy to this area would improve the conditions. Increase opportunities for local jobs (whether in water-dependent industries or commercial uses) and water transportation.
Salem	Organization or community group	Requiring port electrification and air quality monitoring as well as requiring businesses that either manage or lease part of the property to enter into a CBA with the community
Mystic River	Business, Government	Resilient infrastructure
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Selective public acquisition and management and/or public assistance to preserve critical parcels
Salem	Government	State funding specifically / solely for improvement of DPAs.
Salem	Business	stronger support from Government to defend the DPAs
East Boston	Business	support the dpa, working waterfront, and water dependent industries by providing tax relief to DPA properties and directing funding to help update infrastructure required for future sustainability.
Lynn	Government	Supporting redevelopment opportunities at legacy properties to grow emerging Blue Economy Sectors.
Weymouth Fore River	Resident near the DPA	The environmental impacts are significant. More transparency about the impacts and how they're being addressed would be useful to the nearby communities.
New Bedford - Fairhaven	Government	There need to be more commitment to expediting the permitting process for allowed uses in a DPA. There also need to be an understanding on the part of the permitting agencies regarding the interplay between Ch. 91 and the DPA when a proposed use is clearly in keeping with the DPA
Gloucester Inner Harbor	Business	treat it as an industrial park. provide grant funding
East Boston	Government, Resident near the DPA	Unlock opportunities for affordable housing and park space
East Boston	Resident near the DPA, Organization or community group	Visibility and information
South Boston	Other	WD marine industrial properties on the water edge need to have their tax valuation assessments drastically lowered. The NWD upper story developments need to actually provide financial support to the WD uses, rehabilitation of infrastructure.

Table C-6 Responses to the Question: What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What challenges within the DPA have you run into in your attempts to start or grow your business or organization/community group?		
DPA	**Affiliation**	**Text Answer**
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Appropriate pick up locations
Lynn	Business	available space
Gloucester Inner Harbor	Business	Changing water-dependent industries and opportunities
Salem	Business	city does not seem to have interest

Salem	Resident near the DPA, Organization or community group	Community Benefits Agreement
Weymouth Fore River	Business, Other	corrupt regulatory and legal manipulation.
East Boston	Business	development & gentrification
Salem	Organization or community group	Dredging, pier and dock replacement, traffic and transportation access
Chelsea Creek	Organization or community group	dredging, traffic access
South Boston	Organization or community group	Evolving office park investments and land values in maritime in Marine Industrial Park, land and traffic constraints at Connelly Terminal, climate resilience, diminishing highway access for marine industrial
Chelsea Creek, East Boston	Business, Government, Resident near the DPA, Organization or community group	financing for supportive infrastructure
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	harassment by local officials
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Interest
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Intruding non water dependent uses. Traffic, parking, being able to operate freely
East Boston	Organization or community group	neighborhood opposition
Salem	Resident near the DPA, Organization or community group	non-responsiveness and lack of clarity on the part of developers about accessibility of promised new jobs for local workforce
East Boston	Business	Passenger water transportation, climate resilience, traffic access
Salem	Business	pollution related concerns about the increased road and water traffic and port activities
Chelsea Creek	Government, Resident near the DPA, Organization or community group	Pollution, social justice.
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	restricts value of property on open market while adding no economic value to the entity

Mystic River	Business	Social justice.

Table C-7 Responses to the Question: What DPA infrastructure does your business or organization/community group depend on?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What DPA infrastructure does your business or organization/community group depend on?		
DPA	**Affiliation**	**Text Answer**
Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	climate resilience infrastructure,
East Boston	Business, Government	DPA is obsolete, unused
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Harbor marine support (tugs, fire fighting, emergency response),
Lynn, Salem	Business	Industrial space
Salem	Organization or community group, Consultant representing a business, organization, or community group	Passenger water transportation and cruise vessel facilities
South Boston	Organization or community group, Consultant representing a business, organization, or community group	Public passenger land and water transit needs to be more public
Weymouth Fore River	Resident near the DPA, Organization or community group	the multiple hazardous facilities are regional facilities serving the Boston Metro area. The siting regulators have taken the position that the communities cannot defend themselves and it makes for easy siting.

Table C-8 Responses to the Question: What DPA infrastructure improvements would directly benefit your operations?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What DPA infrastructure improvements would directly benefit your operations?		
DPA	**Affiliation**	**Text Answer**
East Boston	Organization or community group	Ability to do more
Gloucester Inner Harbor	Business, Resident near the DPA	Additional berthing and staging area for larger vessels.
Salem	Business	Affordable Industrial space
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Aggregation of small DPA parcels, clean-up of derelict pile fields and bulkheads, watersheet use plan, dredging priorities
East Boston	Business, Other	Better drainage of rainwater, removal of CSO's
Mystic River	Business, Other	Better transit and roadway infrastructure to reduce congestion for employees and patrons
Mystic River	Business	Better truck access.

Chelsea Creek	Government, Resident near the DPA, Organization or community group	Changes to prepare the DPA for on-going sea level change to limit flooding, infrastructure damage, and reductions in functionality.
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience infrastructure, pier and dock replacement, traffic and access improvements
South Boston	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience infrastructure, preserve land and building zones around deepwater infrastructure, insure compatible land uses around primary deepwater port, preserve two drydocks and ship repair facilities as regional necessities, adapt to evolving fish industry needs
Mystic River	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience shoreline protection, dam repair, Island End River improvements
Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	climate resilience, bulkhead replacement, environmental safeguards, harborwide energy policy; benefit to current and future deep water businesses
Chelsea Creek	Organization or community group	climate resiliency improvements
Gloucester Inner Harbor	Business	commercial dock space
Salem	Organization or community group	Construction of the Salem OSW marshaling port is a transformational project.
Salem	Business	Deeper and Wider Channel, Additional electrical infrastructure investment
Gloucester Inner Harbor	Business	Develop a town pier similar to other towns in Mass where big party boats could operate from.
Weymouth Fore River	Resident near the DPA, Organization or community group	distribution of a portion of the multiple hazardous facities to other communities that are dependent of them. Also, there is a need to do an independent safety study and place multiple air quality monitoring devices that may be monitored by the communities and residents.
New Bedford - Fairhaven	Business	Dredging
Gloucester Inner Harbor	Business	Dredging & pier reconstruction
Salem	Resident near the DPA, Organization or community group	Electrifying the port
Gloucester Inner Harbor	Business	ENFORCMENT! Fishing vessels are being displaced for marinas forcing consolidation or departure of vessels thus shrinking the customer base we rely on. Less hauls, repairs and fuel sales. We have lost two key commercial waterfront properties and a third is under agreement with the fishing boats given eviction notices.
South Boston	Organization or community group	Enhanced climate resiliency and public access in areas to act as a buffer between major commercial/residential sections and industrial sections.
New Bedford - Fairhaven	Business, Government	Expanded dredging to support larger vessels, Expansion of New Bedford Hurricane Barrier Gate to support larger vessels.
Salem	Business	Expidite OSW Development
Salem	Business	Franklin St. portion of the Salem DPA is a shallow water area with access limited to high tide only; deepening of North River would benefit the Franklin St. DPA. Salem Harbor Power Station DPA is exposed to adverse

		weather; wave attenuation structures would create a more protected DPA allowing for greater variations of marine users, particularly with smaller or more sensitive equipment. Allowance for use of DPA facility by property owners would also be a potential benefit
South Boston	Organization or community group	funding to support ship repair on the south jetty, support for the north jetty project, and climate adaptation measures for the district as a whole
Salem	Business, Resident near the DPA	Heavy lift capacity at the pier side.
South Boston	Business, Government	Helpful infrastructure improvements would include enhancements of the bulkheads/seawalls (where necessary), roadway enhancements (as called for the RLFMP Master Plan) to protect truck access, and site and district level resiliency measures to ensure the viability of this area into the future.
East Boston	Organization or community group	Improved climate resiliency measures that protect the neighborhood and provide meaningful public access.
South Boston	Organization or community group	improved ferry infrastructure
Gloucester Inner Harbor	Business	improved sewer and electric; less recreational vessel dockage and more commercial vessel dockage
Chelsea Creek	Business	Improvements in the roads to minimize traffic. Continued maintenance dredging to maintain deep water access. Ongoing maintenabce of the bridges.
Weymouth Fore River	Business	Improvements to the pier.
Mystic River	Business	Infrastructure in Mystic River has been allowed to decay to an unsafe level due to lack of maintenance and upkeep, precluding its use by waterborne equipment and contractors. repairs to these piers and structures, and restoration of utilities at these structures would greatly benefit our operations by allowing for safe storage, repair, construction, and upgrading of vessels and equipment locally in Boston.
Gloucester Inner Harbor	Business	Lessen the DPA regulations
East Boston	Business, Government	Maintenance dredging and repair of existing seawalls/bulkheads. Resiliency improvements for long term viability of certain sites.
New Bedford - Fairhaven	Business	more deep water dock space, harbor is very crowded
East Boston	Resident near the DPA, Organization or community group	More public space, parking
Gloucester Inner Harbor	Business	More relief from the 50/50 marine industrial reqt. 25/75 would adequately support the demand for MI
East Boston	Business	Overdevelopment of adjacent properties has created an environment where DPA landowners have more incentive to allow these DPA sites lay fallow and unused until these sites can be removed from DPA designation. Small local marine contractors cannot afford to compete with large commercial developers. This creates derelict structures formerly suitable for DPA use that have become hazardous due to neglect and lack of maintenance, despite there being a market of DPA compliant users.
Weymouth Fore River	Business	piers, berthing, coastal resiliency, upland infrastructure
Salem	Resident near the DPA, Organization or community group	port electrification; storm water runoff control, permanent building structures

Mystic River	Government, Resident near the DPA, Organization or community group	Preparations and construction to be prepared for predicted sea level rise. Mitigation of pollution in the waters and sediments.
Weymouth Fore River	Business	preserve trucking routes.
Mystic River	Business	preserving what is remaining of DPA the Casino is taking a big section already and looking for more
Gloucester Inner Harbor	Business	property improvement grants and assistance with the permitting process
Salem	Organization or community group	Providing for more infrastructure (connections to electric power) so that all ships and barges that dock in Salem will not keep their engines running to pollute the nearest neighborhood environment.
Chelsea Creek	Business, Other	Removal of CSO's
New Bedford - Fairhaven	Business, Resident near the DPA	remove route 6 bridge
South Boston	Business	Repair of the pier and bulkhead, dredging and protecting a designated truck route. Without these improvements it will be impossible to operate here.
South Boston	Business, Government	Shipyard investments, berthing area investments, truck access improvments, resilient infrastructure
Chelsea Creek	Business, Government	Site improvements, grading, utilities, resilience
Chelsea Creek	Organization or community group	sites without active port uses are falling into disrepair and need support to be rebuilt and revitalized, ideally with climate change in mind
Salem	Government, Resident near the DPA,Organization or community group	Structural changes to prepare for sea level change. Continued ability to operate during high tides/storm surge without regular flooding. Year-round ferry service. Increased visitation, decreased traffic and green-house gas emissions.
Gloucester Inner Harbor	Business, Other	Tennants/ Cash flow
Salem	Organization or community group	The construction of a Wind Port by a developer that agrees to provide infrastructure necessary to avoid dangerous emissions, eg EV chargers, electric shuttle busses, electric port work vehicles and shore side power for docked OSW support vessels would benefit the port neighborhood and the city as a whole
Chelsea Creek	Organization or community group	The shoreline needs to be elevated to manage damage from coastal flooding. There is almost no safe public access, either through a harborwalk or through destination parks. The DPA itself is highly flood prone, with no regulations to prevent e.g., Logan's jet fuel tanks from floating away and rupturing. The DPA parcels, with exceptions, are not profitable enough through current allowed uses for private landowners to elevate their shorelines to protect inland neighborhoods.
East Boston	Organization or community group	there is strong planning being done for the shipyard and marina, but there are small DPA parcels that need significant investment to have a water dependent use and support to protect the neighborhood from climate threats
Chelsea Creek	Business	Traffic signaling and Protection of designated trucking routes.
New Bedford - Fairhaven	Organization or community group	training of new Bedford workers that lead to actual jobs on waterfront
East Boston	Business, Government	Transfer to public ownership or de-designation. Public funding for private DPA's
Mystic River	Business, Government	Transportion infrastructure and resilience

South Boston	Business	trucking routes and zoning and tax relief planning by City of Boston is needed
Lynn	Business	Unfortunately, it appears that basically all of the land within the DPA in Lynn is owned by National Grid. They do not have any incentive to lease space to my business. Although I did begin speaking with someone at national grid, it became cold and they said they would not be discussing space any time soon. I have operated out of commercial property tucked into a neghborhood in the city of Lynn for 15 years. It is only in the last 3 that EDIC leased us a bit of space on the waterfront but it's only about a quarter acre and it does not look like there will ever be a long term lease agreement so it's not a space I can move my business to without the long term agreement.
Gloucester Inner Harbor	Business, Organization or community group	Upgraded electrical capacity (commercial Street). Also the main roadways of Rogers and Commercial streets are both at elevations that are far too low to accomodate the FEMA flood elevations now required of the properties along those ways. This is a serious barrier to improving the private properties on the waterfront. Virtually all of the properties are privately owned.
East Boston	Business	Upgraded electrical, repaired piers, filled-in graving dock.
East Boston	Business	upgrades to piers, utilities, bulkheads, headwalls, and filled uplands.
Chelsea Creek	Business, Government	Utility improvements for the upcoming transition to a cleaner grid. Maritime/navigation safety improvements under the Chelsea Street bridge. Resiliency improvements along the Creek.
Gloucester Inner Harbor	Business	Wastewater pretreatment
Salem	Organization or community group, Consultant representing a business, organization, or community group	Watersheet management plan, dredging plan, ground and water transportation access improvements
Gloucester Inner Harbor	Government, Organization or community group,Consultant representing a business, organization, or community group	waterside infrastructure enhancements
East Boston	Business	We would benefit from better repair facilities. We need modern warehouse space to provide maintenance on our vessels
Salem	Resident near the DPA, Organization or community group	We'd like to see a fully electrified port to relieve abutting neighborhoods of diesel-related polllution.

Table C-9 Responses to the Question: What water-dependent industries, business/organization types or other activities do you think should expand or be introduced in the DPA?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What water-dependent industries, business/organization types or other activities do you think should expand or be introduced in the DPA?		
DPA	**Affiliation**	**Text Answer**
Gloucester Inner Harbor	Business	Any that fit into DPA rules
East Boston	Government	Anything in the nature of maritime industrial use.
Chelsea Creek, East Boston, Gloucester Inner Harbor, Lynn, Mount Hope Bay (Fall River), Mystic River, New Bedford - Fairhaven, Salem, south Boston, Weymouth Fore River	Government	As a state regulator, I do not have recommendations for specific WDI industries/businesses, etc.
East Boston	Consultant representing a business, organization, or community group	Away from Chelsea Creek hard core marine industrial, anything
Weymouth Fore River	Resident near the DPA	Blue tech/research
East Boston	Other	break-bulk cargo, potential staging areas for offshore wind development projects, fish processing
Gloucester Inner Harbor	Government, Resident near the DPA	Breweries, distilleries, fresh seafood retail, sustainable technology companies
Chelsea Creek	Organization or community group	Clean industry and value-added manufacturing that benefits from being close to both Boston Harbor and Logan airport. Jobs that don't require college educations. Activities that do not pollute Chelsea Creek or inland neighborhoods when they flood. Uses that don't lead to more economic displacement of nearby neighborhoods.
Chelsea Creek	Organization or community group	clean tech, blue economic development, business incubator
Mount Hope Bay (Fall River)	Other	Commercial and residential
Salem	Business	Commercial fishing, boat manufacturing and repair
Lynn	Business	Commercial fishing, boat manufacturing.
New Bedford - Fairhaven	Government	Commercial Fishing, wind power, aquaculture, innovation
New Bedford - Fairhaven	Consultant representing a business, organization, or community group	Congested harbor with limited opportunity to expand. Potential demand for offshore wind and continued commerclal fishing and seafood processing.
New Bedford - Fairhaven	Business, Government	Continue cooperation between fishing and offshore wind industries.
Salem	Business	Cruise ships OSW
Salem	Other	cruise ships, expanded staging areas for offshore wind development projects
Salem	Government	Cruise ships, offshore wind
Mystic River, Weymouth Fore River	Business	Deep water cargo
South Boston	Business	Deep water terminals it is end of harbor best location
Chelsea Creek	Consultant representing a business, organization, or community group	Demand for use of this area by existing WDUI is currently met. Unlikely to be new uses given decline of carbon based economy and navigation constraints.
East Boston	Consultant representing a business, organization, or community group	East Boston lacks adequate infrastructure to support large scale WDIU. Limited opportunity at the East Boston Shipyard for marine services

Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Evolving fishery facilities, offshore wind support, offshore marine safety, coastal cruise expansion, maritime research facilities, ,
Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	Evolving metro energy facilities, marine construction support, marine environment maintenance
South Boston	Consultant representing a business, organization, or community group	Existing uses are well served by existing facilities. Not likely to see new uses other than at South Jetty
Salem	Consultant representing a business, organization, or community group	Existing water dependent industries will be accommodated with planned improvements at the power plant site. Cruise ship visits should be accommodated as well.
East Boston	Consultant representing a business, organization, or community group, Other	ferries, blue tech, boat repair, off shore wind support, ocean research (per earlier comment on Gloucester, some of these - but not all -- would be considered WDU)
South Boston	Other	fish processing, export/import of all types of cargo (break-bulk, salt, cement, auto, container, ext.), staging areas for off-shore wind development projects
Chelsea Creek	Business, Other	Fishing and Seafood
Weymouth Fore River	Resident near the DPA, Organization or community group	fishing piers for the industry and yacht clubs to insure that the quality of life is equal to any of the other Massachusetts waterfront communities.
Mystic River	Organization or community group	focus on clean energy
Chelsea Creek	Other	fuel imports, break-bulk cargo, auto imports, potential staging areas for offshore wind development projects
Mystic River	Organization or community group, Consultant representing a business, organization, or community group	Future alternative energy facilities and support, small coastal freight, ship and vessel repair,
East Boston	Business, Government	Given the small, fragmented nature of the East Boston DPA, I think this area is more appropriate for smaller scale and/or R&D type businesses (blue tech, etc.). Some areas within the DPA here should be reevaluated however as they could likely come out of the DPA without having a negative affect on the overall DPA program.
Gloucester Inner Harbor	Government	Government grant funding needs to be available to the owners of privately held small parcels in the DPA.
Gloucester Inner Harbor	Consultant representing a business, organization, or community group, Other	Greater commercial fishing activities, ocean research, blue tech enterprises (note that some -- but not all -- are associated with WDU but may not absolutely require it)
Gloucester Inner Harbor	Business, Organization or community group	Greater flexibility in the DPA regulations are needed to accomodate the "small private lot" makeup of Gloucester's inner harbor. The current regs do not provide ample flexibility for an approvable municipal harbor plan to be submitted that will adequately contemplate redevelopment of the individual properties because the DPA regs (WDU Zones) mostly eliminate the ability to utilize the Supporting Use provisions that are essential to privately owned, small lot propeties because they would provide financial support necessary to allow the water depenedent uses to remain and expand.
Chelsea Creek, East Boston, Mystic River, South Boston	Government, Resident near the DPA	Green jobs (wind/solar energy); water transportation (water taxis/marinas)

Gloucester Inner Harbor	Business	I don't believe there is currently a viable long term option given the state of water dependent industries and the current employment situation in Gloucester
Salem	Organization or community group	If there is space in the DPA, businesses that produce items needed to support the work of the marshalling port. Perhaps water taxis or ferries to bring in port crew from North Shore communities north and south of Salem - to avoid road congestion.
South Boston	Consultant representing a business, organization, or community group	Leave it alone it,Äôs fine
Weymouth Fore River	Consultant representing a business, organization, or community group	Limited opportunity beyond what currently exists.
Lynn	Consultant representing a business, organization, or community group	Limited potential for WDUI given lack of water depth and wind/wave exposure.
South Boston	Organization or community group, Consultant representing a business, organization, or community group	Maintain ship repair drydocks, coastal cruise landings closer to Seaport, expand public water transportation sites and services, ,
Mount Hope Bay (Fall River)	Government	Marinas are expanding and we are focused on bringing tourism of recreational boaters. My understanding from Ken Fiola at Bristol County Economic Development consultants who manage the State Pier is that it may be underutilized. That would be worth exploring with Ken. The wind industry is centering some of its activity in Fall River and in Somerset. Is there more that could be done to capitalize on this?
Gloucester Inner Harbor	Business	Marinas, public dockage
Gloucester Inner Harbor	Other	marine and coastal research; fisheries supply chain from maintenance to processing to sales; capitalization on trades skills/maintenance capacity to support Salem offshore wind opportunities (short and long term, blue collar and white collar)
Lynn	Government	Marine Biology/ Research, Lab etc.
Mystic River	Business	Marine cargo and wind related support services.
South Boston	Business	Marine cargo handling and support to the wind industry.
East Boston	Business	Marine construction businesses should be encouraged to utilize East Boston DPA sites as they would be able to maintain and upgrade currently derelict structures to a state where they would be safe for use, benefiting local economies by creating jobs and benefiting local communities by increasing the amount of safe waterfront access
Mystic River	Business	Marine construction companies would benefit the Mystic River DPA as these companies provide rapid support to Boston's waterfront construction needs.
Weymouth Fore River	Business	Marine industrial
Weymouth Fore River	Government	Marine R&D
New Bedford - Fairhaven	Government	marine science
Gloucester Inner Harbor	Government, Organization or community group, Consultant representing a business, organization, or community group	Marine trade education
Chelsea Creek	Government	maritime research and development', blue technology, distribution, food manufacturing

East Boston	Organization or community group, Consultant representing a business, organization, or community group	Medium draft harbor support vessels, coastal cruise, harbor support vessel docks and landside support, vessel maintenace and repair expansion. ,
Chelsea Creek	Business, Government	Minimal use potential, vessel storage and marine contracting
New Bedford - Fairhaven	Consultant representing a business, organization, or community group	More accessory and supporting uses
New Bedford - Fairhaven	Organization or community group	more restaurant and shops
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	More supporting uses to pay for water infrastructure
Salem	Consultant representing a business, organization, or community group	More supporting uses to pay for water infrastructure improvements
Salem	Government, Resident near the DPA	More visiting vessels, small cruise ships, water transportation
Chelsea Creek	Business	more water dependent
Mystic River	Consultant representing a business, organization, or community group	Mystic River has history of declining WDIU due to economic changes. Not likely to see new or expanded uses.
East Boston	Business, Government	No potential for growth
Mystic River	Government	None
Chelsea Creek	Organization or community group	None
New Bedford - Fairhaven	Business	None outside of the ones that currently operate in the DPA.
Gloucester Inner Harbor, Salem	Business	Offshore wind
Salem	Business, Resident near the DPA	Offshore wind and industrial Maritime
New Bedford - Fairhaven, Mount Hope Bay (Fall River)	Government	Offshore Wind development and manufacturing
Salem	Organization or community group, Consultant representing a business, organization, or community group	Off-shore wind support (in progress), coastal cruise expansion, coastal specialized freight, maritime researchfishing fleet landing and delivery
Salem	Government, Resident near the DPA	OffShore Wind Support, Tourism, Special Project Cargoes
East Boston	Business	offshore wind support, waterfront construction staging and berthing, vessel hauling and repair, water transportation base, commercial fishing.
Gloucester Inner Harbor	Business, Resident near the DPA	Offshore wind, commercial fishing, and marine industrial work.
Weymouth Fore River	Business	Offshore Wind, Marine Transportation
New Bedford - Fairhaven	Government	Offshore Wind, Training, More Commercial Fishing
Chelsea Creek	Consultant representing a business, organization, or community group	Only hard core marine industrial on the water; backlands whatever
New Bedford - Fairhaven	Other	Opportunities for recreational boaters/fishers and charter boat dockage that is available and cost effective.
Mount Hope Bay (Fall River)	Consultant representing a business, organization, or community group	Opportunity to expand into offshore wind related activities.

Mystic River	Other	potential staging areas for offshore wind development projects
Salem	Organization or community group	Provide funding for existing local educational organizations (such as Salem Maritime National Historic site/Essex Heritage) to offer FREE field trips for local students and residents to regularly visit and learn about offshore wind site linked to Salem.
New Bedford - Fairhaven	Other	reduce or minimize non-dependent use & users!
Gloucester Inner Harbor	Business	Research and marine biology science
Gloucester Inner Harbor	Government	Restoration of dockage and wharves to support expanded berthing
Gloucester Inner Harbor	Business, Other	Restraunt ~ Mercado ~ market place ~ bio tec
New Bedford - Fairhaven	Government	safe and unintrusive economic tourism - experience the working waterfront's fishing, aquaculture and clean energy activity
East Boston	Business, Other	Seafood
Mystic River	Business, Government	Several properties have been removed from the Mystic River DPA over time. I would suggest we first stop removing properties, or figure out what else needs to come and then reinvest in the remaining areas. Several of the privately held sites need significant infrastructure improvements along the water's edge
South Boston	Organization or community group	ship repair, blue tech, wind/clean energy staging, more job training, other maritime research
South Boston	Business, Government	ship repair, general marine terminal, seafood processing, specialized freight
Weymouth Fore River, Chelsea Creek, South Boston	Other	Ship to shore cargo handling operations that serve the many importing and exporting needs of the metropolitan area and region. Marine related repair and fabrication are also in short supply in Boston Harbor and could function well in this DPA. The DPA could also provide waterside space for marine construction facilities and operations that will be able to support both the construction and maintenance of offshore wind energy. This DPA could also support marine research.
Chelsea Creek	Other	The same type of support for fishing, aquaculture and marine research would also be feasible in this DPA.
South Boston	Other	Fishing activity already exists in this DPA. Fish processing is also dominant here, although proximity to the airport is more valuable to most of these businesses than proximity to the water..
Mystic River	Other	Rail connections into the Everett part of the DPA could be used to import aggregate and other materials that could be supplied to offshore wind construction or to other points in Boston Harbor. Trans-shipment could be by barge..
Chelsea Creek	Business	Ship to shore cargo handling; marine research; support vessel work, marine construction.
Chelsea Creek	Consultant representing a business, organization, or community group, Other	The Chelsea Creek DPA is an industrialized waterway that supports the petroleum industry and the mineral salts industry. These industries are highly-dependent on the waterway to conduct their operations. Ocean-going vessels, barges and tug boats transverse the Creek each day. Any industries or businesses introduced into the DPA should be of a similar nature. It takes a great deal of effort and expertise from all of the water-dependent industrial facilities on the Creek to coordinate

		movement of ships and deliver their essential commodities. Placement of non-water-dependent businesses (businesses that can operate in many other locations throughout the Commonwealth) should not be permitted in the DPA, particularly enterprises that would put individuals and smaller watercraft in the water, thereby jeopardizing their safety and the environment.
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	The existing water dependent uses are all accommodated at the present time. No demand for new uses
South Boston	Business, Government	The South Boston DPA should retain the Seafood Processing Cluster in the MMT. Waterfront sites with adequate uplands should be used for larger scale water-dependent operations (like wind energy or supporting services). I think with the deeper draft capabilities at Conley we should continue to work to attract larger and more diverse commercial shipping vessels. Inland and/or more economically diverse sites (RLFMP and 88 Black Falcon) should be host to smaller scale WDI type uses that complementary to what is in other areas of the DPA.
Mystic River	Business, Other	There should be more flexibility in the type of uses allowed in the Mystic River DPA.
Mystic River	Business, Government	Unknown
East Boston	Resident near the DPA, Organization or community group	water transportation and shuttles
Lynn	Government	Water Transportation, Commercial Fishing & Processing, & although not currently present there is an opportunity to grow Marine Science & Technology enterprieses.
East Boston	Business	Water transportation, wind farm, autonomous and electic vessels, ocean research organizations, boat building, marine trade classes.
Salem	Resident near the DPA, Organization or community group	We are supportive of the new offshore wind facility. Also support cruise ship terminal. We'd like to see the gas power plant, which is not water dependent, retired. Electrical transimission needs to be upgraded for port electrification.
East Boston	Business	We could use more support for marine based small businesses. Currently most if not all of my vendors (Canvas repair, mechanics) travel from outside the area. There's also a growing number of small Charter vessels in the Harbor, who could be better served if they were in one location. This dedicated area could become a destination for tourists and locals if their was a dedicated dock for small fishing and charter boats
Gloucester Inner Harbor	Business	We need dredging. This Harbor does not even meet the low water requirements of the DPA
Salem	Resident near the DPA, Organization or community group	Wind
Salem	Government	Wind Marshaling and supportive activities
Salem	Resident near the DPA, Organization or community group	Wind Turbine Marshalling Yard, cruise ship berthing
Salem	Business	With the anticipation of wind farm related development at the Salem DPA, vessel-assist tug business would be

		beneficial in Salem, as well as general marine contractors to in the Salem area to provide support services

Table C-10 Responses to the Question: Please describe how economic trends are impacting industries in your DPA(s). If you have more than one DPA, please specify which DPA you are referring to in your response.

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

Please describe how economic trends are impacting industries in your DPA(s). If you have more than one DPA, please specify which DPA you are referring to in your response		
DPA	**Affiliation**	**Text Answer**
Gloucester Inner Harbor	Other	aging workforce in our working waterfront, shrinking fishing industry and therefore the supporting services, lack of city innovation/vision/long term planning to rejuvenate the DPA
Chelsea Creek, East Boston, Gloucester Inner Harbor, Mystic River, Salem, South Boston	Organization or community group, Consultant representing a business, organization, or community group	All applicable and future DPA uses are evolving over time and are quite different than the original DPA context. Competing non-water dependent uses are pressuring both active and inactive sites. Each of the DPAs being studied have different capacities and roles at harbor, state and regional scales. Off shore wind is one example of a deepwater use which was not anticipated when DPAs were established, but has been well accommodated by preserved DPA sites. Publicly owned and maintained DPA's have been critical for ongoing and future maritime uses. Luxury waterfront residential office and hospitality uses have placed increasing pressures to de-designate DPA properties in all the study harbors.
Lynn	Government	Although not new residential demand puts pressure on market conditions. Commercial fisheries in the region seem to be in flux but it is unclear how this is impacting our DPA whether it is presenting as an opportunity or a challenge.
Weymouth Fore River	Resident near the DPA, Organization or community group	because of the limited facilities that handle hazardous materials or create a hazardous environment, hazardous generating facilities are directed to the Fore River Basin. air quality monitoring is limited and biased to the industry needs.
Chelsea Creek	Other	Chelsea: tremendous pressure from non-water-dependent developers to establish non-maritime warehouse due to proximity to Logan Airport. Other airport-related businesses put tremendous pressure on this DPA (hotels, cars, etc.).
Mystic River	Other	Mystic River: the Everett side of the DPA is threatened by the NWD proximity of the Encore Casino, the proposed Soccer Stadium, and the potentially massive NWD development of the former Exxon property.
South Boston	Other	South Boston: Proximity of the Marine Park to Seaport Area and parts of Marine now available to NWD uses have pushed the Marine Park out of the reach of maritime industries due to skyrocketing property valuations and tax assessments. Non-maritime land traffic also presents a serious NWD pressure to maritime uses in South Boston.
Weymouth Fore River	Other	Weymouth-Fore River: there is some NIMBY pressure to new DPA kinds of uses. There is also a terrible tax assessment case that promotes disregard of DPA restrictions in establishing land values and assessed values for lower-margin maritime uses.
Gloucester Inner Harbor	Government	Cost of construction, tight labor market, regulation

Weymouth Fore River	Government	Demand for Residential Land puts pressure on the DPA.
New Bedford - Fairhaven	Government	Development of offshore wind
Chelsea Creek, Mystic River, South Boston, Weymouth Fore River	Business	DPA are getting taxed like the property had the value to build multi story buildings on them.
Gloucester Inner Harbor	Business	Due to lack of enforcement we are loosing the commercial validity of our waterfront.
Mystic River	Government	Due to redevelopment of former industrial areas abutting the DPA, parcels within the DPA, particularly some that have been underutilized and/or currently serve as home to defunct uses, are garnering great interest in redevelopment. Said efforts to redevelop into something more aesthetically pleasing and that provide greater economic development opportunities are being stifled by the limitations imposed by the DPA
East Boston, Mystic River, Salem	Business	Due to the lack of housing being reported in MA, overdevelopment by luxury housing on the working waterfront has greatly negatively impacted the DPA's in the Boston Harbor area. Thanks to the recent developments in offshore wind, Salem Harbor's DPA is finally seeing investment and infrastructure improvements we wish to see replicated in Boston Harbor's various DPA areas as well.
Chelsea Creek, East Boston, Mystic River	Organization or community group	Enormous development pressure, especially in Everett and East Boston, to convert DPA parcels to commercial and residential uses.
Gloucester Inner Harbor	Government, Resident near the DPA	Fishing restrictions, cost of repairs to properties in the DPA, high interest rates for rehab loans.
Chelsea Creek, East Boston, Mystic River, South Boston	Government, Resident near the DPA	Fishing within Boston Harbor generally has declined. Most fishing takes place elsewhere and is transported to Boston via trucks. Even Channel Fish in the Chelsea Creek DPA receives and transports its fish via trucks. Holding oil/gas on the waterfront is declining as well due to the risks of climate change (see Exxon Mobil site in the Mystic River DPA, which is being relocated). Additionally, holding salt, cement, or other materials on the waterfront has been a concern from multiple communities, including Charlestown residents (within the Mystic River DPA) and Chelsea residents (within the Chelsea Creek DPA). Parking uses for either cars or trains should be relocated to allow for resilient coastlines with public access.
Salem	Resident near the DPA, Organization or community group	Flux in the offshore wind industry is affecting the ability of Salem to negotiate a strong CBA.
Salem	Government, Resident near the DPA	Funding for Renewable Energy. Specifically, Offshore Wind
Chelsea Creek, East Boston, Gloucester Inner Harbor, Lynn, Mount Hope Bay (Fall River), Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River	Government	Generally speaking to DPAs, we are aware of reports of impacts to WDI uses (specific industries impacted will vary at different DPAs)
East Boston, Gloucester Inner Harbor	Consultant representing a business, organization, or community group, Other	Gloucester -- declining size of fleet,, but I believe that more fish can be landed in the future; potential for more ocean robotics (Ocean Alliance) and blue tech; potential for more ocean research (GMGI), existing boat yards in the DPA should be able to provide off shore wind with necessary services. Concerns about economic trends shrinking the DPA include climate change (fleet decline of lobster boats), aging

		WDU business owners and fishermen; challenge between FEMA flood zones and WDU operational activities; reduced reliance on water dependent use but increased growth potential of blue economy businesses. EAST BOSTON - aging WDU business owners and fishermen; challenge between FEMA flood zones and WDU operational activities; reduced reliance on water dependent use but increased growth potential of blue economy businesses, growth of residential neighborhoods has hindered industrial transportation along the DPA; traffic problems enhance the increased use of ferries
Salem	Resident near the DPA, Organization or community group	Green energy solutions with use of wind turbines
East Boston	Business	growth in water transportation and needed dockage, maintenance and repair for growing fleets. Growth in marine construction related to city wide resiliency efforts to update and improve infrastructure for climate change. Growth in support activities for offshore wind. Overall growth in demand for vessel hauling, maintenance and repair within the harbor.
East Boston	Business	Growth of water transportation and wind farms in Boston and NE and the need for convenient repair facilities with travel lifts, repair sheds, and offices.
Gloucester Inner Harbor	Government	Increased construction and equipment costs impacting sea level rise adaptation and modernization. Prohibitive real estate prices limit acquisition of neighboring properties to create workably sized parcels. Exorbitant local housing costs has caused a shrinking labor pool. In the fishing industry sector inconsistent raw materials supply limits investment.
Salem	Organization or community group	Increased construction costs for offshore wind have caused one of the companies who was going to lease property in our DPA to pull out of their project.
Mount Hope Bay (Fall River), New Bedford - Fairhaven	Government	Inflation has led to the dissolution of many state contracts/agreements with private sector offshore wind providers. This jeopardizes the projected growth of the offshore wind industry, as investors consider it a precarious and costly investment. Interest remains to capture the uniquely situated sites such as Brayton Point and New Bedford Port.
Chelsea Creek, East Boston, Mystic River, South Boston	Business, Government	Lack of funding for infrastructure and unclear future demands
Chelsea Creek	Government	Land values regionally make most, if not all, allowable DPA uses economically infeasible. This may necessitate future investments in economic development tools, tax incentives, and zoning relief to stimulate appropriate DPA development
Chelsea Creek, Mystic River, Salem	Government, Resident near the DPA, Organization or community group	Large scale economic trends including international trade, social justice, workforce/recruitment, environmental degradation and restoration, and impacts from sea level change are impacting each of the DPAs.
Gloucester Inner Harbor	Business	less fishing activity leads to less economy
Salem	Business	making financing difficult
Gloucester Inner Harbor	Business	Many many waterfront location are fallow or severely underutilized which has led to disrepair and eyesores along the waterfront
Gloucester Inner Harbor	Business	More recreational infrastructures , public docking facilities

Chelsea Creek, East Boston, Gloucester Inner Harbor, Lynn, Mount Hope Bay (Fall River), Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River	Consultant representing a business, organization, or community group	Moving away from carbon based energy and changes in international trade have led to long term steady decline in large petroleum tank farms and coastal power plants. Applies to all DPAs other than Gloucester and Lynn.
Gloucester Inner Harbor	Business	Non conforming uses moving into neighborhood. High end homes being built nearby in MI zoned land
New Bedford - Fairhaven	Other	Offshore Wind encroachment, as well as non-dependent users
New Bedford - Fairhaven, Gloucester Inner Harbor, Lynn, New Bedford - Fairhaven, Salem, South Boston	Business	Offshore wind is negatively impacting the fishing fleet as it relates to available infrastructure in the New Bedford-Fairhaven DPA. The fishing fleet provides a tremendous amount of economic benefit that supports businesses like ours.
Gloucester Inner Harbor	Business, Organization or community group	Offshore wind is squeezing out the commercial fishing fleet.
Gloucester Inner Harbor, Salem	Business	Offshore wind, gulf of maine
Chelsea Creek, East Boston, Gloucester Inner Harbor, Lynn, Mount Hope Bay (Fall River), Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River	Other	Offshore wind, shipping (freight and just-in-time), blue economy growth, especially R&D/defense applications
Salem	Resident near the DPA, Organization or community group	Production Cost
Gloucester Inner Harbor, Salem	Business, Resident near the DPA	Removal of land from DPA's
Chelsea Creek, East Boston, Mystic River, South Boston	Organization or community group	shift from fossil fuels to clean energy requires different land use ... tanks will remain for a time and more space is needed for wind and other clean energy infrastructure. labs introduced in or near DPA's have promised funding for marine uses but are also putting financial pressure on the areas
Chelsea Creek, Mystic River, South Boston, Weymouth Fore River	Business	Significant economic pressure and obstruction is created for water-dependent maritime industrial development by developer interest to de-designate DPA's to allow for non-water dependent maritime industrial. such development speculation puts property costs out of reach for many types of maritime industrial developments. The growing costs and time associated with permitting maritime industrial operations is an economic challenge. Construction cost inflation is further challenging the already complex and highly regulated in-water/adjacent construction work. Limited resources from federal, state or municipal grants to support development of maritime infrastructure, leaves much of the capital burden to create viable maritime industrial infrastructure on private industrial businesses. Significant pressure on petroleum terminals in Chelsea Creek and Mystic River removes key businesses that have traditionally invested in maritime infrastructure.
New Bedford - Fairhaven	Business, Government	Significant public and private investment in offshore wind development initiatives. However, project developers continue to face cost challenges in the near term as they work to construct their projects.
Chelsea Creek, East Boston, Mystic River, South Boston	Business, Government	South Boston - we are benefiting from more and larger ships at Conley and the Black Falcon Cruise Terminal.

Salem	Government	The economics of offshore wind are currently challenging due to supply chain issues (covid hangover, Russian-Ukraine War) and inflation. Previous procurements are sometimes no longer viable, so companies are canceling their offshore wind leases and rebidding. The result is that offshore wind efforts at some ports could be either on time or delayed by one or more years.
Mount Hope Bay (Fall River)	Other	The Fall river State Pier DPA area is constrained by non-waterdependnet commercial, restuatant and tyourism uses. As such without any backland storage areas Pier facility is greatly underutilized in terms of job creation and tax revenue
Gloucester Inner Harbor	Business	The federal government no longer supports the fishing industry, currently only those participants with no or low mortgages can afford to remain in the industry
Gloucester Inner Harbor	Business	The price of doing business in general is killing a lot of industries within the DPA.
Mystic River	Business, Other	The retirement of fossil fuel power plants is resulting in underutilized properties requiring significant environmental remediation.
Lynn, Salem	Business	the state is effectively putting the lobster industry out of business while at the same time seeking to expand offshore wind efforts which are suspect of more interference with whale activity than over 40 years of recorded lobster fishing activity has. Also, as stated in the previous question, there is no incentive whatsoever for National Grid to offer industrial work space to a small business like mine. They own almost all the land within the DPA so without inentive for them to lease or sell affordable land to a business like mine, I will never have the capability to operate on the waterfront. Other companies like school bus and food companys generate enough revenue to make an attractive offer to National Grid, even though they are far less water dependand of a business than we are.
Mount Hope Bay (Fall River)	Government	The wind industry for sure! There used to be a ferry to Block Island from State Pier. It stopped a few years ago. I wonder if it could be restarted, but the economics of it may not be favorable any longer. There are discussions about having water taxis take people up and down the Taunton River and around Hope Bay to promote and support our tourism. When the MBTA train to Boston is operating, would there be demand for a ferry to-and-from Newport for people to access the train?
Salem	Government, Resident near the DPA	The Wind Industry is planning to utilize Salem Harbor as a staging area
New Bedford - Fairhaven	Business, Resident near the DPA	too much regulation, property in DPA have restricted uses. Regulations should take these restrictions in to account. Regulations create competitive disadvantage.
New Bedford - Fairhaven	Other	when the economy suffers, charter boat booking are down (30% this year) and the entire blue economy is impacted (marinas, boat manufactures, tackle shops, hotels, restaurants, ect)
New Bedford - Fairhaven	Government	wind farm
New Bedford - Fairhaven	Government	Windfarm

Table C-11 Responses to the Question: What could be done to increase the positive impacts of the DPA for the surrounding community?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What could be done to increase the positive impacts of the DPA for the surrounding community?		
DPA	**Affiliation**	**Text Answer**
Gloucester Inner Harbor	Business	75/25 supporting use will allow for the economics of property ownership to restore and the buildings and increase the tax base. I don,t believe there is more MI demand than 25%. With 75% supporting use, the economics of supporting (mostly) subsidized MI can happen. Very similar to requiring a component of multi unit housing to be set aside as Affordable.
Gloucester Inner Harbor	Business	Abolishing the DPA
New Bedford - Fairhaven	Government	access to experience - education about the purpose and importance of the DPA
Lynn	Government	Allow a combination of water dependent and non water dependent developed in the DPA. This would create jobs and create activity in the DPA
Lynn	Consultant representing a business, organization, or community group	Allow wider mix of uses in DPA
Gloucester Inner Harbor	Business	anything that could increase dockage accessibility to the small business owner
Weymouth Fore River	Resident near the DPA, Organization or community group	be realistic about the health and safety impacts that the regulators have placed in the FR Basin, and resolve the overburdened impacts for a fair level of "quality of life" for the residents.
East Boston	Consultant representing a business, organization, or community group	Better truck route to the Shipyard. Eliminate much of the rest of the DPA
Mystic River	Consultant representing a business, organization, or community group	Better truck routes
Chelsea Creek	Organization or community group	bike/pedestrian path as part of the Vision Chelsea Creek Plan
Gloucester Inner Harbor	Other	city comprehensive planning (in progress), visioning leadership for more than 5 years out - need to think bigger and bolder
Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience along both shores, evolve to more clean energy uses, and harbor maritime support uses.
South Boston	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience measures, expand public land and water transportation,
Salem	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience treatment of DPAs, expand maritime activity and support at the ferry/cruise port and the deepwater port; possible addition of floating
Chelsea Creek	Government, Resident near the DPA	Concentrate water-dependent uses to better utilize active DPA spaces that exist; remove undeveloped/vacant parcels from the DPA to allow for public access, ecological restoration, and resilience.

East Boston	Organization or community group, Consultant representing a business, organization, or community group	Consolidate/aggregate DPA parcels, focus on medium draft harbor support maritime uses such as tugs, ship repair, climate resilience coordination with non-DPA, public access harborwalk expansion where possible s public safety,
Chelsea Creek	Government, Resident near the DPA, Organization or community group	Construct passive infrastructure to mitigate flooding within the DPA and the surrounding community. Clean up legacy pollution. Utilize energy from sustainable sources.
East Boston	Business	Create more public dock space for commercial and recreational boaters
New Bedford - Fairhaven	Business, Government	Create opportunities for local citizens to acquire the necessary training to join the maritime industry.
East Boston	Business, Government	Dedesignate
Mount Hope Bay (Fall River)	Organization or community group	de-designation of DPA
Chelsea Creek	Business, Government	De-industrilize, de-designate, nature based conversion
Weymouth Fore River	Government	Discontinue use and relocate the natural gas compressor station; Air Quality monitoring.
Weymouth Fore River	Other	Education about the role of maritime commerce in metropolitan area, region, and wider areas. Better planning, especially to avoid transportation conflicts. Programs to stimulate the development of maritime businesses and jobs.
Salem	Government, Resident near the DPA	Education on the importance of DPA's for increased awareness of Job opprotunities and Public Transportsation-Communter Ferry
Chelsea Creek, Gloucester Inner Harbor, East Boston, Lynn, Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River	Government	Education, public access in areas that won't interfere with WDI uses, investment in infrastructure for cleaner, more resilient, and better functioning facilities
Salem	Resident near the DPA, Organization or community group	Electrify the port. This should be required. It is very close to people's homes.
New Bedford - Fairhaven	Organization or community group	Employment for BIPOC population
Mystic River	Organization or community group, Consultant representing a business, organization, or community group	Encourage clean energy and shipping uses for deepwater frontage, coordinated climate resilience for DPA frontage
New Bedford - Fairhaven	Government	establish a regional marine scienced and research center with an aquarium
South Boston	Business	exercise caution in not diluting the benefit/health provided existing tenants
Salem	Government, Resident near the DPA	Expand marine-related educational and job training opportunities. Expand water transportation. DPA uses should be integrated into the daily lives of community residents.
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	expand the allowed uses
Gloucester Inner Harbor	Business, Organization or community group	Expand the range of flexibility in the WDU Zone provisions either through more creative interpretation of the existing provision or by amending them so that a Municipal Harbor plan can adequately contemplate the realities of improving and redeveloping small lots in the DPA.

Salem	Resident near the DPA, Organization or community group	for the developers and the city to take into account the impact any development will have on the surrounding and abbuting neighborhoods.
New Bedford - Fairhaven	Government	Greater and more clear public access to the site. This DPA combines both industry and community development with nearby restaurants and activities such as ferries to Martha's Vineyard. Funding to improve circulation and amenities, as well as continued investment in infrastructure improvements.
Gloucester Inner Harbor	Government	Greater point public access, public docking points, long term protection from coastal flooding
Mount Hope Bay (Fall River)	Government	I think it would make sense to do a strategic plan for the harbor doing analysis on many of the questions raised in this survey. Are there ways to use State Pier more effectively for economic benefit? There are unused piers such as at Weaver's Cove that I imagine could be economic engines. What about reinstating a ferry and having water taxis? Lots of possibilities could be explored.
Lynn	Business	I would think that a business like mine operating in Lynn for 15 years would have had numerous attempts at contact for support in finding space to operate within the DPA. The experience has been quite the opposite. It seems like finding working space for small, water dependant industrial businesses who have grown less than a mile outside the DPA is on the bottom of priority list
New Bedford - Fairhaven	Government	Improved coordination of key stakeholders from both municipalities. More state funding.
Salem	Consultant representing a business, organization, or community group	Improved truck routes to port
East Boston	Business	incentivize DPA landowners to open its use for marine dependent tenants and restore/improve infrastructure & utilities to allow for its safe operation as a DPA. Creating programs to offset the costs of restoration work and/or other mechanisms to allow for local small marine businesses to financially compete with residential developers who have deeper pockets and are eager to pay a premium for DPA areas to turn them into luxury waterfront properties
Gloucester Inner Harbor	Government	Increase availability of government grants for improvement of privately owned small parcels that the majority of Gloucester's DPA is comprised of. The surrounding community will have immediate positive impacts when the waterfront property owners have access to funding to upgrade their properties.
Chelsea Creek	Consultant representing a business, organization, or community group	Increased public access, diverse land uses
Mount Hope Bay (Fall River)	Consultant representing a business, organization, or community group	Increasing public water access, and balancing the growth in these areas for offshore wind development with benefits to the community.
East Boston	Consultant representing a business, organization, or community group, Other	Investment, Collaborations, Focus on East Boston Zoning waterfront regulations (this presumably is what the community wants!) in the face of state-imposed zoning regulations and an unwillingness to change the DPA boundaries
South Boston	Business, Government	Investments in infrastructure and resilience
Chelsea Creek	Other	Job training, development of light industrial work along the edge of the DPA. There has been some and the could be

		more collaboration with DPA operators for points-of-public access that can engage with and not conflict with marine industrial operations. DPA-wide, harbor-wide, state-wide collaboration is needed to plan and implement climate resilience projects.
Chelsea Creek	Business	Job training, Stimulate light industrial development alongside maritime industrial developments, Collaborate with DPA operators for positive public access and engagement within maritime industrial operations. Collaborate on climate resilience projects. Ensure that city planning efforts for infrastructure improvements (especially roads into/through DPA's) are designed to support DPA uses as well as community uses.
Mystic River	Other	Job training. Conversion of the mothballed Exxon dock and berth to handle dry bulk and similar non-petroleum cargoes. Development of light industrial buffer zone between the Casino area and the WD heavy marine industrial businesses.
Gloucester Inner Harbor	Business	Loosen regulations
South Boston	Consultant representing a business, organization, or community group	Maintain truck routes
East Boston	Business	Messaging from public officlals and permitting agencies to show their support.
Mystic River	Government, Resident near the DPA, Organization or community group	Mitigate legacy pollution, install sea level rise/flooding mitigation to protect DPA and neighborhood infrastructure. Improve public access and facilities in low use areas of the DPA.
Salem	Business	more communication with local small business marine contractors to determine the feasibility of additional uses of this DPA area for puroposes beyond wind farm marshalling, particularly on the North side of the existing breakwater, which is not currently allocated for use by wind farm related vessels
New Bedford - Fairhaven	Business	more dock space
Mystic River	Business, Other	more flexibility of uses
Salem	Resident near the DPA, Organization or community group	More funds for climate resilience
Chelsea Creek	Business, Government	More new point public access opportunities where feasible. Consider broader range of uses on parcels that are less attractive for WDI uses to incentivize redevelopment.
East Boston	Government	More of an upgrade to the surrounding work plan and be transparent
South Boston	Organization or community group	more point access to the waterfront or to watch maritime operations
Salem	Organization or community group	More transparency and responsiveness when soliciting input from local community.
Salem	Government	More transparent communication/promotion
Salem	Business	Offer industrial space to small businesses looking to work within the DPA.
Mystic River	Business	Portions of the Mystic River DPA which are currently under maintained should be renovated to allow for DPA use once again. Incentivize DPA landowners to work with local water dependent businesses to better utilize and maintain these areas as it is currently more economically feasible for the landowners to allow these under maintained areas to become derelict than to make needed repairs and improvements.

Chelsea Creek	Consultant representing a business, organization, or community group, Other	Preserving the secure and reliable supply of essential petroleum products to the Boston metropolitan area is the best way to increase the positive impact of the Chelsea Creek DPA. As CZM is well aware, New England has limited access to energy resources. In 2016, the U.S. Energy Information Administration explained that ,ÄúNew England has neither in-region refinery production nor any pipeline connections to refining centers outside the region. The region,Äôs largest markets, located along the Atlantic Coast, are dependent on reliable port operations and a continuous supply of marine deliveries . . . there are no feasible alternatives to marine supply.,Äù EIA, ,ÄúEast Coast and Gulf Coast Transportation Fuels Markets,Äù (Feb. 2016). Marine deliveries of home heating oil in the winter are particularly critical and gasoline and diesel deliveries throughout the year are used by the consumers and businesses in the surrounding communities. To more effectively advance the objectives of the DPA program, any future action on the Chelsea Creek DPA should reflect its unique, integrated, and holistic character and operation, thereby minimizing the risk of supply interruptions and unnecessary price spikes.
New Bedford - Fairhaven	Other	Prevent additional encroachment, & increase the safety & upkeep of the DPA
Gloucester Inner Harbor	Consultant representing a business, organization, or community group, Other	Provide capital and investment; focus on and support maritime economic use rather than WDU which, I believe, is an anachronistic way of looking at the issue. I prefer a more economic and cultural view, rather than strict reliance on land use zoning.
New Bedford - Fairhaven	Other	provide dockage for recreational fishers and the for hire fleet that is cost effective and available during the expanded fishing season due to climate change.
New Bedford - Fairhaven	Business, Resident near the DPA	Provide economic incentives to owners of properties in DPA
Gloucester Inner Harbor	Business	Realistic fishing regulations!
Salem	Business	Rebuild faster
Mystic River	Government, Resident near the DPA	Reduce the sprawling parking within the Boston Autoport by consolidating it into a parking garage. This would free up space for other businesses, like the wind testing facility, or would allow for a reduction of impervious surface within the space to assist with coastal resilience in this flood-prone area. Relocate the salt pile, as residents have expressed significant concern over this being on the water.
East Boston	Government, Resident near the DPA	Remove undeveloped parcels from the DPA to allow for affordable housing and mixed-use commercial space (Capitol Waste Systems, Reinhaur, Liberty Plaza, East Boston CDC parcels, 172R Border Street). Provide financial support to existing water-dependent uses (Boston Towing) to renovate and improve existing conditions. Allow for public access in areas where water-dependent uses are not active within the DPA. East Boston suffers from poor air quality and a lack of green open space, so being able to increase public access to the waterfront and add more greenspace/tree canopy to this area would improve the conditions. Increase opportunities for local jobs (whether in water-dependent industries or commercial uses) and water transportation.

Salem	Organization or community group	Requiring port electrification and air quality monitoring as well as requiring businesses that either manage or lease part of the property to enter into a CBA with the community
Mystic River	Business, Government	Resilient infrastructure
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Selective public acquisition and management and/or public assistance to preserve critical parcels
Salem	Government	State funding specifically / solely for improvement of DPAs.
Salem	Business	stronger support from Government to defend the DPAs
East Boston	Business	support the dpa, working waterfront, and water dependent industries by providing tax relief to DPA properties and directing funding to help update infrastructure required for future sustainability.
Lynn	Government	Supporting redevelopment opportunities at legacy properties to grow emerging Blue Economy Sectors.
Weymouth Fore River	Resident near the DPA	The environmental impacts are significant. More transparency about the impacts and how they're being addressed would be useful to the nearby communities.
New Bedford - Fairhaven	Government	There need to be more commitment to expediting the permitting process for allowed uses in a DPA. There also need to be an understanding on the part of the permitting agencies regarding the interplay between Ch. 91 and the DPA when a proposed use is clearly in keeping with the DPA
Gloucester Inner Harbor	Business	treat it as an industrial park. provide grant funding
East Boston	Government, Resident near the DPA	Unlock opportunities for affordable housing and park space
East Boston	Resident near the DPA, Organization or community group	Visibility and information
South Boston	Other	WD marine industrial properties on the water edge need to have their tax valuation assessments drastically lowered. The NWD upper story developments need to actually provide financial support to the WD uses, rehabilitation of infrastructure.

Table C-12 Responses to the Question: What are other negative impacts of the DPA to the surrounding communities?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What are other negative impacts of the DPA to the surrounding communities?		
DPA	**Affiliation**	**Text Answer**
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Derelict piers and bulkheads, uncertainty of future uses
Gloucester Inner Harbor	Business	DPA zoning covers to much water front use of various opportunities
South Boston	Other	Extremely poor condition of the north, east, and south jetties essentially sets up a large area of underutilized area.
Weymouth Fore River	Resident near the DPA, Organization or community group	high cancer and other health issues that are documented. Also the government unofficial designation of the FR Basin as the go-to place for siting adverse facilities.
Weymouth Fore River	Government	Historic development of the former shipyard altered elevations impacting the ecology of the waterway's as well as stormwater conveyance.
Chelsea Creek	Government, Resident near the DPA	I believe Channel Fish factory receives fish via trucks rather than by ship, which always stick out into the road and cause traffic congestion. Presence of the jet fuel tanks is a visual blight for the community and prevents access to the waterfront. Undeveloped DPA sites along Condor Street prevent ecological restoration, resilience, and public access to the waterfront. Shipping in Chelsea Creek contributes to already poorer air quality in East Boston and Chelsea associated with proximity to Logan Airport and Route 1A.
Salem	Government	Impact to viewsheds.
South Boston	Organization or community group, Consultant representing a business, organization, or community group	Impacts on Seaport and South Boston community are quite different, traffic access and impacts are complex for each.
East Boston	Business	Lack of maintenance of DPA areas has created hazardous conditions both on the land and water side of East Boston. Due to neglect, public access is limited while no economically beneficial uses are possible by water dependent companies.
Mystic River	Business	lack of maintenance of portions of the DPA create unsafe conditions for both land and water based access
Salem	Government, Resident near the DPA	Lighting pollution has been mentioned as a potential impact
Gloucester Inner Harbor	Business	limits development of other industries
Chelsea Creek	Other	Local regulations (zoning and other land-use powers) that conflict with DPA regulations and Coastal Management goals have contributed heavily to their being significant areas of underutilized land in the DPA. Consequential impacts involve loss of jobs, business resources, and a tax base. There should be legislation analogous to the Dover Amendment (zoning protection for religious and educational uses, child care, solar power, etc.) that prevents local prohibitions to undermine Chapter 91, DPA regulations, and Coastal Zone policies. Chapter 91 does expressly allow some zoning control, but it should be clarified that the local zoning cannot be use to block water-dependent uses in a DPA; it should only be used for legitimate municipal concerns that REASONABLY regulate

		dimensional, open space, and parking uses but are not a legitimate means of blocking water-dependent, marine-industrial uses.
Gloucester Inner Harbor	Business	much effort has gone towards noise mitigation, pollution, contamination issues.
New Bedford - Fairhaven	Other	NB & Fhvn Bridge restricts &/or hampers marine & vehicular traffic & movement
Lynn	Business	Nothing water related is happening within the Lynn DPA so it doesn't really have an effect on the community. It is almost 100 percent lay down storage space for National Grid.
New Bedford - Fairhaven	Government	nuisance odors, releases of oil from bilge, waterway litter
Chelsea Creek	Organization or community group	Parking lots provide almost no employment. Value added maker space and other local businesses that benefit from access to Greater Boston, Boston Harbor, and potentially the airport could provide more value added jobs for more low-income residents. The Chelsea Creek DPA is also very flood prone--if the DPA parcels are not elevated, Chelsea Creek will flood into inland neighborhoods.
Mystic River, Gloucester inner Harbor	Consultant representing a business, organization, or community group	Precludes better land uses
East Boston	Business, Government	Private ownership and dis-investment
Chelsea Creek	Business	Significant areas of under-utilized land in DPA's often means that the DPA property is not generating as many jobs, resources and tax base as they could. Incentives should be created, and barriers eliminated, for activating these lands with water-dependent maritime industrial operations.
East Boston	Consultant representing a business, organization, or community group, Other	Simply the lack of benefit when the land is looked at holistically -- underutilization and retention in the DPA means no economic activity/jobs, limited potential for public access and flood prevention, and lack of housing. All of these are major issues facing East Boston and the designation of 4 DPAs (where 2 would suffice) is a negative impact on all.
Salem	Resident near the DPA, Organization or community group	since the DPA closely abuts the neighborhoods the potential negative impacts are great. The city/Commonwealth needs a regulatory ruling on CBAs being negotiated with all developers and lesees by the citizens not the city authorities.
Mount Hope Bay (Fall River)	Organization or community group	State has identified capital plan for much needed infrastructure repairs to public properties (ie., State Pier)as pier continues to deteriorate
Chelsea Creek	Consultant representing a business, organization, or community group, Other	The questions addressed any negative impacts of the DPA. However, it should be noted that terminals are not substantial emitters of air pollution. They do not manufacture or process goods. They simply receive and distribute them throughout the community. Moreover, all of the facilities must comply with technical and comprehensive permitting programs developed by the Commonwealth and the Federal Government. Emissions from vehicular traffic in the surrounding communities are far greater than those from the petroleum facilities.
Weymouth Fore River	Resident near the DPA	The risks posed by the compressor station and the whole process for locating it there are an issue
Mystic River	Government, Resident near the DPA	The sprawling parking at the Boston Autoport has significant impervious surface that contributes to the urban heat island effect and flooding. The area's waterfront access could be improved.
Mystic River	Other	There is some underutilized space, but not as much as in some other DPAs.
Chelsea Creek, Salem	Consultant representing a business, organization, or community group	Truck traffic

Salem	Resident near the DPA, Organization or community group	Unclear whether noise and light pollution will be problems when the marine terminal is operating. Also we have concerns about storm water management. The elevation of the site and increased intensity of storms may cause neighborhood problems.
Mystic River	Business, Other	underutilized parcels that require significant environmental remediation and may stay vacant for decades
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	Underutilized properties and infrastructure disrepair.
East Boston	Government, Resident near the DPA	Very few properties in the DPA actively use the waterfront and therefore there are several vacant or underutilized properties that create visual blight, block people from the waterfront, and prevent redevelopment for affordable housing. There are several parcels with marine debris or other contamination that pollutes the waterfront.

Table C-13 Responses to the Question: What could be done to minimize the negative impacts on nearby communities?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What could be done to minimize the negative impacts on nearby communities?		
DPA	**Affiliation**	**Text Answer**
Salem	Government	1) Continue to provide information / educational materials to residents. 2) State funding specifically / solely for improving DPA further.
Gloucester Inner Harbor	Business	abolish the DPA
Mystic River	Business, Other	allow for flexibility of greater uses or adjust DPA boundaries based on current needs
Chelsea Creek	Organization or community group	Allow for real waterfront parks and water access, transition over time to cleaner industry, prevent conversion to high end commerce/residences that will add to economic displacement.
East Boston	Government, Resident near the DPA	allow non-maritime industrial uses
Weymouth Fore River	Other	Better planning and public relations/education.
Chelsea Creek	Consultant representing a business, organization, or community group	Better Truck routes, diverse mix of uses
Salem	Business	Build it back sooner
Weymouth Fore River	Resident near the DPA	Cleanup legacy pollution, quantify and address air quality impacts
Mystic River	Organization or community group, Consultant representing a business, organization, or community group	Climate resilience measures, conversion to clean energy and shipping uses.
Salem	Business	Collaboration
Mystic River	Government	Communities which have shouldered the burden of industrial uses - resulting in the prevention of residents' use of the waterfront, negative health impacts from the industrial uses, lack of jobs provided by the sites, etc. - should have a greater say in the DPAs that exist in their communities. This was the impetus of the Environmental Justice Community designation, yet EJ-municipalities' voices are not listened to.
Gloucester Inner Harbor	Organization or community group, Consultant representing a business, organization, or community group	Community agreement on a Harbor plan and renewal process. Encourage Interim/temporary uses of underutilized property, Increased maritime and fishery research and outreach in DPAs underutilized

Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	Consolidated DPA parcels, evolve to cleaner maritime land uses
Salem	Government, Resident near the DPA, Organization or community group	Contaminant mitigation. More use of energy from sustainable sources.
New Bedford - Fairhaven	Business, Government	Continue to advance clean technologies in and around the port.
Chelsea Creek, East Boston	Business, Government	De-designate
Mount Hope Bay (Fall River)	Organization or community group	de-designation
Gloucester Inner Harbor	Government	Does not negatively impact nearby communities.
Gloucester Inner Harbor	Government	Don't allow mixed residential use.
Mystic River	Other	Education about the role of maritime commerce in our economy at all levels of local government, the real estate development community, and the public.
Chelsea Creek	Business	Education about the role of maritime industry in our society, region and city. Better planning to create infrastructure and programmatic adjacencies that avoid conflict and promote mutual benefit. Stimulate development of maritime industrial operations in DPA's to eliminate under-utilization.
New Bedford - Fairhaven	Organization or community group	Education and community outreach
Salem	Resident near the DPA, Organization or community group	Education including scholarships and internships for children and jobs for local people
Chelsea Creek, Gloucester Inner Harbor, East Boston, Lynn, Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River (Fall River)	Government	Education, public access in areas that won't interfere with WDI uses, investment in infrastructure for cleaner, more resilient, and better functioning facilities
Salem	Resident near the DPA, Organization or community group	Electrification; van pools for workers coming to the site; incentives for electric vehicles; solar on site. No possiblity of hydrogen transport or storage at the site.
Salem	Resident near the DPA, Organization or community group	Engaging with the community groups instead of the city departments to determine what is most needed by the surrounding community
Salem	Government, Resident near the DPA	Ensure most goods and materials are transported by vessel.
Gloucester Inner Harbor	Consultant representing a business, organization, or community group	Expand allowed uses
Salem	Organization or community group, Consultant representing a business, organization, or community group	Focus on clean energy uses and vessels,
Gloucester Inner Harbor	Consultant representing a business, organization, or community group, Other	Focus on Gloucester maritime zoning regulations, rather than state-imposed regulations; current transportation issues

		significantly impact growth potential of a working waterfront especially during the summer; figure out I4C2
Mount Hope Bay (Fall River)	Consultant representing a business, organization, or community group	Funding to enable offshore wind development, community improvements, and infrastructure improvements to assist both industry and impacted residential neighborhoods.
East Boston	Business	Have BPDA and BDOT clearly mark and protect truck routes.
South Boston	Business, Government	Implement recent planning recommendations
Mystic River	Business	incentivize landowners to restore & improve derelict areas of the DPA to allow for safe use by water dependent businesses and safe public access where possible
Gloucester Inner Harbor	Business	Lessen the regulations. Shorten the scope of area
Gloucester Inner Harbor	Business, Organization or community group	Maintain sensible local zoning laws that are designed to minimize conflicts and sustain important, legacy industries.
Chelsea Creek	Government, Resident near the DPA, Organization or community group	Mitigate legacy pollution. Create more opportunities for public access in lower use areas of the DPA. Build passive sea level rise mitigation structures to protect neighborhood and DPA infrastructure.
Mystic River	Government, Resident near the DPA, Organization or community group	Mitigate legacy pollution. Create sea level change/flood mitigation infrastructure to protect DPA and neighborhood resources.
New Bedford - Fairhaven	Other	More information via Hybrid meetings to include a larger range of interested parties
New Bedford - Fairhaven	Government	more shore-side power infrastructure, alternative fuels, bilge pump-out facilities, litter management
Chelsea Creek	Other	Much better understanding and education about role of maritime industry in our society, region and city. Better planning. Best example of poor planning is Chelsea street bridge. Planners completely overlooked maritime issues in terms of how often bridge needs to lift. Selected a design that is unfortunately slow. There was a lack of communication with maritime industry in planning and managing the new bridge. Increased public education about the role of maritime industry in the metropolitan area and region will reduce conflict and promote achievement of mutual benefits. Education and collaboration will help eliminate under utilization of the DPA.
Salem	Business	None, DPA landowners have made great strides already in meeting and allaying the concerns of Salem residents and have made significant changes to their planned infrastructure upgrades to address these concerns effectively.
Salem	Government, Resident near the DPA	Opportunities for public review and input is critical. Deviations by DPA users could result in sanctions.
East Boston	Business	programs to allow DPA landowners to repair and upgrade DPA waterfront structures in an economically feasible manner, incentivize DPA landowners to partner with water dependent users, particularly marine construction, to both restore and utilize derelict DPA areas will allow communities greater amounts of safe waterfront access both from land and water.
East Boston	Government, Resident near the DPA	Provide financial support to waterfront property owners to clean up their properties. Remove vacant or underutilized properties from the DPA to allow for redevelopment for beneficial community uses. Property owners have tried to bring back water-dependent uses to the area but have been unsuccessful due to the residential road network.
South Boston	Other	Public education about role of maritime commerce--with the primary audience being City of Boston elected and administrative officials along with the NWD real estate community in the Seaport and Marine Park.

Mystic River, Weymouth Fore River	Consultant representing a business, organization, or community group	Reduce extent of DPA and allow wider range of land uses
Mystic River	Government, Resident near the DPA	Reduce surface parking within the Boston Autoport by consolidating into a garage; reduce impervious surfaces and support additional green jobs.
Weymouth Fore River	Government	Relocate the Natural Gas Compressor Station. Work with other polluters to improve air quality.
Chelsea Creek	Government, Resident near the DPA	Remove undeveloped or underutilized parcels from the DPA along Condor Street to allow for ecological restoration, public access, resilience, and more tree canopy to reduce air quality impacts. Improve areas surrounding the jet fuel tanks to improve driving, pedestrian, cycling, and public realm conditions.
Salem	Organization or community group	requirements for CBAs, port electrification, local and dei hiring targets, air quality controls
Gloucester Inner Harbor	Business	rezone the area closest to the DPA to avoid conflicts. zoning is prescribed to afford zoning buffers in order to reduce conflicts. this has been greatly encroached upon and the current harbor plan is looking to try to integrate further abutting areas towards the DPA. this is a mistake.
East Boston	Organization or community group, Consultant representing a business, organization, or community group	Selective public management and development of harbor maintenance and support uses, expanded public passenger water transportation
East Boston	Consultant representing a business, organization, or community group, Other	Seriously consider transportation (tractor/trailer) issues; modification of DPA boundaries; shift waterfront zoning/planning to the local level
East Boston	Business	smart city planning to ensure truck access to dpa sites. investing in dpa sites to improve infrastructure and protect against climate change.
New Bedford - Fairhaven	Government	Stop trying to mandate public access in a commercial/industrial DPA use
Lynn	Government	The challenge is that much of the DPA is underutilized and investment and support for redevelopment for Blue Economy uses would elevate the value of having a DPA.
Chelsea Creek	Consultant representing a business, organization, or community group, Other	The Massachusetts Department of Transportation is already renovating the Chelsea Street Bridge to allow for a mid-height lift and installing variable messaging signs to better inform residents when the bridge is closed due to marine traffic. That work should be completed by the first quarter of 2024. That modification will, in turn, substantially decrease the time needed for a Bridge lift and will reduce traffic for the local communities surrounding Chelsea Creek.
Salem	Consultant representing a business, organization, or community group	Truck routes
Weymouth Fore River	Resident near the DPA, Organization or community group	You have asked this same question multiple times. This appears to be an effort to extract something positive in the comments relating to the impacts of the facilities in the FR Basin. There is NOTHING POSITIVE about the DPA in the FR Basin !!!

Table C-14 Responses to the Question: What other climate hazards around the DPA are you concerned about?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What other climate hazards around the DPA are you concerned about?		
DPA	**Affiliation**	**Text Answer**
Salem	Organization or community group	Damage to marine life
Weymouth Fore River	Government	Growth Invasive plants and animals species.
Chelsea Creek, East Boston	Organization or community group	Increased CSO discharges, pollution into neighborhoods and Boston Harbor from scouring of contaminated soils,
Chelsea Creek, Mystic River	Government, Resident near the DPA, Organization or community group	Invasive species.
New Bedford - Fairhaven	Other	Pollution - marine & land sources
Lynn, New Bedford - Fairhaven, South Boston, Salem, Gloucester Inner Harbor	Business, Organization or community group	Runoff from roads and lawn fertilizer
Weymouth Fore River	Resident near the DPA, Organization or community group	the hazardous facilities were sited on the river banks when there was no worry about sea level rise. these are not retail stores, they are volatile hazardous facilities. The EBCA has brought up this concern to CZM and other regulatory agencies without any response. Eventually, the regulatories will have to deal with the significant results of this lack of concern.
Salem	Government, Resident near the DPA, Organization or community group	Up-stream, up-river flooding away from the immediate coast caused by high tides and/or storm surge. Damage to infrastructure.

Table C-15 Responses to the Question: Are there any adaptation measures that you would like to see implemented to improve coastal resiliency in the DPA?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

Are there any adaptation measures that you would like to see implemented to improve coastal resiliency in the DPA?		
DPA	**Affiliation**	**Text Answer**
Gloucester Inner Harbor	Government	Build and renovate facilities that are able to withstand occasional storm surges. Elevate low lying access roads.
South Boston	Government, Resident near the DPA	Adaptation of port facilities.
Gloucester Inner Harbor	Other	adaptation planning where feasible and retreat/migration planning for businesses (jobs) that will be negatively impacted by 2030, 2050, 2070 and beyond if no plan is in place.
Salem	Resident near the DPA, Organization or community group	Additional funding for local sea walls and other resiliency measures
Mystic River	Business, Government	Coastal resilience plans for Charlestown
South Boston	Business, Government	Coastal resilience plans for South Boston
Salem	Resident near the DPA, Organization or community group	control storm water runn-off, control sewage pipes and storage, decrease the use of diesel fule and resultant pollution
Mystic River, Gloucester Inner Harbor, Salem, East Boston, South Boston, Chelsea Creek	Organization or community group, Consultant representing a business, organization, or community group	Coordinated edge and upland resilience
Chelsea Creek	Other	Creation and allocation of state and federal funds to be applied for DPA-wide and harbor-wide improvements to improve climate resilience.
Chelsea Creek	Business	Creation and allocation of state/federal funds to be applied within DPA's to implement climate resilience infrastructure improvements.
South Boston	Business	Current BPDA "RLFMP Flood Resilience Planning & amp; Feasibility Project
Weymouth Fore River	Resident near the DPA, Organization or community group	CZM and other regulatory agencies have to start paying attention to the concerns of the impacted communities and not the bottom line for the area facilities.
South Boston	Other	Defenses around the Marine Park and Seaport. Defenses at the water's edge, not just internal for the high-end uses.
Chelsea Creek, Gloucester Inner Harbor, Lynn, Mystic River, Salem, South Boston, Weymouth Fore River New Bedford - Fairhaven, East Boston	Consultant representing a business, organization, or community group	elevate waterfront land and buildings
Chelsea Creek	Organization or community group	Elevated shorelines either at the water's edge or at the inland side of DPA parcels. Ensure gas tanks won't float/rupture when Boston Harbor gets a major coastal storm. Emergency communications among infrastructure facilities, municipal and state governments, and vulnerable residents and workers before and during extreme weather events.
South Boston	Organization or community group	Elevation changes that protect inland neighborhoods while maintaining some level of public access to the waterfront.
East Boston	Organization or community group	Elevation changes that protect the neighborhood without cutting off access to the waterfront.
East Boston	Government, Resident near the DPA	Elevation of the shoreline to reduce flood risk that poses a threat to the entire East Boston neighborhood (i.e. site- or building-level

		adaptation is insufficient here). Allow for restoration of the coastline, public access, and more green space.
Salem	Government, Resident near the DPA	Engineering and design processes should continue to include resiliency measures in DPA related construction.
Lynn	Government	Existing waterside and shoreline infrastructure needs to be upgraded to become resilient to sea level rise and storm surge. Sea walls, piers, etc.
Mystic River	Other	Flood control and sea-level rise protection for the entire DPA and not just upstream in the Island End river.
New Bedford - Fairhaven, Mount Hope Bay (Fall River)	Organization or community group	forward thinking land use planning for coastal areas, including identifying when is the appropriate time to relocate vs providing protection, supporting natural lands to manage stormwater runoff and buffer the impacts of coastal flooding
Gloucester Inner Harbor	Business	Grants to raise pier heights
Mount Hope Bay (Fall River)	Government	I don't really know what they are. I am concerned and believe the City has identified measures in its Hazard Mitigation Plan and imagine more work needs to be done to implement identified measures and potentially identify more.
East Boston	Business, Government	Implement Coastal resilience plan for East Boston
South Boston	Business, Government	Implementation of appropriate climate ready Boston solutions....again, ones that don't preclude WDI uses or their access to the waterfront
Chelsea Creek	Business, Government	Implementation of Climate Ready Boston initiatives in a way that doesn't jeopardize WDI uses or access to the waterfront
East Boston	Business, Government	Implementation of resiliency measures at the flood pathways. Several projects seem to be in the design phase, would be great to see those move forward.
Gloucester Inner Harbor	Business	improved infrastructure to prevent flooding during storm surges
Salem	Resident near the DPA, Organization or community group	Improvements in wetland areas, rebuilding of seawalls where appropriate. Monitoring of water/wildlife.
Chelsea Creek, Mount Hope Bay (Fall River), Gloucester inner Harbor, East Boston, Lynn, Mystic River, New Bedford - Fairhaven, Salem, South Boston, Weymouth Fore River	Government	Improvements to infrastructure that can be retrofitted or adapted to account for potential future changes that are currently uncertain
Salem	Government, Resident near the DPA	Increase heights of structures along waters edge. Be thoughtful when issuing permits for piers and docks at private residence.
Mount Hope Bay (Fall River)	Other	infrastructure improvements to the State Pier facility and environmental cleanup of the Weavers Cove Site with in northern DPA designated area
East Boston	Business	investment in dpa infrastructure
Gloucester Inner Harbor	Consultant representing a business, organization, or community group, Other	Investment, creative use of new approaches (e.g., reliance on floating structures rather than fortifying the built environment), ecological solutions where appropriate
East Boston	Consultant representing a business, organization, or community group, Other	Investment, especially in underutilized properties that should be incentivized to support collaborative flooding mitigation projects; clear standards for businesses for what to do to minimize risk but have not yet bought into a new agency to oversee and drive climate resiliency.
East Boston	Business	living shore lines, living sea walls, floating docks, wave attenuators, buildings designed to flood, solar panels.
Salem	Government	Living shorelines

Salem	Organization or community group	Maybe this is out there and doesn't fit under the DPA, but something like the emerald tutu for Salem Sound.
New Bedford - Fairhaven	Business, Government	Modernization of the New Bedford Hurricane Barrier to protect investments made for offshore wind as well as the high-value fishing fleet which has a major economic impact to the surrounding communities.
Weymouth Fore River	Business	More grant money for coastal resiliency and support of marine commerce (specifically related to offshore wind).
Gloucester Inner Harbor	Government	more holistic approaches to shoreline stabilization, operational plans for each property to prepare for flooding events
Gloucester Inner Harbor	Business	More research
Chelsea Creek	Business, Government	Nature based shoreline resilience
Mystic River	Business, Other	raising first floor elevations of occupied buildings and elevations of critical infrastructure
Salem	Government, Resident near the DPA, Organization or community group	Raising infrastructure to limit flooding and storm surge damage. Building passive and natural infrastructure to mitigate impacts of flooding and storm surge to the DPA and surrounding neighborhoods.
Chelsea Creek, Mystic River	Government, Resident near the DPA, Organization or community group	Raising infrastructure to limit flooding and storm surge damage. Building passive infrastructure to mitigate impacts of flooding and storm surge to the DPA and surrounding neighborhoods.
Mystic River	Government, Resident near the DPA	Reduce impervious surfaces at the Boston Autoport, adapt port facilities, and elevate the coastline of the Little Mystic Channel.
East Boston	Business	repair or replacement of compromised bulkheads which have created sinkholes on the shoreline, and repair/upgrade/raise piers which have gone derelict and are falling into the harbor
Mystic River	Business	repair pier & wharf structures to allow for safe use at all stages of tide, reinforce infrastructure to improve its resiliency to adverse weather/wind/tidal conditions
New Bedford - Fairhaven	Government	resilience actions in coastal areas outside DPA that by extension increase DPA resilience (i.e. low-lying residential areas and roadways that rely on fair-weather barrier closures to avoid inundation))
Gloucester Inner Harbor	Business, Organization or community group	Roadway elevations on Rogers and Commercial streets are 4' to 6' below the FEMA flood elevations that are required for new projects / licenses on all the DPA properties these major roadways service. This physical reality is a serious problem going forward.
New Bedford - Fairhaven	Other	safety provisions (e.g. ladders & more response training)
East Boston	Organization or community group	the border street area needs significant elevation to protect the neighborhood behind it
New Bedford - Fairhaven	Organization or community group	The city has a department that is addressing the needs
Chelsea Creek	Government, Resident near the DPA	Water-dependent uses on Condor Street should be upgraded to withstand flooding (including the Nay Street area and the jet fuel storage facility). The Hess Site on Condor Street should be remediated, as a legacy of pollution poses a risk to the area in the event of a flood. The vacant/undeveloped parcels between the Hess Site and the Condor Street Urban Wild should be removed from the DPA to allow for ecological restoration of the coastline, resilience improvements, and public access.
Weymouth Fore River	Resident near the DPA	Would like to find some way to include nature-based approaches to address resilience issues and create environmental/social benefits

Table C-16 Responses to the Question: What lessons can be learned from coastal adaptation measures that can be applied to other DPAs?

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

What Lessons can be learned from coastal adaptation measures that can be applied to other DPAs?		
DPA	**Affiliation**	**Text Answer**
Weymouth Fore River	Business	At our facilities - improvements to the piers and infrastructure within the next year.
Chelsea Creek	Other	Aware pf some analysis and study by CZM and others. Unclear about specific defenses/improvements. They need to be harbor-wide to be effective.
Weymouth Fore River	Resident near the DPA, Organization or community group	because of lack of regulatory concern for area impacts to the abutting communities, hazardous facilities are now proposing expansions in the FR Basin. hazardous
Mystic River	Government	Chelsea/Everett joint seawall project to improve coastal resiliency along Chelsea Creek and the Mystic River.
East Boston	Consultant representing a business, organization, or community group	City of Boston plans, Massport plans for closing off flood pathways
Chelsea Creek	Business, Government	Coastal resilience plan for East Boston
Salem	Resident near the DPA, Organization or community group	Communities are better served by dealing directly with community groups instead of city and political heads
New Bedford - Fairhaven	Other	Dock maintenance - e.g. Collapse of portion of Eastern Fisheries properties! Too slow in taking corrective measures!
Salem	Consultant representing a business, organization, or community group	Elevation of wind terminal site
East Boston	Consultant representing a business, organization, or community group, Other	I am aware of a few pilot projects. As a marine construction firm, we also see projects in which the engineering design may contemplate rising seas of flooding but it can feel like they are inconsequential changes designed to check off a box in a grant application that enables federal or state funding.
Mystic River	Business	Island End River Flood mitigation project
Mystic River	Other	Island End River project, but unclear to me that downstream WD uses are being considered in the planning.
Mystic River	Business, Other	Island End River resiliency plan may be an effective strategy in other DPAs
Mystic River	Government, Resident near the DPA	Little Mystic Boat Launch redesign will reduce impervious surfaces and add more stormwater management BMPs and tree canopy
Mount Hope Bay (Fall River)	Organization or community group	mostly planning level projects the Town of Swansea is exploring to improve water quality in the Cole's River/Mount Hope Bay and mitigate stormwater runoff
New Bedford - Fairhaven	Government	New Bedford Harbor vulnerability assessment, coastal development guidelines, and infrastructure replacement

South Boston	Consultant representing a business, organization, or community group	New buildings are all elevated and contributing to district scale solutions
New Bedford - Fairhaven	Government	New construction is being undertaken to raise existing structures where possible to allow for sea level rise.
Chelsea Creek, East Boston, South Boston	Organization or community group, Consultant representing a business, organization, or community group	Not yet implemented
Salem	Business	raising sea level and improved stormwater design
South Boston	Government, Resident near the DPA	Raymond L Marine Park Flood Mitigation Plan is underway.
Salem	Resident near the DPA, Organization or community group	Salem Costal Watch is doing planting to prevent erosion
Mount Hope Bay (Fall River)	Government	See Hazard Mitigation plan
South Boston	Business	seems like a mix of raising the grade of ports and allowing public access not a lot of details.
Chelsea Creek	Organization or community group	Several key regional infrastructure facilities (MWRA head house, gas terminals, Logan Airport, MBTA) completed a multi-player emergency exercise involving a 2050 1% winter N'oreaster. This allowed facility managers to understand cascading failures and major damages from higher coastal flooding.
South Boston	Organization or community group	the BPDA is supposed to begin designing for district scale resilience with funds from new developments
East Boston	Government, Resident near the DPA	The City of Boston is launching a project for the Border Street waterfront. Lessons will definitely be learned!
East Boston	Organization or community group	the city of Boston is working on a plan for this area
Mystic River	Organization or community group	the island end river project will address some of the issues in this DPA
Salem	Organization or community group	The Living Shorelines and Rain Gardens constructed by SSCW in Collins Cove, Forest River Park, Winter Island and along the North River
Salem	Government	The Salem Wind Terminal Development will raise the elevation of the site. There will be a new berth. Note, The planning phase for the and robust opportunity for public engagement, has been helpful for discussions with community members to remind them of the purpose of a DPA, uses allowed in our DPA, and principles for guiding development that support resilience and sustainability.
Salem	Resident near the DPA, Organization or community group	The wind terminal is raising its footprint. We have been concerned that there has been no analysis of how this might affect stormwater in local neighborhoods.
East Boston	Business	we've used wave attenuation in numerous facilities that work to break wave action, all our marinas have floating docks and piles are built 17 ft above mean high water to deal with rising sea level and storm surge.

Table C-17 Responses to the Question: Please share any additional ideas or recommendations you have for improving the DPA to increase its value to the local and broader community.

NOTE: ALL RESPONSES ARE VERBATIM; ERG HAS NOT ALTERED SPELLING, WORDING, OR PUNCTUATION

Please share any additional ideas or recommendations you have for improving the DPA to increase its value to the local and broader community.		
DPA	**Affiliation**	**Text Answer**
Chelsea Creek, East Boston, Mystic River, South Boston	Government, Resident near the DPA	1. Allow for district-scale coastal adaptation that involves shoreline elevation and ecological restoration; 2. invest in needed improvements to active water-dependent uses; 3. remove vacant or underutilized parcels from DPAs to allow for better community uses (specifically in East Boston DPA and Chelsea Creek DPA).
Chelsea Creek	Consultant representing a business, organization, or community group, Other	Again, please recognize that the Chelsea Creek operates as an integrated whole, and therefore future analyses regarding de-designation of portions of the area surrounding the Creek could result in negative impacts, preventing the timely and efficient marine deliveries of much needed petroleum products to the local communities and the Commonwealth.
Weymouth Fore River	Government	Analyze the environmental legacy of the DPA and its impacts to marine ecosystem and humans.
Mount Hope Bay (Fall River)	Government	As I said, I think a study/strategic plan would be very helpful.
East Boston, Mystic River, Salem	Business	As small business DPA water dependent users, we often find ourselves in a "David Vs Goliath" scenario where deep pocketed developers are becoming more appealing to DPA owners than ourselves, creating a shortage of safe berthing areas for our equipment in the State of MA. Without well maintained DPA areas available for our continued use, we would be forced to move our business out of the State of MA. This would mean dozens of well paying, blue collar, local jobs would be lost in the Salem/Boston/Charlestown area, along with the economic & tangible infrastructure benefits the State receives from this company being located in-state.
Salem	Resident near the DPA, Organization or community group	Be aware of the surroundings of any development, i.e. is is industrial or a neighborhood of houses and people.
New Bedford - Fairhaven	Organization or community group	community education and inclusion
New Bedford - Fairhaven	Other	Continue this effort in maintaining, protecting, & continued improvements throughout all the Mass DPAs
Gloucester Inner Harbor	Business	Creat more recreational opportunities
Mount Hope Bay (Fall River)	Other	de-designated the DPA so the City can capitalize upon greater economic development and job creation pportunities
Salem	Government, Resident near the DPA	DPA uses should be as varied as possible and should be integrated in the daily life of residents. Private uses should be mindful of the community needs that surround the DPA. More educational and vocational opportunities should be tied to the DPA. e.g. local high schools and community colleges
Gloucester Inner Harbor, Salem	Business	Dredge
New Bedford - Fairhaven	Business, Government	Dredging and maintenance of the Federal Channel.
Gloucester Inner Harbor	Business	funding for innovation and adaption measures in seafood
Chelsea Creek, East Boston, Mystic River, South Boston	Organization or community group	government support is needed to improve DPAs -- funding to improve sites that are not being used and support for climate resilience in critical industries with low margins as well as the

		potential for governments to own/assemble large parcels for clean energy uses
East Boston	Business	Having state and federal goverment invest in DPA's with grants, loans, etc - will help landlord with the economics and get properties redeveloped. Right now the broader community feels the many of the EB DPA's are wastelands and there's future postitve use for them as DPA.
Chelsea Creek, Mystic River, South Boston, Weymouth Fore River	Business	In order to incentivize expansion and new water dependent marine industrial businesses within the DPA, the State could work with cities to develop a list of high priority infrastructure improvement projects at under-utilized sites that would stimulate activation of facilities with new commercial use. Such a list would be a valuable tool to prioritize lobbying efforts with state and federal officials for grants and other capital improvement funds to upgrade facilities and make them attractive for maritime development.
Chelsea Creek, Mystic River, East Boston, South Boston	Business, Government	Its very difficult to balance of all the various interests whether you are keeping the land in DPAs or removing them to allow for other (re)development objectives. Modernization of the program may allow for a broader range of uses (including temporary uses); regulatory revisions could simplify the boundary review process and simplify the Chapter 91 regulatory review process (i.e., less use/land use formulas which makes development too tough/expensive); the program needs strong advocates to "sell" the benefits of the DPA program (good jobs and front line resiliency defense against climate change); need more state grant funding to improve sites and incorporate resiliency measures.
Gloucester Inner Harbor	Government	outside investment in shoreline protection (state/federal), technical assistance to DPA property owners to plan and invest in protection
Salem	Resident near the DPA, Organization or community group	Ports should be required to employ local and diverse populations. Direct water access is something the neighborhoods would like to have for fishing, in particular. DPA should not burden community with increased air pollution or unrelenting traffic. Salem's DPA is very close to local residents and should not be allowed to operate like an industrial port that is further from abutters. Communiteis with DPAs perhaps should be supported in developing marine-related job training for new and displaced workers.
Salem	Organization or community group	Principal points have already been stated in this survey.
Salem	Government, Resident near the DPA	Public education, funding for revitalization of DPA's and opposition to gentrification
Lynn, Salem	Business	Reach out to small local marine dependant businesses and assist them with finding industrial space within DPA's. Help bridge communication between a conglomerate like National Grid and a small marine industrial business like Cape Codder
Chelsea Creek, East Boston, Gloucester Inner Harbor, Lynn, Mystic River, New Bedford - Fairhaven, Salem, South Boston, Moutn Hope Bay (Fall River), Weymouth Fore River	Consultant representing a business, organization, or community group	Reduce extent of DPA to core areas needed to support marine economy based on demand and allow greater flexibility in land use
Chelsea Creek, Mystic River, South Boston, Weymouth Fore River	Business	renew non dpa uses on same year ie 2025 or 2030 so larger areas would come out at same time more valuable to DPA users than small lots every two years then better companies would be interested.
Chelsea Creek, Gloucester Inner	Organization or community group,	Selective public acquisition and management of deepwater edges and backland of key deepwater sites

Harbor, Mystic River, Salem, East Boston, South Boston	Consultant representing a business, organization, or community group	
Gloucester Inner Harbor	Business	Stop conflicting uses near us!
Gloucester Inner Harbor	Business	Streamlining the permit process so one can maintain, improve or expand their business within the DPA to ensure the property remains active for the future. As more and more properties exit the DPA, or circumvent the intent, the remaining businesses need to adjust and adapt. Not an easy task within the regulatory confines. Additionally, with a DPA status on the property, a low interest SBA program would help.
Gloucester Inner Harbor	Other	stronger communication strategy that will resonate with the diversity of citizens in Gloucester
New Bedford - Fairhaven	Other	The Hurrican Barrier is an example utilized of how to protect the harbor due to climate change.
Lynn	Government	The landside portion of the Lynn DPA is fairly constrained and is held by National Grid. Although landside opportunity is limiting large scale mfg. there does appear to be an opportunity to grow New Marine Science and Technology uses, especially research and small scale manufacturing and commissioning type activities.
Weymouth Fore River	Resident near the DPA, Organization or community group	This question has again been asked. Read the answers and do your job.
East Boston, South Boston	Organization or community group	Update allowable uses to include public access in portions of DPA deemed appropriate as buffer zones.
Chelsea Creek, East Boston, Mystic River	Organization or community group	When DPAs were established in the late 1970s, climate change and sea level rise were nearly unknown concerns. Over the next several decades, however, significant portions of these DPAs will begin to flood chronically unless their shorelines are elevated. Given sea level rise and increasing coastal storm strength, industries located in DPAs need to be able to flood with corrosive salt water without harm to themselves or to their surroundings. We would love to understand what existing and new activities would be appropriate for DPAs as coastal flooding becomes more chronic and severe. The cities of Boston, Chelsea, and Everett lack the robust public funding needed to eliminate significant coastal flood pathways that threaten both existing DPAs and inland neighborhoods. To date, the City of Boston has relied on waterfront redevelopment to elevate low-lying shorelines. We would love to understand who has benefitted to date from Boston,Äôs coastal resilience projects, who has been displaced, and what other options for closing flood pathways would protect lower-income residents of color in the absence of conversion to residential housing. The neighborhoods surrounding Boston Harbor,Äôs privately owned DPAs have for centuries been home to successive waves of new immigrants able to afford the lower rents of East Boston, Chelsea, Everett, and Charlestown. Over the past half-century, the global maritime economy changed, and the Boston Harbor cleanup attracted both more-affluent residents and non-maritime businesses to the waterfront. This has stretched the gap between wages and housing costs to the breaking point for many residents. We would love to understand what expanded range of equitable economic activities might be appropriate for these DPAs. There is intense pressure to de-designate other privately held DPA parcels to allow redevelopment for biotech labs, a soccer stadium, and other commercial and residential development. Allowing fragmentation and conversion of the DPAs is likely to accelerate

		waterfront gentrification and fragmentation of larger parcels essential for industrial activities.

Appendix D: Table Crosswalk of WDI Use with Corresponding NOAA ENOW Sector and/or NAICS Code

WDIU under Massachusetts Waterways regulations	Corresponding NOAA ENOW Sector	Corresponding NAICS Codes
Marine terminals and related facilities for the transfer between ship and shore, and the storage of, bulk materials or other goods transported in waterborne commerce	Marine Transportation	X
Facilities associated with commercial passenger vessel operations		X
Manufacturing facilities relying primarily on the bulk receipt or shipment of goods by waterborne transportation		X
Facilities for tug boats, barges, dredges, or other vessels engaged in port operations or marine construction		X
Facilities for the manufacture, servicing, maintenance, data collection, and other functions related to coastal or offshore structures, buoys, autonomous underwater vehicles or vessels, and for the development of new technologies and systems for these structures, buoys, vehicles or vessels, provided that the facility requires transfer between ship and shore or the withdrawal and/or discharge of large volumes of water		x
Facilities for research and development or for the manufacture of technologies, e.g., robotics and acoustics, related to the marine environment, provided that the facility requires transfer between ship and shore or the withdrawal and/or discharge of large volumes of water		x
Commercial fishing, shellfishing, and other seafood and fish processing facilities for fish, shellfish, and other seafood;	Living Resources	
Commercial aquaculture facilities that require transfer between ship and shore or the withdrawal and/or discharge of large volumes of water		X
Boatyards, dry docks, and other facilities related to the construction, serving, maintenance, repair, or storage of vessels or other marine structures;	Ship and Boat Building	X
Dredging for navigation channels, boat basins, and other water-dependent purposes, and subaqueous disposal of the dredged materials below the low water mark;	Marine Construction	X
Shore protection structures, such as seawalls, bulkheads, revetments, dikes, breakwaters, and any associated fill which are necessary either to protect an existing structure from		X

natural erosion or accretion, or to protect, construct, or expand a water-dependent use		
Flood, water level, or tidal control facilities	Marine Construction	Utilities (NAICS Code 22)
Offshore renewable energy infrastructure facilities in the Commonwealth, including ocean wave energy facilities, ocean current energy facilities, tidal energy facilities, any ancillary facility thereto or any similar facility that obtains its energy from the ocean	X	Electric Power Generation, Transmission and Distribution sector (NAICS 2211)
Infrastructure facilities used to deliver electricity, natural gas or telecommunications services to the public from an offshore facility located outside the Commonwealth	X	
Industrial and infrastructure facilities not listed in 310 CMR 9.12(2)(b), which are dependent on marine transportation or require large volumes of water to be withdrawn from or discharged to a waterway for cooling, process, or treatment purposes...	Partially captures Offshore Mineral Resources and Scenic	Scenic and Sightseeing Transportation, Water
Hydroelectric power generating facilities	X	Hydroelectric power generation (NAICS code 221111)
Discharge pipes, outfalls, tunnels, and diffuser systems for conveyance of stormwater, wastewater, or other effluents to a receiving waterway	X	Water and Sewer Line and Related Structures Construction sector (NAICS 237110) and Utilities (NAICS 22)
Facilities and activities undertaken or required by a public agency for purposes of decontamination, capping, or disposal of polluted aquatic sediments	X	Water and sewer line and related structures construction (NAICS 237110)
Navigation aids, marine police and fire stations, and other facilities which promote public safety and law enforcement on the waterways	X	X
Other industrial uses or infrastructure facilities which cannot reasonably be located at an inland site as determined in accordance with 310 CMR 9.12(2)(c) or (d)	X	X