The following memorandum provides the proponent’s response to the public comments received by MassDEP and provided to the project team. Comments submitted in the following timeframes are addressed herein:

- Verbal comments received at the June 25 Public Hearing.
- Written comments received by MassDEP through July 10, the end of the first comment period.
- Written comments received by MassDEP through August 10, the end of the second comment period.

No new substantive verbal comments were received at the July 29 Public Hearing that are not otherwise represented below.

Copies of comments letter, identifying pertinent comments are attached to this memorandum. The following tables provide a summary of each comment and the proponent’s response to each.

**June 25, 2015 Public Hearing Comments**

The following is a summary of the public comments made at the June 25 Public Hearing and the proponent’s response. A copy of the public hearing sign-in sheet is provided as an attachment to this document.

<table>
<thead>
<tr>
<th>Commenter</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruce Berman</td>
<td>1. Make sure the connections to Carson Beach and Mother’s Rest are preserved and improved.</td>
</tr>
<tr>
<td></td>
<td>2. Requested enhanced parking for visitors to Carson Beach and the adjacent DCR properties.</td>
</tr>
<tr>
<td>Executive Director</td>
<td></td>
</tr>
<tr>
<td>Save the Harbor/Save the Bay</td>
<td></td>
</tr>
</tbody>
</table>
Response:

The Project will provide an improved ADA accessible connection across the site by providing a new, dedicated, grade-separated, pedestrian access corridor across the paved portion of the site. Pedestrian access across the site from the Harbor Point residences will be focused on the single shared route with a paved, generally accessible sidewalk connection within the Harbor Point residences.

The proponent has agreed to fund improvements the existing entrance to Dorchester Shores Reservation to replace the existing poorly accessible stairs.

Regarding public parking, UMass Boston provides free parking at all of its parking facilities on Sundays. Parking at the Bayside property will be made available on Saturday's during the summer except when the facility is required to support a specific UMass special event, has been otherwise reserved for a charity event, or as may be directed by public safety officials.

Corcoran Jennison Harbor Point

There are currently five (5) openings in the fence separating Harbor Point and the Bayside property. The project seeks to close three and leave one opening for pedestrians from Harbor Point to cross Bayside.

Response:

There are five openings in the fence that separates the Bayside property from the Harbor Point residences as depicted on the attached exhibits:

Location 1: This gap in the fence is adjacent to three existing entrance travel lanes, is a very dangerous route for pedestrians and is being closed a matter of public safety. This access point is outside of Chapter 91 jurisdiction and will be closed.

Location 2: This gap in the fence is adjacent to three existing entrance travel lanes and a children’s playground. It is a very dangerous route for pedestrians and is being closed a matter of public safety. This access point is outside of Chapter 91 jurisdiction.

Location 3: This gap in the fence also forces pedestrians to cross three travel lanes or walk alongside traffic in an unprotected manner. This location is outside Chapter 91 jurisdiction and will be closed during the project.
**Location 4:** This existing – though undocumented and unauthorized means of pedestrian access to the Bayside property – is the most formal means of pedestrian access to the site from the Harbor Point residences because it provides paved sidewalk access from internal roadways and sidewalks to the edge of the property.

The Bayside project will preserve and enhance this means of access by providing signage and pavement striping to identify this preferred north-south access corridor. UMass Boston understands that this location is close to the residence of one individual requiring wheelchair accessibility. This access point is located on filled tidelands and will be maintained.

**Location 5:** This existing gap in the fence is located less than 200 feet from the existing informal access at Location 4 (which is planned to be improved as part of the project) and approximately 450 feet from a formal paved engineered and universally accessible entrance to the Boston Harborwalk. This existing ad hoc gap in the fence, which does not connect to any path on either side, is proposed to be closed by the project.

<table>
<thead>
<tr>
<th>Unidentified commenter</th>
<th>Asks about existing water lines that cross the Bayside property and how they will be maintained.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMJ / Harbor Point</td>
<td><strong>Response:</strong></td>
</tr>
<tr>
<td></td>
<td>All existing utility easements will be preserved. The utilities serving the derelict Expo building will be cut and capped. Existing utility connections to abutting properties will be maintained.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>John Corcoran</th>
<th>Will the proposed spaces be open to the public?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Response</strong></td>
</tr>
<tr>
<td></td>
<td>The University needs the proposed parking spaces to meet the needs of students, faculty, staff and visitors. While vehicles are not generally turned away, most days during the academic year, there is very limited capacity for parking by outside parties as the lot typically fills by late morning.</td>
</tr>
</tbody>
</table>

During period of low parking demand by the University, such as weekends, the lot is generally left open and parking is not restricted. The lot is frequently used to support weekend special events that have high parking demands, such as charity walk-a-thons and similar events.

Regarding the use of the lot by commuters or persons travelling to the airport, UMass Boston reviewed utilization and determined that these uses
are relatively small (approximately 6 cars per day during the review period). The University is not interested in opening a general use parking lot.

<table>
<thead>
<tr>
<th>Unidentified commenter</th>
<th>Corcoran Jennisen and Boston Teachers Union have easements across the property...how are they being dealt with?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Response</strong></td>
<td>The proposed design respects all utility and access easements at the property. The University is working to balance the need to collect parking fees from its faculty, staff, students and visitors for parking at Bayside while also complying with existing easements. It will work out any remaining issues with BTU and Corcoran Jennison’s rights of passage.</td>
</tr>
</tbody>
</table>

| Ryan McGinley          | 1. What will happen with the existing entrances?  
                          | 2. When will the Bayside lot be open for (public) use? |
| **Maintenance Coordinator** |                                                                 |
| **Harbor Point**       |                                                                 |
| **On the Bay**         |                                                                 |
| **One Harbor Point Blvd.** |                                                                 |
| **Response**           | The University plans to close four of the five existing gaps in the fence separating the Bayside property from Harbor Point because these informal entrances are unsafe or require users to traverse landscaped areas to access the Bayside property. The attached exhibits depict the location of each existing opening, demonstrate their informal nature and lack of paved or engineered paths leading to them from the Harbor Point side. As described above, three of these existing openings require users to cross active vehicular travel lanes.  
                          | The Bayside lot is currently open most weekends, except when it is used for special events. The University plans to make the lot available of charge on Saturdays between Commencement and Labor Day except when the facility is needed to support a University function or other special event. |

| Robert Ricci           | Rob requested a copy of the Notice of Intent filed with the Boston Conservation Commission. It was subsequently provided. |
| **Fort Point Associates** |                                                                 |
| **(consultant for Corcoran Jennison)** |                                                                 |
**Written Comments Received by MassDEP through July 10, 2015**

The following public comments on the Bayside Chapter 91 License Application were submitted to MassDEP following the public hearing held on June 25 and forwarded to VHB via email.

<table>
<thead>
<tr>
<th>Letter # Comment</th>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>Letter 1</td>
<td>Vivien Li The Boston Harbor Association</td>
<td></td>
</tr>
</tbody>
</table>
| 1                | Request that the License require the proponent to actively plan with the BRA, MBTA and others for:  
   1. Boat service at UMass Boston via Fox Point  
   2. Free weekend usage of Bayside parking by the general public. | 1. The campus will continue to coordinate with the Massachusetts Department of Environmental Protection, other public agencies, harbor and waterfront groups, and the community on long-term improvement plans and usage for the Fox Point Docking Facility.  
2. UMass Boston provides parking primarily for its students, faculty, staff and visitors. However, vehicles are not generally turned away when spaces are available regardless of affiliation with the University.  
UMass Boston provides free parking at all of its parking facilities on Sundays. Parking at the Bayside property will be made available on Saturday’s during the summer except when the facility is required to support a specific UMass special event, has been otherwise reserved for a charity event, or as may be directed by public safety officials.  
3. The University closely coordinates parking amongst all UMass entities represented at the Columbia Point campus, and complies with existing cross easements for parking and loading amongst all Bayside Property Occupants. |
| 4. | Distribution of material each semester to actively promote usage of MBTA mass transit and UMass shuttle services. |
| 5. | Implementation of pricing structure to discourage driving and usage of the parking facility during peak travel periods |

| 4. | The University maintains a robust Transportation Demand Management Program to inform all users of the campus of alternative means of traveling to campus including the following website: https://www.umb.edu/the_university/getting_here |
| 5. | Parking prices campus-wide are determined by many factors. The University will consider this comment when the pricing structure is reevaluated. |

| 2 | Request that License require a minimum of; |
| 1. | Three bike racks |
| 2. | Hubway bicycle station |
| 3. | Amenities for people using shuttle bus including: |
| | • Seating |
| | • Bus shelters with digital signage regarding bus arrival times |
| | • Interpretive signage about Columbia Point |
| | • HarborWalk signage |
| | • Trash receptacles |
| | • Street furniture |
| | • Lighting |
| | • Landscaping |
| | • Safety call boxes |

| 1. | Six (6) bike racks are planned to be installed at the site. |
| 2. | The University has a Hubway station on the main campus. In light of the frequent and popular free shuttle bus service and the distance from the Bayside property to campus, we understand a project station at the site would have limited effect in increasing bike trips to the campus or reducing single occupancy vehicle trips. There is also a Hubway station (c32013) at the JFK/UMass MBTA Station. |
| 3. | Planned amenities for the site include: |
| | • Bus shelters |
| | • Harborwalk signage |
| | • Trash receptacles |
| | • Benches, lighting, landscaping |
| | • Safety call boxes (blue phones) |

| 3 | No detailed landscaping plan is provided, and it is not clear whether any existing trees would be removed, and what the net increase in tree canopy would be. |
| 4 | No specified new connections or improvements to the HarborWalk or to the |

<p>| Additional landscaping information is provided on the attached exhibits. Forty-one trees are planned to be removed and be replaced by 116 new trees at the site. |
| The University has agreed to fund DCR-planned and executed improvements to the existing connection between the Bayside property and |</p>
<table>
<thead>
<tr>
<th></th>
<th>Department of Conservation and Recreation’s Dorchester Shores Reservation are proposed.</th>
<th>Dorchester Shores Reservation, including replacing the existing stairs with two universally accessible ramps at the eastern end of the site. This work will be permitted separately.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>At a minimum, the proponent should be required to indicate how it will incorporate the recommendations from its “Bayside Charretting Process” into the proposed 10-year license.</td>
<td>The Bayside Charrette Process to which this comment refers was convened to consider potential long-term uses of the property, not the parking use proposed here for a temporary license. The University will reconvene a planning charrette as part of its long-term planning for the site.</td>
</tr>
<tr>
<td>6</td>
<td>License should require urban design standards and community amenities.</td>
<td>The planned improvements are temporary but include landscaping and access accommodations to provide safe and convenient access across the site consistent with its planned use for surface parking.</td>
</tr>
<tr>
<td>7</td>
<td>License should require interim measures to further community connections between nearby churches, schools, health centers, and residences.</td>
<td>The planned improvements provide safe universally accessible routes across the site allowing access to any of these uses as the public may wish.</td>
</tr>
<tr>
<td>8</td>
<td>TBHA is supportive of “shortcut” between Harbor Point and the MBTA Station, but would like to see seating or signage in place to discourage a “shortcut” near an existing cluster of plantings.</td>
<td>The University agrees with the suggestion that use of unsafe routes across the site should be discouraged. This will be accomplished by closing the existing gaps in the fence located on UMass Boston property and enhancing the proper point of access.</td>
</tr>
<tr>
<td>9</td>
<td>There appear to be misunderstandings within the application about the location of the site. Project is entirely within Dorchester and does not abut Carson Beach. Request corrected information be submitted for the record, copying in TBHA and interested parties.</td>
<td>The project is located entirely in Dorchester and is adjacent to Dorchester Shores Reservation and provides indirect access to Carson Beach by providing access across the shoreline to the Harborwalk.</td>
</tr>
<tr>
<td>10</td>
<td>License should require removal and/or demolition of the sign at the time of demolition of the building to further connect</td>
<td>The existing Bayside Expo sign does not affect public access to the site and is not located in</td>
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<tr>
<td>11</td>
<td>License Application does not outline how it will meet 50% open space requirements.</td>
<td>The dedication of open space to pedestrian uses is consistent with the Waterways Regulations applicable to Non-Water Dependent Infrastructure Projects and direction by MassDEP which requires that reasonable access be provided consistent with the proposed use.</td>
</tr>
<tr>
<td>12</td>
<td>License Application does not provide information on Climate change. It is ideal as a laboratory for climate change resiliency efforts that could include implementation of landscaping and temporary barriers to protect against flooding.</td>
<td>No local, state or federal guidance predicts a substantial enough rise in sea-level during the proposed term of the requested license to warrant extraordinary resiliency measures. All planned improvements have been designed to withstand coastal flooding consistent with the site location within the mapped 100-year floodplain.</td>
</tr>
<tr>
<td>13</td>
<td>The proponent should consider the use of pervious materials for paving.</td>
<td>The use of pervious materials for paving at the site is not appropriate. Geotechnical data indicate that infiltration is not practicable at the site due to the presence of compacted fill and the site’s location on filled tidelands.</td>
</tr>
<tr>
<td>14</td>
<td>The proponent should be required to host a public meeting at least once every six months to provide an update and to solicit public comments on the long-term plan for the Property.</td>
<td>The University hosts a community meeting on an annual basis to update the community on the 25-Year Master Plan, which now includes the Bayside property.</td>
</tr>
<tr>
<td>15</td>
<td>Application states that the project is compliant as a “non-water dependent transportation infrastructure facility and a public service project.” TBHA does not agree that a surface lot should be considered an “infrastructure facility.”</td>
<td>The redeveloped site will serve as a transportation hub to support shuttle service connection to the campus. This is consistent with the regulatory definition under 310 CMR 9.02, which defines an infrastructure facility as “a facility which produces, delivers, or otherwise provides electric, gas, water, sewage, and transportation services or telecommunication services to the public.” (emphasis added)</td>
</tr>
<tr>
<td>#</td>
<td>Request</td>
<td>Response</td>
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<tr>
<td>16</td>
<td>Request that a draft Operations and Management Plan are circulated to the public for review and comment prior to approval by the Department.</td>
<td>An Operations and Maintenance plan was submitted with the Notice of Intent (NOI) filed to the Boston Conservation Commission (BCC) and copied to the Department of Environmental Protection. The Commission voted on August 19, 2015 to issue an Order of Conditions approving the project, including that operations and management plan.</td>
</tr>
<tr>
<td>2 &amp; 5-24</td>
<td>Multiple requests not to close existing pedestrian access between the Bayside Property and the Harbor Point Residences</td>
<td>The University will close all four of the unsafe, informal gaps in the fence separating the Project Site and Harbor Point but will maintain the existing engineered connection between the two sites. Additionally, UMass has agreed to fund accessibility improvements to the existing entrance to Dorchester Shores Reservation at the eastern end of the site.</td>
</tr>
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</table>

**Letter 2 Valerie Harms**

<table>
<thead>
<tr>
<th>#</th>
<th>Request</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>&quot;...I wish to continue to have access at multiple points in the fence bordering Harbor Point.&quot;</td>
<td>Four of the existing openings are unsafe informal gaps in the fence lacking universal accessibility on the Harbor Point side of the fence. Three of these openings require users to cross active travel lanes at the Bayside entrance and must be closed as a matter of public safety.</td>
</tr>
<tr>
<td>2</td>
<td>I believe that parking is not in the residents of Harbor Point best interest.</td>
<td>The proposed parking use is temporary and will allow the University to complete planned 25-Year Master Plan projects.</td>
</tr>
</tbody>
</table>

**Letter 3 Corcoran Jennison Corporation**

<table>
<thead>
<tr>
<th>#</th>
<th>Request</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The project is inconsistent with the goals of Chapter 91 in promoting the water-related interests of the public...the project hampers rather than improves access to the HarborWalk and Carson Beach, squanders an opportunity to add significant open space near the water’s edge and perpetuated a condition</td>
<td>The Project will improve the function and value of the underutilized waterfront property to the community and the University. The interim work will demolish existing obsolete non-water dependent structures within filled tidelands to create new parking area and open space, improve connectivity through the site to the</td>
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of significant impervious surface area within Commonwealth Tidelands.  

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<tr>
<td><strong>2</strong></td>
<td>The project does not meet the regulatory definition of “Infrastructure Facility”</td>
<td>Consistent with the 310 CMR 9.02 definition of an infrastructure facility, the parking lot will serve as an off-campus hub that delivers transportation services to the UMass Boston campus. Substantial access and environmental improvements are included to serve the water-related interests of the public.</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>The project is inconsistent with the City of Boston Harborpark Municipal Harbor Plan, approved by the Secretary of Energy and Environmental Affairs in May 1990.</td>
<td>The Secretary’s Decision on the Boston Harborpark Municipal Harbor Plan, dated May 22, 1991 does not establish any new Chapter 91 related off-sets, substitutions or amplifications applicable to the project site.</td>
</tr>
</tbody>
</table>
| **4** | The project does not meet the requirements of 310 CMR 9.35 – Standards to Preserve Water-related Public Rights. 

The project...blocks two of the three key access ways in the gate between the Project Site and Harbor Park Apartments. | The closing of four unsafe and informal gaps in the existing University-owned fence will protect public health and safety in a consistent with the planned use. 

The dedication of two public access corridors across the site will maintain north-south and east-west access for residents of Harbor Point and pedestrians crossing the site from Mt. Vernon Street. |
| **5** | The project appears to prohibit access from Day Blvd. but includes a revenue control facility within a DCR driveway extending from Day Blvd. The applicant should describe the plans for this revenue control facility in further detail, including its impacts on vehicular and pedestrian access and its compliance with DCR’s license. | The revenue control facility is proposed on UMass property, and is not subject to DCR approval/licensure. The site design – as depicted in Figure 2-1 of the application and Sheet 2 of the Draft License Plans – includes a sidewalk along the northern site boundary to provide unrestricted public access to the shoreline from Day Blvd and adjacent areas. |
The project will likely impede public parking and access necessary to enjoy adjacent waterfront resources and amenities. | The project will improve connectivity to the waterfront by removing a derelict non-water dependent structure and providing improved universal access and amenities at multiple locations.

(The Project) will involve engineering challenges that have not been adequately addressed in the Application. For example:

1. UMass has not resolved with Corcoran Jennison the separation of shared utilities or modifications to accommodate the project.

2. UMass has not addressed whether approval under Article 97 of the Massachusetts Constitution is required and feasible for the drainage lines newly proposed location on parkland owned by DCR.

The project includes significant landscaping improvements and pedestrian amenities to increase the net public utility of the property beyond existing conditions. The work will substantially increase sightlines on the property by removing approximately 4.4 acres of derelict buildings.

The project does not propose any meaningful open space and will unreasonably diminish the capacity of the project site to accommodate a water dependent use. | The project includes significant landscaping improvements and pedestrian amenities to increase the net public utility of the property beyond existing conditions. The work will substantially increase sightlines on the property by removing approximately 4.4 acres of derelict buildings.

The sign is outside of Chapter 91 jurisdiction. The disposition of the sign will be determined by the University at a later date.
<table>
<thead>
<tr>
<th></th>
<th>The project poorly links the HarborWalk and Carson Beach to public ways and other public access facilities.</th>
<th>The Project includes a dedicated east-west pedestrian path with landscaping improvements, pedestrian amenities, and an ADA accessible ramp connecting the site to the Dorchester Shores reservation and the Boston Harborwalk. A shared north-south path will be provided connecting Harbor Point to an additional ADA-accessible connection to the Harborwalk at the northern end of the site. Furthermore, the University has agreed to fund accessibility improvements to the existing connection to Dorchester Shores Reservation at the eastern end of the site.</th>
</tr>
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<tbody>
<tr>
<td>11</td>
<td>The project does not meet the requirements of 310 CMR 9.53 – Activation of Public Tidelands for Public Use. The project does not provide 50% open space where such open space dedicated to vehicles does not exceed that devoted to pedestrian use.</td>
<td>The dedication of open space to pedestrian uses is consistent with the Waterways Regulations applicable to Non-Water Dependent Infrastructure Projects and direction by MassDEP which requires that reasonable access be provided consistent with the proposed use.</td>
</tr>
<tr>
<td>12</td>
<td>The project squanders the opportunity to create significant open space in close proximity to the HarborWalk and Carson Beach.</td>
<td>The interim project is intended to provide temporary parking capacity at UMass Boston to facilitate construction of on-campus parking structures and to expedite implementation of components of the 25-year Master Plan. During this interim period, the University will undertake a thoughtful planning process for the long-term use of the 20+ acre Bayside Property.</td>
</tr>
<tr>
<td>13</td>
<td>The project does not meet the requirements for Non-Water Dependent Infrastructure Facilities.</td>
<td>An infrastructure facility is defined under 310 CMR 9.02 as “a facility which produces, delivers, or otherwise provides electric, gas, water, sewage, and transportation services or telecommunication services to the public.” (emphasis added) The work satisfies this definition as it will serve as an off-campus transportation hub providing</td>
</tr>
<tr>
<td>14</td>
<td>The project ignores Corcoran Jennison’s longstanding 25-foot wide easement across the project site including use of the Day Blvd. driveway. UMass should be required to propose alternatives that do not interfere with Corcoran Jennison’s easement rights.</td>
<td>The University has the rights under the existing easement to relocate the 25-foot wide easement with notice to Corcoran Jennison, allowing for the opportunity for reasonable review and approval.</td>
</tr>
<tr>
<td>15</td>
<td>The June 25 Public Hearing was not attended by MassDEP staff but was held by the UMass consultant.</td>
<td>A second public hearing was held on July 29, 2015 at the UMass Boston Campus Center. Notice of the meeting was distributed to all parties involved, and published in the Boston Herald on July 22, 2015. A second 30-day period for public comment was provided, ending on August 10, 2015.</td>
</tr>
<tr>
<td>16</td>
<td>The project involves a new non-water dependent use or an expansion</td>
<td>Consistent with the MEPA review thresholds, 301 CMR 11.03(3)(a)(5), the Project does not involve a new non-water dependent use or expansion of a non-water dependent structure, but rather proposes to improve the function of its existing use as a parking lot. The project’s status under MEPA was confirmed by the Secretary of Energy and Environmental Affairs through the issuance of a Certificate on the Notice of Project Change on June 5th, 2015.</td>
</tr>
<tr>
<td>17</td>
<td>...the application utilizes a Chapter 91 jurisdictional line for the Project Site that is inconsistent with the jurisdictional line approved by DEP on May 3, 2007 (WRP File No. JD07-1958).</td>
<td>The license application uses the most recently published historic high water line available from MassGIS ascertained by the MassCZM Historic Shoreline Mapping Project. This study relied on the U.S. Coast Survey of 1894 in identifying the oldest most credible historic shoreline. The 2007 Jurisdictional Determination relies on a less accurate depiction of historic high water provided on DPW License 615 issued in 1925 which uses an 1847 U.S. Coast Survey.</td>
</tr>
</tbody>
</table>
The waterways regulations at 310 CMR 9.02 requires MassDEP to

“...presume the historic high water mark is the farthest landward former shoreline which can be ascertained with reference to topographic or hydrographic surveys, previous license plans, and other historic maps or charts.”

The JD uses an 1847 U.S. Coast Survey which shows an undeveloped shoreline at the project site and results in approximately 10.8 acres of filled tidelands on the Bayside project site.

The MassGIS-provided data relies on the 1894 U.S. Coast Survey, also depicting an undeveloped shoreline but in greater detail, resulting in a further landward historic shoreline and approximately 12.3 acres of filled tidelands within the Bayside project site.

The use of the MassGIS provided data results in a more accurate delineation of the historic high water mark and is more protective of public trust rights by using a more conservative, and expansive interpretation of available cartographic data. Use of the MassGIS published data puts an additional 1.5 acres of the site within jurisdiction of M.G.L. Chapter 91.

| Letter 4 | Harbor Point Community Task Force  
(forwarded by Ryan McGinley, authored by Orlando Perilla) |
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<tbody>
<tr>
<td>1</td>
<td>Public access will be impaired by blocking two of the three current passageways from Harbor Point.</td>
</tr>
<tr>
<td></td>
<td>Closure of a portion of the unofficial fence openings to protect the safety and security of the public does not unreasonably restrict or hinder water-related public rights. The residents of Harbor Point will maintain access through the site with improved connectivity, safety, and amenities. The Project will preserve and improve</td>
</tr>
</tbody>
</table>
2. The Project will not guarantee the availability of public parking to any degree.  

UMass Boston provides parking primarily for its students, faculty, staff and visitors. However, vehicles are not generally turned away from any UMass Boston parking facility when spaces are available regardless of affiliation with the University.

UMass Boston provides free parking at all of its parking facilities on Sundays. Parking at the Bayside property will be made available on Saturday’s during the summer except when the facility is required to support a specific UMass special event, has been otherwise reserved for a charity event, or as may be directed by public safety officials.

3. The Project does not provide 50% open space, and purports that the project is an infrastructure facility and therefore exempt.

The dedication of open space to pedestrian uses is consistent with the Waterways Regulations applicable to Non-Water Dependent Infrastructure Projects and direction by MassDEP which requires that reasonable access be provided consistent with the proposed use. An infrastructure facility is defined under 310 CMR 9.02 as “a facility which produces, delivers, or otherwise provides electric, gas, water, sewage, and transportation services or telecommunication services to the public.” (emphasis added)

The work satisfies this definition as it will serve as an off-campus transportation hub providing shuttle services from the lot to the campus.

4. A public hearing was not held by or attended by DEP, and DEP did not have the opportunity to hear comments articulated by the Harbor Point residents and neighbors.

A second public hearing was held on July 29, 2015 at the UMass Boston Campus Center. Notice of the meeting was distributed to all parties involved, and published in the Boston Herald on July 22, 2015. A second period for
The following letters eighteen letters (Letter 5 through Letter 24) all request that the University keep some or all of the existing gaps in the fence separating the Bayside Property and Harbor Point open. As discussed in the responses above, the University proposes retaining the one opening between Bayside and Harbor Point that leads to a sidewalk or paved path. The remaining four (4) informal openings in the fence require users to traverse landscaped areas on the Harbor Point side of the fence and three (3) of these lead to active travel lanes at the Bayside entrance. The openings are unsafe, informal, lack any planning or design and according to several comments, are not maintained on either side of the fence during the winter months. They are merely unsafe gaps in the fence and the University has a responsibility to provide safe and universally accessible access as part of the Bayside facility design. The existing openings do not meet this standard and should be closed a matter of public safety.

<table>
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<tr>
<th>Letter 5</th>
<th>Prachi Shah</th>
</tr>
</thead>
<tbody>
<tr>
<td>We need to have multiple openings as only some of those openings are accessible in the winter. The opening at 65 North Point Drive becomes completely filled with snow in the winter and without access to other openings we would have a much longer walk to the T station.</td>
<td>See response above.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Letter 6</th>
<th>Krista Tang</th>
</tr>
</thead>
<tbody>
<tr>
<td>We definitely want to continue to use the openings in the fence between Bayside and Harbor Point.</td>
<td>See response above.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Letter 7</th>
<th>Ryan McGinley, Harbor Point on the Bay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email to Andrea Langhauser referencing “thirteen residents who have signed against these changes” in pedestrian access across the Bayside property.</td>
<td>See response above.</td>
</tr>
<tr>
<td>Letter 8</td>
<td>Hayley Werner</td>
</tr>
<tr>
<td>---------</td>
<td>---------------</td>
</tr>
<tr>
<td>I would like to maintain access to multiple fence openings if possible.</td>
<td>See response above.</td>
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<thead>
<tr>
<th>Letter 9</th>
<th>Vijeth</th>
</tr>
</thead>
<tbody>
<tr>
<td>I am a Harbor Point resident and have been using that exit for a long time. While we go to school we take a bus at that exit. We do not want it shut down.</td>
<td>See response above.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Letter 10</th>
<th>Alpesh Kothari</th>
</tr>
</thead>
<tbody>
<tr>
<td>I request that you not close the fence, which is near 7 Peninsula Place.</td>
<td>See response above.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Letter 11</th>
<th>Antonio Iaccarino</th>
</tr>
</thead>
<tbody>
<tr>
<td>The commenter asks the University to keep the access points available to the public.</td>
<td>See response above.</td>
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<thead>
<tr>
<th>Letter 12</th>
<th>Sameer Abu-Alsoud</th>
</tr>
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<tbody>
<tr>
<td>I find those fence openings very useful for pedestrians.</td>
<td>See response above.</td>
</tr>
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<table>
<thead>
<tr>
<th>Letter 13</th>
<th>Pruthvi Bhat</th>
</tr>
</thead>
<tbody>
<tr>
<td>I request that you keep the opening near 7 Peninsula Place open.</td>
<td>See response above.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Letter 14</th>
<th>Christin Zang</th>
</tr>
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<tbody>
<tr>
<td>Commenter requests that the openings in the fence will stay open.</td>
<td>See response above.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Letter 15</th>
<th>Judith Sweeney</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please don’t close off the opening in the fence between UMass Boston (Bayside) and the Harbor Point apartments. Going through the parking lot after taking the T saves me precious time and pain. I implore you to</td>
<td>See response above.</td>
</tr>
<tr>
<td>Letter 16</td>
<td>Robert Karash</td>
</tr>
<tr>
<td>-----------</td>
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<tr>
<td><strong>Consider my feelings on this issue. Please help the handicap.</strong></td>
<td></td>
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<tr>
<td>It has been brought to our attention that some side pedestrian entrances/egresses to the Harbor Point property adjacent to the Bayside parking lot of UMass Boston will be closed due to expansion of the extant Bayside parking lot. We would like to mention that as frequent pedestrians coming and going from our home at Harbor Point we see and find residents using these multiple points as they carry heavy groceries from Star Market and JFK/UMASS train station as well as just general usage. These entrance/egress points are very convenient to residents who live close by.</td>
<td>See response above.</td>
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<thead>
<tr>
<th>Letter 17</th>
<th>Ryan Bettez</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reducing the openings in the fence that is between Harbor Point Apartments and Bayside to one opening is a hardship on the residents of Harbor Point and myself.</strong> I walk from my office at 150 Mt Vernon to Harbor Point and the Harbor walk along Dorchester Bay almost daily if the openings are eliminated it will make the walk longer and harder to do.</td>
<td>See response above.</td>
</tr>
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<table>
<thead>
<tr>
<th>Letter 18</th>
<th>Carol Curran</th>
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</thead>
<tbody>
<tr>
<td><strong>I am opposed to the permit UMass is seeking to demolish bayside and expand the parking lot.</strong></td>
<td>See response above.</td>
</tr>
</tbody>
</table>
**Letter 19  Lizzy Zang**

Commenter requests that multiple fence openings be retained, specifically the one closest to her residence at 7 Peninsula Place. The opening in the fence nearest to 7 Peninsula Place will be retained as part of the Bayside project.

**Letter 20  Sarah Megivern**

I am writing to request that in UMass's potential expansion of their parking lot, they leave the existing openings in the fence between Bayside and Harbor Point. See response above.

**Letter 21  Sun Park**

I would like to continue to have access through the fence at multiple points. See response above.

**Letter 22  Andrew Allen**

I would like to continue using the fence openings on the property. I use them daily and they are very convenient. See response above.

**Letter 23  Lurii Cartev**

Commenter requests retaining multiple openings in the fence between Bayside and Harbor Point. See response above.

**Letter 24  Hamming Zhu**

I vote against the plan about expanding the parking lot on harbor point. Thank you for your comment.
Written Comments Received by MassDEP through August 10, 2015

The following public comments on the Bayside Chapter 91 License Application were submitted to MassDEP following the second public hearing held on July 29 and forwarded to VHB via email.

<table>
<thead>
<tr>
<th>Letter # Comment</th>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>Letter 1</td>
<td><strong>Honorable Nick Collins, State Representative</strong></td>
<td>Request that DEP require an EIR and that UMass conduct a Traffic Study to assess impact of additional automobiles leaving Bayside. The Project was reviewed under MEPA through the filing of a Notice or Project Change submitted pursuant to the 25-Year Master Plan Special review Procedure, including an assessment of existing and future traffic conditions. The Secretary Determined in a Certificate issued on June 5, 2015 that no Environmental Impact Report (EIR) was required.</td>
</tr>
<tr>
<td>Letter 2</td>
<td><strong>Honorable Frank Baker, Boston City Councilor</strong></td>
<td></td>
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<tr>
<td>Letter 3</td>
<td>Richard McGuinness, Boston Redevelopment Authority</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Requests the following as mitigation for anticipated vehicular impacts on area roads:</td>
<td>1. 6 bicycle racks will be provided on the site. The University is working with Hubway to assess the potential utilization of a second Hubway station at the campus. In light of the frequent and popular free shuttle bus service and the distance from the Bayside property to campus, we understand a station at the site would have limited effect in increasing bike trips to the campus. There is also a Hubway station (c32013) at the JFK/UMass MBTA Station.</td>
<td></td>
</tr>
<tr>
<td>1. Addition of bike racks and a Hubway station.</td>
<td>2. The University is constantly monitoring, evaluating, and modifying shuttle services to accommodate the changing needs of the University and their Columbia Pint partners and neighbors including the JFK Presidential Library, The Massachusetts State Archives and the Edward M. Kennedy Institute for the United States Senate. The frequency of shuttle services to the Bayside Property will be evaluated as part of the project.</td>
<td></td>
</tr>
<tr>
<td>2. Evaluation of shuttle service on Mt. Vernon St (and increase in service if necessary).</td>
<td>3. New bicycle connections are included in the proposed lot design connecting bikers through the lot to Mount Vernon Street.</td>
<td></td>
</tr>
<tr>
<td>3. Establishment of through bike connections along the new pedestrian paths on the site.</td>
<td>4. The University maintains a robust Transportation Demand Management (TDM) Plan including, among other things, frequent free shuttle service, a public information website and signage. The University is constantly re-evaluating its TDM plan to maximize utilization of public</td>
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<tr>
<td>5.</td>
<td>Promote water transport at the Fox Point Landing and dock improvements at the DCR State Pier.</td>
<td></td>
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<tr>
<td>6.</td>
<td>Provide free weekend usage of parking spaces by the general public.</td>
<td></td>
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<tr>
<td>7.</td>
<td>Install wayfinding, interpretive and Harborwalk signage.</td>
<td></td>
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<tr>
<td>8.</td>
<td>Provide public amenities, i.e. street furniture, seating, waiting shelters, lighting and trash receptacles and landscaping.</td>
<td></td>
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<tr>
<td>9.</td>
<td>Prepare a maintenance plan that ensures the parking lots and surrounding open spaces with be kept free of trash and debris.</td>
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<td>transportation and reduce single-occupancy vehicle trips. Based on current estimates, approximately 66% of students and 40% of faculty arriving at the campus travel by public transportation.</td>
<td></td>
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<td></td>
<td>The campus will continue to coordinate with the Massachusetts Department of Environmental Protection, other public agencies, harbor and waterfront groups, and the community on long-term improvement plans and usage for the Fox Point Docking Facility.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>UMass Boston provides parking primarily for its students, faculty, staff and visitors. However, vehicles are not generally turned away when spaces are available regardless of affiliation with the University.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>UMass Boston provides free parking at all of its parking facilities on Sundays. Parking at the Bayside property will be made available on Saturday's during the summer except when the facility is required to support a specific UMass special event, has been otherwise reserved for a charity event, or as may be directed by public safety officials.</td>
<td></td>
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<td></td>
<td>The project includes public information and wayfinding signage.</td>
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<td></td>
<td>Planned amenities for the site include:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Bus shelters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Trash receptacles</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Benches, lighting, landscaping</td>
<td></td>
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<td></td>
<td>• Safety call boxes (blue phones)</td>
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</tbody>
</table>
9. The Notice of Intent recently approved by the Boston Conservation Commission includes a draft operation and maintenance plan that includes pavement sweeping and litter control.

<table>
<thead>
<tr>
<th>Letter 4</th>
<th>Vivien Li, The Boston Harbor Association</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Request a Special Condition requiring an ADA-compliant connection to the Harborwalk at the DCR Dorchester Shores Reservation.</td>
</tr>
<tr>
<td>2</td>
<td>The University has agreed to fund off-site improvements to the existing connection between the Bayside property and the DCR Dorchester Shores Reservation.</td>
</tr>
</tbody>
</table>

- **Letter 5**  
  **Ann M. Sobolewski, Boston Teachers Union**

1. BTUHWF cannot determine based on the submitted plans if repaving will impact runoff or grading on BTUHWF site.

2. Chapter 91 plans do not meet requirements. See [table provided by Tetra tech](#).

   - Final Chapter 91 plans will be modified as appropriate and as may be directed by MassDEP Waterways in accordance with the applicable regulations and registry of deeds standards.

3. Concern that parking lot does not fit into the legal definition of an infrastructure facility, and urge DEP to obtain third party legal.

   - The Bayside project will provide parking and pedestrian amenities intended to facilitate the delivery of transportation services from the lot.
opinion to confirm that no open space is required.  

to the campus. This use is consistent with the Chapter 91 definition at 310 CMR 9.02 as confirmed through consultation with MassDEP.

<table>
<thead>
<tr>
<th>Letter 7</th>
<th>Paul Nutting</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Opposes granting Chapter 91 License because Harborwalk along the West and south sides of the peninsula have not been kept in good repair.</td>
</tr>
<tr>
<td>2</td>
<td>Requests additional buffer area between parking area and Harborwalk along the northern portion of the lot</td>
</tr>
</tbody>
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<tr>
<th>Letter 8</th>
<th>Ryan Bettez, Corcoran Jennison</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Concern that reducing access points from 3 to 1 within jurisdiction will inconvenience the daily lives of the Harborpoint Residents.</td>
</tr>
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<thead>
<tr>
<th>Letter 9</th>
<th>Valerie Harms</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Concern with traffic congestion increasing as a result of the proposed Project.</td>
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the Project would not substantially impact traffic conditions at nearby intersections.

<table>
<thead>
<tr>
<th>Letter 10, Letter 11</th>
<th>Irene Lutts &amp; Erica Mattenson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oppose granting Chapter 91 License because Harborwalk along the West and south sides of the peninsula have not been kept in good repair.</td>
<td>The Harborwalk along the south and west sides of the Columbia Point Peninsula are in fair to good condition with no major deficiencies and no obstructions to public access. Portions of the Harborwalk, as pointed out by the comment are in need of minor repair and repaving consistent with its coastal location. The University is committed to maintaining universal public access along the Harborwalk and anticipates completing the appropriate minor repairs under the maintenance provisions at 310 CMR 9.22(1).</td>
</tr>
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<table>
<thead>
<tr>
<th>Letter 12</th>
<th>Robert Karash</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Incorrect zip code and spouse (Sara Cho, not Sara Megivern) on abutter notice</td>
</tr>
<tr>
<td></td>
<td>The project team apologizes for the typo in the address on the commenter’s copy of the Public Notice of the July 29th Public Hearing. We note that since Mr. Karash had previously commented on the project via email he received hard copy and email notification of the Public Notice of the Public Hearing. While Mr. Karash was not able to attend the hearing, he submitted comments prior to the deadline.</td>
</tr>
<tr>
<td>2</td>
<td>Blocking off access points will inconvenience residents</td>
</tr>
<tr>
<td></td>
<td>Closure of a portion of the unofficial fence openings to protect the safety and security of the public does not unreasonably restrict or hinder water-related public rights. The residents of Harbor Point will maintain access the Bayside property via two newly defined paths. Four unsafe and ad hoc gaps in the University-owned fence separating Bayside from Harbor Point will be closed as a matter of public safety. The Project will preserve and improve access to the only existing engineered path leading to the site.</td>
</tr>
<tr>
<td>Letter 13, 14</td>
<td>Kevin Gillespie, John McCormack</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Oppose granting Chapter 91 License because Harborwalk along the West and south sides of the peninsula have not been kept in good repair.</td>
<td>The Harborwalk along the south and west sides of the Columbia Point Peninsula are in fair to good condition with no major deficiencies and no obstructions to public access. Portions of the Harborwalk, as pointed out by the comment are in need of minor repair and repaving consistent with its coastal location. The University is committed to maintaining universal public access along the Harborwalk and anticipates completing the appropriate minor repairs under the maintenance provisions at 310 CMR 9.22(1).</td>
</tr>
</tbody>
</table>
Bayside Property Access – Site Photos

Location 1 - Gap in fence at Bayside entrance drive

Location 1 – Gap in fence at Bayside entrance drive.
Location 2 - Gap in fence at Bayside entrance drive and children’s playground.

Location 2 – Gap in fence at Bayside entrance drive.
Location 3 – Gap in fence.

Location 3 – Gap in fence adjacent to land and volleyball court. No sidewalk/path.
Location 4 – Sidewalk/Path access to Bayside property.

Location 4 – Sidewalk/Path access to Bayside property.
Location 5 – Gap in fence.

Location 5 – Gap in fence, informal path.
Bayside Location 6 – Entrance to Dorchester Shores Reservation.

Bayside Location 7 – Entrance to Dorchester Shores Reservation, Mother’s Rest.
Notice of License Application pursuant to M. G. L. Chapter 91
Waterways License Application Number W15-4446-N

Applicant: University of Massachusetts
Agent: Daniel Padien, VHB, 99 High Street, Boston, MA

Project Location: 200 Mount Vernon Street, Boston

NOTIFICATION DATE: Wednesday, June 10, 2015

Public Comments Deadline: Friday, July 10, 2015

Public notice is hereby given of the Waterways application by the University of Massachusetts to demolish existing structures, install new parking surface, upgrade the stormwater drainage systems, and install pedestrian connections on filled tidelands of the Bayside Property at 200 Mount Vernon Street, on filled tidelands of Dorchester Bay, Boston. Parking is an interim use during the redevelopment of on-campus parking structures and has been determined to be a nonwater-dependent use.

A public hearing on the aforesaid project on Thursday June 25, 2015 at 1:30 PM in the Third Floor Conference Room of the University of Massachusetts Boston Campus Center, 100 Morrissey Blvd in Boston. The Department will conduct this public meeting in order to inform the public and provide information for the Department to use in its decision on whether to a Waterways License pursuant to M.G.L. Chapter 91.

The Department will consider all written comments on this Waterways application received by Friday, July 10, 2015 (the Public Comments Deadline). Failure of any aggrieved person or group of ten citizens or more to submit written comments to the Waterways Regulation Program by the Public Comments Deadline will result in the waiver of any right to an adjudicatory hearing in accordance with 310 CMR 9.13(4)(c).

Additional information regarding this application may be obtained by contacting the Waterways Regulation Program at (617) 556-1134. Project plans and documents for this application are on file with the Waterways Regulation Program for public viewing, by appointment only, at the address below. Written comments must be addressed to Andrea Langhauser at MassDEP Waterways Regulation Program, One Winter Street, 5th Floor, Boston, MA 02108 OR Andrea.Langhauser@state.ma.us
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
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<tbody>
<tr>
<td>Jill Horwood</td>
<td>The Boston Harbor Agency</td>
</tr>
<tr>
<td>Sean Regan</td>
<td>UMass Boston</td>
</tr>
<tr>
<td>Sue Naughton</td>
<td>UMass Boston</td>
</tr>
<tr>
<td>Rob Rich</td>
<td>UMass Boston</td>
</tr>
<tr>
<td>Shawn Curry</td>
<td>UMass Boston</td>
</tr>
<tr>
<td>Dorothy Renaghan</td>
<td>UMass Boston</td>
</tr>
<tr>
<td>Tom Iska</td>
<td>BUH Integrated Services</td>
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<tr>
<td>Bob Burgess</td>
<td>HarborPoint</td>
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<tr>
<td>Bill Gundersen</td>
<td>HarborPoint</td>
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<tr>
<td>Justin Holstrom</td>
<td>CUMS Management</td>
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<td>Ryan McGinley</td>
<td>CUMS Management</td>
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<td>Ryder Better</td>
<td>CUMS Management</td>
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<td>John Mosteller</td>
<td>CUMS Management</td>
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<tr>
<td>Zehn Schneider Graham</td>
<td>UMass Boston</td>
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<tr>
<td>Ellen O'Connor</td>
<td>UMass Boston</td>
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<tr>
<td>Daniel Padien</td>
<td>UMB</td>
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</tbody>
</table>
10 July 2015

Ben Lynch
Program Chief
Waterways Regulation Program
Department of Environmental Protection
One Winter Street, 5th Floor
Boston, MA 02108
ATT: Andrea Langhauser

RE: Waterways License Application No. W15-4446-N
UMass Boston Bayside Property, Dorchester

Dear Mr. Lynch:

The Boston Harbor Association, a non-profit, public interest organization founded in 1973 by the League of Women Voters and the Boston Shipping Association to promote a clean, alive, and accessible Boston Harbor, is in receipt of a Waterways License Application filed by UMass Boston for its Bayside Property, Dorchester. The license application proposes the demolition of the existing Bayside Expo Center; authorization for an additional 660 parking spaces in the footprint of the Bayside Expo Center building; installation of new utilities; construction of pedestrian walkways to better connect to the shoreline; and limited landscaping improvements.

The Boston Harbor Association strongly supports the demolition of the existing, deteriorated Bayside Expo building, allowing for greater public access and visual connections to Boston Harbor. Our detailed comments follow:

Transportation Issues: The proponent proposes to add another 660 parking spaces, for a total of 1,960 parking spaces at the Bayside Property, with automobile users taking shuttle buses to the UMass Boston campus. It is not clear why so many additional spaces are needed by the UMass Boston community within three blocks of the MBTA Red Line subway station and bus platforms, nor what the traffic impacts from the additional vehicles will be, particularly during peak travel periods. At the 21 May 2015 Columbia Point Associates meeting of institutional and commercial abutters, nearby employers expressed strong concerns about the traffic impacts on an already congested, limited roadway system by Mt. Vernon Street.

In the absence of a Transportation Management Association, we ask that the Chapter 91 License for the existing parking spaces and Bayside Expo building demolition require the following of the proponent: actively plan with the Boston Redevelopment Authority, MBTA, and others for boat service at UMass Boston's new ADA-compliant Fox Point dock; free weekend usage of Bayside parking spaces by the general public to foster additional use and enjoyment of the HarborWalk and nearby beaches, including Carson Beach in South Boston; coordination of shared parking spaces between the Boston
Teachers Union's expanded parking facility and UMass Boston; distribution of information to students, faculty, and administrators at the start of each semester for the term of the Chapter 91 License actively promoting usage of MBTA mass transit and UMass' campus bus shuttle systems; and implementation of a pricing structure which discourages driving and usage of the parking facility during peak travel periods, with the understanding that unionized workers may be exempt from such a pricing structure due to union contracts.

Sheet 4 of 5 of the License Application indicates proposed bike racks. We ask that the License specifically require a minimum of three bike racks, plus a Hubway shared-bicycle station on the Bayside Property. In addition, we ask that the Chapter 91 License specifically require, at a minimum, the following amenities for the general public and for those waiting for shuttle buses to the main campus: seating, bus shelters with digital signage regarding bus arrival times, interpretive signage about Columbia Point, HarborWalk signage, trash receptacles, other appropriate street furniture, lighting, landscaping, and safety call boxes connected to university security.

Consistency with Bayside Charrette Process: Although a sentence within the six page License narrative indicates that landscape improvements will be made, no detailed landscaping plan for Chapter 91 licensing purposes is provided. Figure 2-1, Proposed Site Plan, shows what appear to be 22 tree pits across the 20 acre site. It is not clear whether any existing trees will be removed, and what the net increase in tree canopy will be consistent with the City of Boston's 2014 Climate Action Plan calling for increased tree canopy. While Sheet 2 of 5, "Proposed Conditions" points to two proposed bioswales, no additional narration or detail is provided. Figure 2-3 East/West Connector does not provide much detail, including the extent of a section labeled "rain garden".

While no detailed information is outlined in the Chapter 91 License Application, the May 2015 Notice of Project Change noted a "primarily elevated concrete sidewalk running east to west across the property featuring pedestrian level lighting, concrete curbing and ornamental plantings" (page 1-8 of Notice of Project Change), with perhaps a paved sidewalk between cars to access the site north-south. No specified new connections or improvements to the HarborWalk or to the Department of Conservation and Recreation's Dorchester Shores Reservation are proposed, with Figure 2-2, "Pedestrian Access" stating only, "Maintain Existing Connection to HarborWalk" and "Proposed Sidewalk to Shoreline" next to the Boston Teachers Union's building.

No specific reference is made of the 2012 "Bayside Charretting Process" undertaken by the proponent. None of the urban design guidelines, or recommendations on community connections, placemaking, and sustainability elements from the proponent's charrette process are included or even discussed in the Chapter 91 License Application. At a minimum, we ask that the proponent be required to indicate how it will incorporate the recommendations from its "Bayside Charretting Process" into the proposed 10-year temporary use of the site.
We further urge that the Chapter 91 License require the proponent to integrate urban design standards and community amenities into the project. For example, landscaping and open space treatments on this parcel can help to reinforce and complement existing HarborWalk amenities as well as improvements planned by the Boston Redevelopment Authority along Mt. Vernon Street. We ask that the Chapter 91 License require interim measures to further community connections between the site and nearby St. Christopher's Church, Dever-McCormack Schools, Geiger-Gibson Community Health Center, and Harbor Point residences. Consistent with the proponent's Final Report on the "Bayside Charretting Process", we ask that the License require the proponent to incorporate interim urban design and community measures outlined in the proponent's "Bayside Charretting Process".

During The Boston Harbor Association's 19 May 2015 Harbor Use Committee meeting, UMass Boston officials discussed a potentially safer "short cut" between Harbor Point residences and the MBTA Red Line subway station and nearby bus platforms. We are supportive of this connection, and ask that the proponent work closely with Harbor Point residents on the proposed, ADA-accessible pedestrian connection from Harbor Point through the site to the Red Line station and bus platforms. We also ask that the proponent work with Harbor Point residents to discourage a "short cut" near an existing cluster of plantings by placing seating near the plantings and providing signage indicating the ADA-accessible "short cut."

Urban Design and Open Space Elements: There appear to be misunderstandings within the Chapter 91 License Application about the location of the project site. Table 1-3 entitled "Basic Permit Requirements" (page 7-8) states, "The Project Site is separated from the waterway by Old Harbor Park and Carson Beach". Using the legend on the sheets, Figure 2-1, Proposed Site Plan, and Figure 2-2, Pedestrian Access, show Carson Beach within 200 feet of the "Proposed Sidewalk to Shoreline" on the Bayside site. It appears that the authors of the License Application have misstated the location of the project site, which we believe is entirely located in Dorchester, vis-a-vis Carson Beach in South Boston, which does not directly abut the project site as we know it. If Table 1-3, Figure 2-1, and Figure 2-2 incorrectly depict the location of the project site vis-a-vis Carson Beach, we ask that corrected information be submitted for the record, with copies of the revised sheets to The Boston Harbor Association and any other parties which request such documentation.

Likewise, Sheet 1 of 5, Existing Conditions, of the Chapter 91 License Application does not fully depict existing conditions on the proposed project site. The Notice of Project Change notes, "The driveway to the building extends east from Mt. Vernon Street, marked by an approximately 100-foot tall sign set atop round piers, with arches at the points". This existing 100-foot tall sign says "Bayside Expo Center", and will be totally obsolete if the Bayside Expo Center building is demolished as proposed. It currently impedes visual access for the community. We ask that the Chapter 91 License require the removal and/or demolition of the sign at the time of the demolition of the existing Bayside Expo Center when crews are already mobilized on site, and that the land beneath the sign be restored and landscaped immediately following removal and/or demolition of
the sign and building to further connect the community with the HarborWalk and Dorchester Shores Reservation. We strongly urge that the Chapter 91 License require the complete removal and/or demolition of the sign no later than the availability of any new parking allowed on the site.

The License Application does not outline how it will meet the 50% open space requirement under Chapter 91 regulations. We ask that additional information be provided indicating how the project will meet the standard.

Climate Change and Sea-Level Rise: The Chapter 91 License Application does not provide any information regarding climate action. The Notice of Project Change stated, "The Flood Insurance Rate Map for the City of Boston indicates that a significant portion of the site is within Zone AE of the 100-year flood, with elevation at 10 feet NGVD (page 2-2 of Notice of Project Change).

Given the regular flooding currently experienced by motorists along Morrissey Blvd. and other parcels in Columbia Point, and given the temporary uses proposed on site for no more than ten years, the Bayside Expo site would be an ideal location to serve as a laboratory for climate resiliency efforts. This should include implementation of techniques such as landscaping and temporary barriers to protect against flooding. We ask that the Chapter 91 License require climate resiliency measures that may be instructive for future access as well as permanent uses on the site.

Environmental Sustainability: We ask that the proponent consider use of pervious materials, rather than impervious material, for the paving of any portion of the proposed project. We further ask that the proponent be required to consider the use of more environmentally sensitive, porous paving materials, such as new technologies involving a mix of worn-out asphalt with new paving materials.

Long-term Planning: The proponent is asking for no more than a ten-year temporary use of the site for parking. We ask that the proponent be required to host a public meeting at least once every six months, beginning July 2016, to provide an update and to solicit public comments on the long-term plans for the Bayside Property, both with and without the Boston 2024 plans. These semi-annual updates should also provide information on how the proponent is working together with the City of Boston in implementation of the Columbia Point Master Plan to further public access to the HarborWalk and Boston Harbor, additional open space on the parcel, and progress on water transportation options at Fox Point and any other docks located on the UMass Boston property.

Procedural Matters: Pages 5-6 of the License Application Narrative states that the project is consistent with Chapter 91 as the project is a "non-water dependent transportation infrastructure facility and a public service project." We are not familiar with any instances along Boston Harbor where a surface parking lot is considered an "infrastructure facility" as defined in the Chapter 91 regulations. We are very reluctant to concur with such a suggestion. No additional mitigation or compensation measures are included as part of the infrastructure facilities discussion on page 6, and no finding has
been made that all feasible measures have been taken to avoid or minimize detriments to the water-related interests of the public.

**Operations and Maintenance Plan:** We ask that the Chapter 91 License require a draft operations and maintenance plan circulated to the public for review and comment prior to approval by the Department. The draft plan should also include a plan for interpretive signage and wayfinding signage (latter to direct public and those parking to HarborWalk).

Thank you for your consideration.

Sincerely,

Vivien Li
President
The Boston Harbor Association
To Andrea Langhauser
Mass DEP Waterways Regulation Program

As a Harbor Point resident I wish to continue to have access at multiple points in the fence bordering Harbor Point. I see no reason to eliminate the current access points.

I also believe that expanded parking is not in the residents of Harbor Point best interest. As the last winter showed there are too many cars currently to evacuate the Point. At the current level of parking and UMass buses, traffic came to a complete standstill during the snow emergency. Adding more cars will certainly aggravate this situation.

Thank you for your attention.

Valerie Harms
40 Westwind Rd Apt 752
Boston, MA 02125

617 366-7297
VIA EMAIL AND COURIER

July 10, 2015

Andrea Langhauser
Waterways Regulation Program
Massachusetts Department of Environmental Protection
One Winter Street – 5th Floor
Boston, MA 02108

Re: University of Massachusetts
M.G.L. Chapter 91 Waterways License Application Number W15-4446-N
200 Mount Vernon Street, Boston

Dear Ms. Langhauser:

Corcoran Jennison Company, Inc. ("CJ") is in receipt of the above-referenced license application (the "Application") submitted to the Department of Environmental Protection ("DEP") concerning the proposal by the University of Massachusetts ("UMass") for work at 200 Mount Vernon Street, Boston (the "Project Site"). The Application involves the following work within 12.3 acres of Commonwealth tidelands: demolition of the complex known as the Bayside Exposition Center, installation of underground utilities, installation of stormwater drainage systems, pavement of 4.4 acres in order to create 660 new surface parking spaces, and construction of sidewalks, bus terminals, and related structures (the "Project").

For the reasons described below, the Project does not satisfy Chapter 91 standards and infringes on CJ's property rights. Therefore, CJ respectfully requests that the Application be denied.

1. Background

CJ is a substantially impacted abutter. CJ and its affiliated companies own more than 50 acres of land adjacent to the Project Site, including the 1,284 unit Harbor Point Apartments (a mixed income community of over 3,400 residents), the 197-room Doubletree Bayside Hotel, and the 130,000 s.f. Bayside Office Center. The Bayside Office Center is occupied by SEIU Local #1199, the Dorchester Reporter, UMass, CJ's corporate headquarters, and other tenants.

In addition to these existing properties, the City of Boston has recently granted to CJ approval to build a 184-unit mixed use apartment building adjacent to the Bayside
Office Center, which will include 10,000 s.f. of retail space, as well as a 97 room addition to the Doubletree Bayside Hotel.

CJ not only owns adjacent properties, but also shares a series of longstanding cross easement rights with UMass involving CJ's properties and the Project Site. As a result of these cross easements, CJ's properties and the Project Site are fundamentally connected to, dependent upon, and entangled with each other. For example, CJ's properties and the Project Site share utilities, roadways, access drives, stormwater drainage systems, and parking rights. For these reasons, CJ will be impacted to an unusual degree by the Application.

2. Inconsistency With Chapter 91 Interests

The Project is inconsistent with the goals of Chapter 91 in promoting the water-related interest of the public. By not satisfying regulatory standards, the Project hampers rather than improves access to the HarborWalk and Carson Beach, squanders an opportunity to add significant open space near the water's edge, and perpetuates a condition of significant impervious surface area within Commonwealth tidelands.

The Project fails to satisfy the standards set forth at 310 CMR 9.00, including without limitation the following:

(a) 310 CMR 9.02 (Definition of Infrastructure Facility) – Apparently in an effort to circumvent the standards set forth in 310 CMR 9.51 to 9.53, which require significant open space among other things, the Project categorizes itself as an infrastructure facility. An infrastructure facility is defined as "a facility which produces, delivers, or otherwise provides electric, gas, sewage, transportation, or telecommunication services to the public." The Project, which has the primary purpose of providing 1,960 surface parking spaces to UMass students and not to the general public, does not fit within this definition of infrastructure facility, nor within any generally understood meaning of this term. The DEP's acceptance of this categorization by UMass would be precedent-setting, and would significantly compromise DEP's ability to protect the public's interests in Commonwealth tidelands.

(b) 310 CMR 9.34 (Conformance with Municipal Zoning and Harbor Plans) -- With respect to zoning, for several years, the City of Boston, the Boston Redevelopment Authority ("BRA"), CJ, UMass, and members of the community worked together to develop an official Columbia Point District Master Plan, which was adopted by the BRA for Columbia Point. The vision developed was one of a vibrant and sustainable waterfront neighborhood, encouraging mixed uses, transit-oriented development, pedestrian and bicycle-friendly design, and open space.
The Project is inconsistent with this Master Plan in many ways. Rather than encourage use of public transportation and other environmentally-friendly means of transportation, the Project significantly enlarges the existing parking lot at the Project Site, encouraging commuting by automobile and negatively impacting surrounding traffic conditions. Furthermore, the Project provides no meaningful open space. UMass should develop a long term master plan for the Project Site before a Chapter 91 license for the Project Site is issued.

With respect to municipal harbor plans, the Project is subject to the City of Boston's Municipal Harbor Plan for the Harborpark, approved by the Secretary of Energy and Environmental Affairs in May 1991. The Application should describe how it complies with this Harbor Plan.

(c) 310 CMR 9.35 (Standards to Preserve Water-related Public Rights) -- The Project provides no specific new links to the HarborWalk and Carson Beach. According to Figure 2.2 of the Application, the Project will simply "maintain existing connections to Harborwalk."

Rather than add new connections, the Project actually blocks two of the three key accessways in the gate between the Project Site and Harbor Point. Apartments, which are frequently utilized by many of the over 3,400 residents at Harbor Point.

Additionally, the Project appears to prohibit access from Day Boulevard, presumably to ensure that UMass students use only the gated accessway on Mount Vernon Street. According to Figure 2-1 in UMass' related Notice of Project Change dated April 13, 2015 (MEPA File #14623), the Project will utilize a "Revenue Control" facility within the driveway extending from Day Boulevard to the Project Site, which is owned by the Department of Conservation and Recreation ("DCR") and licensed by DCR to UMass. The Application should describe the plans for this revenue control facility in further detail, including its impacts on public vehicular and pedestrian access and its compliance with DCR's license.

Lastly, as stated by Ellen O'Connor at the public hearing held on June 25, 2015, UMass will not designate any of the 1,960 spaces at the Project Site to the public for access to the adjacent HarborWalk and Carson Beach, and may prohibit any public parking at its discretion in order to meet the needs of its growing student population. UMass' current enrollment of 16,800 is expected to swell to 25,000 by 2025. Despite the addition of 660 new surface parking spaces on Commonwealth tidelands, and despite the long history of the Project Site in allowing public parking for visitors to the HarborWalk and Carson Beach, the Project will likely impede public parking and access necessary to enjoy these adjacent waterfront resources and amenities.
(d) 310 CMR 9.37 (Engineering and Construction Standards) -- Demolition of the 275,000 s.f. Bayside Exposition Center complex, installation of extensive stormwater drainage systems, and other activities within this floodplain will involve engineering challenges that have not been adequately addressed in the Application. For example, CJ's properties and the Project Site share stormwater drainage systems and utilities. However, UMass has not resolved with CJ the separation of these shared facilities or modification to them to accommodate the Project. Additionally, although UMass has apparently relocated a major drainage line previously proposed on CJ's property, UMass has not addressed whether approval under Article 97 of the Constitution is required and feasible for this drainage line's newly proposed location on parkland owned by DCR. These unaddressed engineering challenges pose a risk to CJ's abutting properties, particularly given the Project Site's location within a floodplain.

(e) 310 CMR 9.51 (Conversion of Capacity for Water-Dependent Use) -- The Project, involving 1,960 surface parking spaces without any meaningful open space, will unreasonably diminish the capacity of the Project Site to accommodate a water-dependent use. The demolition of the Bayside Exposition Center will open up 4.4 acres of Commonwealth tidelands in close proximity to the HarborWalk and Carson Beach. Rather than pave this entire area in order to create 660 additional surface parking spaces for exclusive use by UMass students, the Project should provide open space available to the general public.

Furthermore, the Project maintains the 100 ft. tall sign at the Project Site with the caption, "Bayside Expo Center," which is not used by UMass. Retention of this sign is inconsistent with the goals of Chapter 91 in advancing public view of the shoreline. It therefore should be removed. CJ has offered to remove this obsolete sign at CJ's expense in order to address a release of hazardous materials at its base (RIN 3-30851). Although an imminent hazard or condition does not exist, remediation activities are at a standstill because UMass is denying permission to perform soil testing at the base of the sign or on the Project Site, inhibiting CJ's ability to determine the extent of the petroleum impacted soil.

(f) 310 CMR 9.52 (Utilization of Shoreline for Water-dependent Purposes) -- As described above with respect to 310 CMR 9.35, the Project poorly links the HarborWalk and Carson Beach to public ways and other public access facilities. Public access will likely be hampered rather than improved by the Project.

(g) 310 CMR 9.53 (Activation of Public Tidelands for Public Use) -- As Commonwealth tidelands, the Project Site must contain fifty percent open space: "The amount of open space shall be equal to the square footage of all Commonwealth Tidelands on the project site landward of the project shoreline and not within the footprints of buildings, less any space deemed necessary by the Department to accommodate other water-dependent uses; the Department may also allow a portion of such open space to be devoted to public ways and/or surface parking lots open to the public ... provided that... open space devoted to
public vehicular use does not exceed that devoted to public pedestrian use." 310 CMR 9.53(2)(b)(1) (emphasis added).

The Project, a 1,960 space surface parking lot, provides no meaningful open space and woefully fails to satisfy this fundamental Chapter 91 standard. The Project squanders the opportunity to create significant open space in close proximity to the HarborWalk and Carson Beach upon demotion of the Bayside Exposition Center, which occupies 4.4 acres of Commonwealth tidelands.

(h) 310 CMR 9.55 (Standards for Nonwater-dependent Infrastructure Facilities): If the Project were an infrastructure facility, which it is not, it would be required to provide meaningful open space: "All nonwater-dependent use projects consisting of infrastructure facilities on tidelands ... shall take reasonable measures to provide open space for active or passive recreation at or near the water's edge." As described above with respect to 310 CMR 9.53, the Project wastes a unique opportunity to provide significant open space in close proximity to public waterfront resources and amenities.

Furthermore, the Project would be required to provide other forms of mitigation, including enhancement of public views to the shoreline. However, as previously discussed with respect to 310 CMR 9.51, the Project inexplicably retains the existing 100 ft. high "Bayside Expo Center" sign, impeding rather than enhancing public views.

3. Interference with CJ’s Property Rights

CJ’s properties and the Project Site are subject to longstanding cross easement rights. The Project cannot proceed as currently planned because it interferes with easement rights held by CJ’s properties. Specifically, CJ is entitled to use a 25 ft.-wide access road through the Project Site. The Project ignores this access road available to CJ and places within it parking spaces, drainage systems, and other structures. In addition, CJ is entitled to use the Project Site for parking. UMass indicates that it intends to fence off the entire perimeter of the Project Site during construction. Furthermore, UMass apparently intends to utilize a revenue control facility at Day Boulevard to regulate access. CJ intends to maintain its right to use the access road and to park cars on the Project Site, and will prohibit any interference with these easement rights by UMass. Accordingly, UMass should be required to propose alternatives that do not interfere with CJ’s easement rights and that could actually get built within the legal rights of UMass.

4. Procedural Errors and Inconsistencies

A significant procedural irregularity occurred at the public hearing on the Project held on June 25, 2015. Specifically, the public hearing was not run by, or even attended by, the DEP as required: "For nonwater-dependent projects, the Department shall hold a public hearing." 310 CMR 9.13(3)(a) (emphasis added).
Instead, the hearing was held by UMass' consultant. As a consequence, DEP did not have the opportunity to witness UMass' presentation or to hear the comments and questions from abutters and other interested parties in attendance. A legally valid hearing must be held before a Chapter 91 license may issue.

Additionally, the Project involves a new nonwater-dependent use and/or an expansion of an existing nonwater-dependent structure occupying one or more acres of tidelands, requiring preparation of an Environmental Impact Report under 301 CMR 11.00(3)(a). Specifically, the Project proposes to create 660 new surface parking spaces on 4.4 acres of Commonwealth tidelands currently occupied by the Bayside Exposition Center. The Bayside Exposition Center has been used only for expositions, shows, and retail purposes, and has never been used for parking. These new parking spaces will cause an expansion to the existing parking lot, which falls within the definition of a structure at 310 CMR 9.02. Although these activities constitute a new nonwater-dependent use and/or expansion of an existing nonwater-dependent structure, the required Environmental Impact Report has not been prepared.

Lastly, the Application utilizes a Chapter 91 jurisdictional line for the Project Site that is inconsistent with the jurisdictional line approved by DEP on May 3, 2007 (WRP File No. JD07-1958). The jurisdictional line in the Application should be revised for consistency.

5. Conclusion

In summary, the Project will likely hamper rather than improve public access to public waterfront resources and amenities adjacent to the Project Site, perpetuates a condition of significant impervious surface area, fails to provide any meaningful open space despite a unique opportunity to do so, poses risks to CJ's adjacent properties due to inadequately addressed and unresolved engineering challenges in a floodplain, infringes on CJ's property rights, and has not adhered to mandatory procedural formalities. Therefore, CJ respectfully requests that the Application be denied.
Sincerely,

Michael Corcoran, President
Corcoran Jennison Company, Inc.

cc:  The Honorable Linda Dorcena Forry
Senator
Massachusetts State House
Room 410
Boston, MA 02133

The Honorable Nick Collins
Representative
Massachusetts State House
Room 26
Boston, MA 02133-1054

The Honorable Frank Baker
Boston City Council
1 City Hall Square, Suite 550
Boston, MA 02201-2043

Chancellor J. Keith Motley
University of Massachusetts
100 Morrissey Boulevard
Boston, MA 02125

Executive Office of Energy and Environmental Affairs
Attention: Holly Johnson, MEPA Unit
100 Cambridge St., Suite 900 (9th Floor)
Boston MA, 02114

Lealdon Langley
Director, Wetlands and Waterways Program
Massachusetts Department of Environmental Protection
One Winter Street – 5th Floor
Boston, MA 02108
Boston Redevelopment Authority
Attention: John (Tad) Read, Senior Planner
One City Hall Square
Boston, MA 02201

The Boston Harbor Association
Attention: Vivien Li, President
374 Congress Street, Suite 307
Boston, MA 02210

Patricia Filippone, Executive Director
UMass Building Authority
225 Franklin Street
Boston, MA 02110

Ellen O’Connor
Vice Chancellor for Administration and Finance
University of Massachusetts
100 Morrissey Boulevard
Boston, MA 02125

Dorothy Reneghan
Assistant Vice Chancellor for Facilities Management
University of Massachusetts
100 Morrissey Boulevard
Boston, MA 02125
To all involved parties,

The deadline for public comments is today July 10, 2015 for the Waterways License Application Number W15-4446-N.

Please see the attached email from the Task force within the Harbor Point Community. The Task Force is a volunteer resident-elected 501 (c) 3 non-profit organization who represents 3,417 residents of Harbor Point, including 352 children.

Please ensure this is reviewed today.

I kindly ask Secretary Matthew A. Beaton to fully review this proposed project and the lack of the DEP's involvement with the public.

As a reminder, the DEP did not even attend the public hearing regarding this proposed project.

Ryan McGinley
Maintenance Coordinator
Harbor Point On the Bay
One Harbor Point Blvd.
(617) 436-0817

From: Langhauser, Andrea (DEP) [mailto:andreia.langhauser@state.ma.us]
Sent: Wednesday, July 01, 2015 4:38 PM
To: McGinley, Ryan
Cc: Padien, Daniel
Subject: RE: Comments for Waterways License Application Number W15-4446-N

Mr. McGinley,

The comment period for the referenced license application does not end until July 10, 2015. I have already received numerous letters from residents concerned about the potential change to their walking routes through the Bayside property, as well as the email you sent earlier today. Please continue to send all letters to my attention. At the end of the comment period, I will send all comments received to the project consultant and UMass/Boston representative – I will promptly send comments along given the level of interest this application has generated.

Take care,
Andrea Langhauser
Hi Andrea,

Who is the project representative for this proposed project? I have had several residents come into my office today confused and upset regarding the proposed changes. I will be sending another email for 13 more residents whom have signed against these changes.

Ryan McGinley
Maintenance Coordinator
Harbor Point On the Bay
One Harbor Point Blvd.
(617) 436-0817

---

Dear Mr. McGinley,

Thank you for submitting comments during the public comment period for the license application #W15-4446-N, which closes on July 10, 2015. I will send all comments received, including your own, to the project representative so he can review and respond. All comments will be taken into consideration in drafting a recommended decision.

Regards, Andrea Langhauser
Dear Ms. Langhauser,

I respectfully ask that you include my comments, and those of some of our residents during this review period regarding Chapter 91 process for UMass Boston and its intentions at the former BaySide Expo Center. Many Thanks!

Best regards,

Orlando P.

Orlando Perilla
Chairman & CEO, HPCTF Inc.
1 North Point Dr.
Boston, MA 02125
Office: 617-288-5701
Cell: 617.686.1146

Harbor Point Community Task Force Inc.
"A Harbors Point Apartments Company Co-Owner"
VIA EMAIL

July 9, 2015

To: Andrea Langhauser
Waterways Regulation Program
Massachusetts Department of Environmental Protection
One Winter Street -- 5th Floor
Boston, MA 02108

From: Orlando Perilla, Chairman HPCTF Inc.
1 North Point Dr.
Boston, MA 02125

Re: University of Massachusetts
200 Mount Vernon Street, Boston
License Application Number W15-4446-N

Dear Ms. Langhauser:

I am Chairman of the Harbor Point Community Task Force Inc. The Task Force is a volunteer, resident-elected, 501(C)(3) non-profit organization, representing the 3,417 residents of Harbor Point, including its 352 children. Harbor Point is directly adjacent to the site of the above-referenced project, where UMass is proposing to demolish the Bayside Expo Center and to turn it into a gated surface parking lot for its 16,800 students.

I am writing in my capacity as Chairman of the Task Force, as a resident of Harbor Point, and on behalf of the individual Harbor Point residents signing below. We believe that the project should be denied because it fails to comply with basic Chapter 91 regulatory standards in at least the following significant ways:

1. First, public access will be impaired, not improved. The project will block two of the three current passageways in the fencing dividing the project site from Harbor Point, which are used frequently by Harbor Point residents for to access the HarborWalk and Carson Beach. Additionally, the project will not guaranty the availability of public parking to any degree within the project site to access these resources. Public parking, historically, has been allowed for such purposes.

2. Second, sufficient open space is not provided. The project does not provide fifty percent or more open space, like similar projects within Commonwealth tidelands; instead, the project turns the entire project site into a gated surface parking lot. UMass purports that the project, a parking lot, is an infrastructure facility and is therefore exempt from this fundamental standard. However, a parking lot does not fit into the regulatory definition or the commonly understood meaning of the term infrastructure facility. Any such attempt to circumvent this basic open space requirement should be viewed critically. An
H.P.C.T.F. Inc.
HARBOR POINT COMMUNITY TASK FORCE Inc.

exemption of a parking lot as an infrastructure facility would set a harmful precedent for similar projects within Commonwealth tidelands.

Third, the public hearing on the proposed project was not held by, or even attended by, the DEP. The DEP did not have the opportunity to hear comments articulated at this hearing by Harbor Point residents and other concerned neighbors.

In summary, the public's ability to access and enjoy the interests protected by Chapter 91 are harmed and not improved by the project as currently proposed. We therefore believe that this application should not be approved until it is revised to be consistent with the Chapter 91 regulatory standards.

Sincerely,

Signature: Orlando Pilla
Printed Name: Orlando Pilla
Address: 1 North Point Dr.

Sincerely,

Signature: M. Bulechek
Printed Name: M. Bulechek
Address: 80 North Point Drive, Dorchester, MA 02125

Sincerely,

Signature: Paulina Vasquez
Printed Name: Paulina Vasquez
Address: 114 North Point Drive, Dorchester, MA 02125

Sincerely,

Signature: ANNA BREA
Printed Name: ANNA BREA
Address: 114 NORTH POINT DRIVE

Sincerely,

Signature: Angela Baez
Printed Name: Angela Baez
Address: 78 Ocean View Dr.

Sincerely,

Signature: Luis Duarte
Printed Name: Luis Duarte
Address: Dorchester, MA 02125

One North Point Drive, Boston, MA 02125
Tel (617) 288-5701
H.P.C.T.F. Inc.
HARBOR POINT COMMUNITY TASK FORCE Inc.

Signature: Polani Perilla
Printed Name: Polani Perilla
Address: 88 Ocean View Dr. #45
Boston, MA 02125

MA Marcano
140 Island View Pl. #132
Dorchester, MA 02125

Kellana Rivas
A Peninsula Pl
Dorchester, MA 02125

Debra Clay
36 Westwood Rd. Dorchester Ma.

Eddie Bleday
40 Westwind Dr. Dorchester MA.

Ernestine Cain
40 Westwind DOR Mass 02125

Mary Mingle
25 A Point Dr. Dorchester MA 07/25

Leon Watson
40 Westwind 75-6
Dor Mass 02125

Tracie Forrester
40 Westward Rd. 07
Dorchester Mass 02125

Martha R Bush
41 Westwind 75-3
Boston MA 02125

Theresa Colón
40 Westwind 75-3
Dor Mass 02125

One North Point Drive, Boston, MA 02125
Tel (617) 288-5701
Hello,

I am a resident at Harbor Point, and I am writing in reference to the fence openings at Bayside Lot. These openings are very helpful in my daily commute and walk to the T-station, especially in the winter time when some of those openings are blocked by the snow. We need to have access to multiple openings as only some remain accessible in the winter time. The opening at 65 North Point Drive becomes completely filled with snow in the winter and without access to other openings, we would have a much longer walk (nearly twice as long) to the T-station. As a resident of Harbor Point, my commute would become much longer if the fence openings were closed off and this would negatively impact my daily routine and commute.

Please consider the impact it would have on so many people who use these fence openings on a daily basis if the fence openings were closed off.

Regards,
Prachi Kapadia

Begin forwarded message:

From: jholstrom@cjmanagement.com
Date: June 25, 2015 at 5:05:11 PM EDT
To: pshah122@gmail.com
Subject: Fence Openings at Bayside Lot

Dear Prachi Kapadia:

Dear Residents,

Do you want to continue to use the openings in the fence between Bayside and Harbor Point? UMass Boston is seeking a permit to demolish Bayside and expand the parking lot. Along with this permit they are seeking to reduce the openings in the fence to one, leaving only the opening next to 65 North Point Drive available to pedestrian traffic. If you would like to continue to have access through the fence at multiple points, please act before July 10, 2015 by writing to:

Andrea Langhauser
MassDEP Waterways Regulation Program
One Winter Street 5th Floor
Boston, MA 02108
Or email her at Andrea.Langhauser@State.MA.US

The permit that will reduce access to one opening will be issued if we do not get at least 10 people to contact to Andrea Langhauser before July 10th.

Thank you,

Harbor Point Management

If you do not wish to receive notifications via e-mail from Harbor Point, please click here to unsubscribe.

Harbor Point 1 Harbor Point Blvd, Dorchester, MA 02125-3242, harborpointontheway@cjmanagement.com, (617) 825-2033, (617) 282-7533
To Whom May Concern,

We definitely want to continue to use the openings in the fence between Bayside and Harbor Point. I take the bus to work everyday and it is important for me to use that opening fence since it would save me at least 5-8 minutes of walk.

Thank you for your consideration.

Best,

Krista (Yejing) Tang
Langhauser, Andrea (DEP)

From: McGinley, Ryan [rmcginley@cjmanagement.com]
Sent: Wednesday, July 01, 2015 4:09 PM
To: internet, env (ENV); Langhauser, Andrea (DEP)
Subject: RE: Waterways License Application Number W15-4446-N
Attachments: Waterways License Application Number W15-4446-N 13 signatures.pdf

Please see 13 more signed forms from residents who are against the proposed plans for Waterways License Application Number W15-4446-N.

Ryan McGinley
Maintenance Coordinator
Harbor Point On the Bay
One Harbor Point Blvd.
(617) 436-0817

DISCLAIMER:
This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. The recipient should check this e-mail and any attachments for the presence of viruses. The sender accepts no liability for any damage caused by any virus transmitted by this email.
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location’s border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

[Signature]

Name  KARINA PEREZ
Date  7.1.18
Address  8 Harbor Crest, Dorchester, MA 02125
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions—"Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water.

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location’s border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name
Date
Address
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-446S pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name: Jacqueline Morris
Date: 7/1/15
Address: 40 Westwind Rd. #05

Dor, MA
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water.”

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name [Signature]
Date 6-29-2015
Address 73 West Wind Road
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W152446 pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions- “Private tidelands”, tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water.”

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location’s border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tidelands.

Kind Regards,

Name

Date 6-30-2015

Address 30 Harbor Crest
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4445.5 pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name Fiony D'aliza Menezes
Date 07/1/2015
Address 3 0yster Bay Road #31
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-44404N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name: Amelia Rodriguez
Date: 7/11/15
Address: 4 Island View Place
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions: “Private tidelands”, tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water.”

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location’s border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name Ashley Kennedy
Date 7/1/15
Address 79 North Point Dr.
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water.

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name  

Date  

Address  

7/1/15  

165 Ocean View Drive #19, Dorchester, Mass, 02125
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions- “Private tidelands”, tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water.”

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

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It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name  [Redacted]

Date  7-1-15

Address  40 Westward Rd, 307
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name

Date 7-1-13

Address 50 Westing Rd. #403
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-44686N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location's border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

Kind Regards,

Name

Date 7-1-15

Address 40 Westwind Rd, A 657
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W/15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91. Section 1 Definitions- "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry points which are used daily behind 7 Peninsula Place, 16 Harbor Crest Court, 48 Peninsula Place, 77 North Point Drive and common areas between buildings along the Harbor Point and proposed location’s border.

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tidelands.

Kind Regards,

Name

Date 7-1-15

Address 41 Westwing Rd. 7"
Dear Andrea Langhauser,

This letter is to submit comments relating to Waterways License Application Number W15-4446-N pursuant to M.G.L. Chapter 91.

M.G.L. Chapter 91, Section 1 Definitions: "Private tidelands", tidelands held by a private party subject to an easement of the public for the purposes of navigation and free fishing and fowling and of passing freely over and through the water."

This letter is to notify you that the proposed plans remove several easements of the public for the purposes of navigation. Currently there are several entry points connecting the Harbor Point property to the proposed project location 200 Mount Vernon Street, Boston. The Applicant University of Massachusetts has failed to acknowledge all navigation paths other than an easement behind 65 North Point Drive.

It is my understanding that the land shall be used without injury to navigation. Currently the site plans do not include any other entry point which is used daily behind 7 Peninsula Place, 16 Harbor Crest Court, and common areas between building along the Harbor Point and proposed location’s border.

M.G.L. Chapter 91, Section 2 "In carrying out its duties under the provisions of this chapter, the department shall act to preserve and protect the rights in tidelands of the inhabitants of the commonwealth by ensuring that the tidelands are utilized only for water-dependent uses or otherwise serve a proper public purpose."

It is my understanding that the proposed project is eliminating existing public walkways making it difficult to navigate through the private tideland.

M.G.L. Chapter 91 Section 18 "A public hearing shall be held in the affected city or town on any license application for nonwater dependent uses of tidelands, except for landlocked tidelands. No structures or fill for nonwater dependent uses of tidelands, except for landlocked tidelands may be licensed unless a written determination by the department is made following a public hearing that said structures or fill shall serve a proper public purpose and that said purpose shall provide a greater public benefit than public detriment to the rights of the public in said lands and that the determination is consistent with the policies of the Massachusetts coastal zone management program."
Thank you for submitting comments during the public comment period for the license application #15-4446N. I will send all comments received, including your own, to the project representative so he can review and respond. All comments will be taken into consideration in drafting a recommended decision.

Regards, Andrea Langhauser

-----Original Message-----
From: Hayley [mailto:hayleywerner@comcast.net]
Sent: Tuesday, June 30, 2015 10:24 PM
To: Langhauser, Andrea (DEP)
Subject: HP pedestrian traffic

Hello,
I received an email regarding the expansion of Bayside and the loss of multiple fence openings to Harbor Point. I would like to maintain access to multiple fence openings if possible. Thank you!

Hayley Werner

Sent from my iPhone
Hello Andrea,

I am a Harbor point resident and have been using that exit from a very long time. While we go to school we take a bus from that exit. We do not want it to shut down. Please do the needful.

Regards,

Vijeth
Hi Andrea,

My name is Alpesh Kothari, resident of the harbor point. I am writing this letter with reference to closure of fences. I request you not to close the fence, which is near 7 peninsula place. Being a graduate student at UMass Boston, we use this opening to use shuttle to university.

Thanks,
Alpesh Kothari
Langhauser, Andrea (DEP)

From: Antonio Iaccarino [ari.iaccarino@gmail.com]
Sent: Sunday, June 28, 2015 6:38 PM
To: Langhauser, Andrea (DEP)
Subject: Reducing pedestrian access at Bayside next to Harbor Point

Dear Andrea Langhauser,

My name is Antonio Iaccarino, and I am a resident at Harbor Point. I use one of the convenient access points to enter the UMASS parking lot in order to shorten my walk to JFK/UMASS station. I am asking that the access points remain available to the public, first and foremost because UMASS serves the public interests. UMASS is not a private business; it is a public university. Additionally, their monopoly on parking in the entire neighborhood after student-commuting hours is deplorable and a fantastic waste of resources in a city that's already starved for free spots. The least, the absolute least UMASS could do, would be to leave walking points open for residents next to the college, because not all of us drive to work. In fact, many of us do the right thing and take public transportation, which helps UMASS's students to commute more easily into the Boston metro area.

Thank you, and please email me with any questions in regard to the above issue.

Sincerely,

Antonio Iaccarino
M.Ed. TESL, Boston University
Hi, I find those fence openings very useful for pedestrians, I have used them multiple times. Please keep them if it's not too much to ask.

Thanks

Sameer Abu-Alsadoud
simsim123_99@yahoo.com
Dear Ms. Langhauser,

I am a resident of 7 Peninsula Place, Boston. I received the news that UMass Boston is seeking permission to reduce the openings in fence to one, leaving only the opening next to 65 North Point Drive available to pedestrian traffic.

I request you to keep the opening near 7 Peninsula Place. Last time in snowy winter we could exit the area and walk to the parking easily due to this opening. Throughout the year, the opening has been very helpful for all the residents of 7 Peninsula Place and near by apartments.

Kindly do not permit to close the opening near 7 Peninsula Place.

Thank you,

Pruthvi Bhat
Hello,

I am a resident at 77 North point drive. I am writing to you to express my strong hope that the openings in the fence will remain open! Both me and my husband are working professionals, these openings provide immensely convenient route for us to get to work and back home everyday. Every morning, I see many other working professionals like us and students living in the Harbor Point community use the same route. Especially during the long and snowy winter, these openings allow us to take a shortcut to the station. Without it, our daily commute will be a miserable trip from the hell!

I believe many people at this community hold similar opinion as mine. While development is necessary, it should not be at the cost of human lives which is the essence of this community.

Sincerely

Christie Zhang
Langhauser, Andrea (DEP)

From: judith sweeney [jудihsweeney@verizon.net]
Sent: Friday, June 26, 2015 8:04 AM
To: Langhauser, Andrea (DEP)
Subject: pedestrian fence openings

Please don’t close off the openings in the fence between UMASS Boston and Harbor Point apartments. I’m 77 years old with a bad back and knees. Going through the parking lot after taking the T saves me precious time and pain. I implore you to consider my feelings on this issue. Please help the handicap.

Judith Sweeney
Harbor Point Apartments
Langhauser, Andrea (DEP)

From: Robert Karash [csrlk@hotmail.com]
Sent: Friday, June 26, 2015 11:34 AM
To: Langhauser, Andrea (DEP)
Cc: Padien, Daniel
Subject: RE: [BobK/Boston] comments on proposed closings of entrances/egresses at UMASS/Boston Bayside Expo

Friday, June 26, 2015 11:27PM Hong Kong

Dear Ms. Langhauser (and Mr. Padien),

Thank you so much for your kindest and expeditious reply. You're very welcome.

Sorry for my delayed original comments note. My wife Sara and I are presently in Hong Kong but will return home to Boston early this coming week.

I'm pleased to be of help in this process and be heard regardless of the outcome. Of course, one does have trust in such a balanced process and in a prudent, strategic but practical outcome.

Very Best Wishes, Have a lovely weekend,
Yours Truly,

Robert L. Karash
Harbor Point
Boston

From: andrea.langhauser@state.ma.us
To: csrlk@hotmail.com
CC: DPadien@VHB.com
Date: Fri, 26 Jun 2015 10:31:31 -0400
Subject: RE: [BobK/Boston] comments on proposed closings of entrances/egresses at UMASS/Boston Bayside Expo

Dear Mr. Karash,

Thank you for submitting comments during the public comment period for the license application #15-4446N. I will send all comments received, including your own, to the project representative so he can review and respond. All comments will be taken into consideration in drafting a recommended decision.

Regards, Andrea Langhauser

******************************************************************************
Andrea D. Langhauser, Senior Planner | MassDEP Waterways Regulation Program | One Winter Street, Fifth Floor | Boston, MA 02108 | direct line: (617) 348-4084 | fax: (617) 292-5696 Follow MassDEP on Twitter: www.twitter.com/MassDEP | Subscribe to the MassDEP e-newsletter: http://www.mass.gov/dep/public/publications/enews.htm | Visit our website: www.mass.gov/dep
June 26, 2015 Friday

Dear Ms. Langhauser,

My wife Sara and I have been living at Harbor Point on the Bay (Harbor Point Apartments) for some years now. We enjoy the Harbor Walk and the grounds and the beauty of the area.

It has been brought to our attention that some side pedestrian entrances/egresses to the Harbor Point property adjacent to the Bayside parking lot of UMASS Boston will be closed due to expansion of the extant Bayside parking lot.

We would like to mention that as frequent pedestrians coming and going from our home at Harbor Point we see and find residents using these multiple points as they carry heavy groceries from Star Market and JFK/UMASS train station as well as just general usage.

These entrance/egress points are very convenient to residents who live close by.

Whether it is truly efficacious to continue with all these entrance/egress points I leave to the greater good and planning professionals. But it is a practical matter to know that they are useful to residents on general principles.

Sometimes such little items figure strongly, if not just simply courteously and symbolically, in the community relations of such a behemoth as UMASS and its dormitory authority and its master plan for the Columbia Point peninsula.

In short, people use these entrances/egresses and it would be decent of the planners to consider this seriously.

Thanking you in advance,
I remain,
Yours Truly,

Robert L. Karash
40 Westwind Road #704
Dorchester, MA 02125
CSRLK@HOTMAIL.COM
RKARASH@GMAIL.COM
Dear Ms. Langhauser,

I would like to take this opportunity before the July 10th public comment deadline to voice my concern on UMass Boston's waterways application for the property located at 200 Mount Vernon Street, Dorchester, MA 02125 commonly known as the Bayside. Reducing the openings in the fence that is between Harbor Point Apartments and Bayside to one opening is a hardship on the residents of Harbor Point and myself. I walk from my office at 150 Mt. Vernon to Harbor Point and the Harbor walk along Dorchester Bay almost daily if the openings are eliminated it will make the walk longer and harder to do.

Thank you for your time.

Ryan Bettez  
Regional Property Manager  
Corcoran Jennison Management  
150 Mt. Vernon Street, Suite 520  
Boston, MA 02125  
Phone: 617-822-7330

Hi Dorothy

Thank you for looking into the damage to the fence at Geiger Gibson.

I emailed Gail with our concern the day Umass without notice closed up the fence between Bayside and Harbor Point. I asked our maintenance staff to remove the new section on the fence. Harbor Point residence have enjoyed these openings for many years and in fact I personally have been using them since 1992. I second your concerns for our residents but I see the problem caused by the new increased traffic at the bayside parking lot. I respectfully ask that you refrain from installing anything that blocks access Harbor Point. If you would like to meet to discuss changing something has been in practice for twenty plus years please do not hesitate to contact me.

Sincerely,

Ryan Bettez  
617 822.7330.
Hi Ryan and Ivan,

We’ll look into this to see if our people were involved in the damage to the fence near Geiger Gibson. Did anyone see this happen? I will tell you that, when I was in this area on the day of the storm, there were several plows unrelated to UMass Boston using this area for a turnaround.

Also, I’d be grateful if you’d look into something for me. UMass put a section of fence across an opening near the parking lot booths that people occasionally walked through. Our concern, and that of our Public Safety folks, was that someone walking through could walk into the path of an incoming or outgoing vehicle. I understand that, by a mix up, the notification was not provided to you prior to the section being installed. Reports came in with hours of the fence section being installed of a truck pulling up on the Harbor Point side and a person, dressed like a maintenance staffperson, cutting the fence section and putting it in the truck and driving it off. Would you kindly see if any of your maintenance staff was involved and, if so, please ask them to refrain from taking the fence sections that we will re-install?

We are concerned about the safety of people living in Harbor Point and using this active travel lane in particular as a cut through.

Thanks.

Dorothy

Dorothy F. Renaghan
Assistant Vice Chancellor for Facilities Management
Department of Facilities
University of Massachusetts Boston
100 Morrissey Boulevard
Service Building, Upper Level, 001
Boston, MA 02125-3393

Cell: 617-438-4539
Office: 617-287-5457
Fax: 617-287-5433

---
Ivan Lawrence
Director of Facilities
T. 617 436 0771
F. 617 287 0873
W. harborpointonthebay.com

From: Dorothy Renaghan [mailto:Dorothy.Renaghan@umb.edu]
Sent: Thursday, February 14, 2013 5:30 PM
To: Bettez, Ryan
Cc: Lawrence, Ivan; Gail Hobin
Subject: RE: Re:

I'll get back to you, Ryan.

From: rbettez@cjmanagement.com [mailto:rbettez@cjmanagement.com]
Sent: Thursday, February 14, 2013 5:17 PM
To: Dorothy Renaghan
Cc: ilawrence@cjmanagement.com; Gail Hobin
Subject: Re:

Thanks for the quick response. No one saw the truck but the snow pile goes from Mt Vernon along the fence back towards the water so I believe it is from your plow company.

From: Dorothy Renaghan [mailto:Dorothy.Renaghan@umb.edu]
Sent: Thursday, February 14, 2013 04:55 PM
To: Bettez, Ryan
Cc: Lawrence, Ivan; Gail Hobin <Gail.Hobin@umb.edu>
Subject: RE: RE:

Hi Ryan,

I'll ask my Deputy Director, who oversees snow removal about this. We have a contractor perform the snow removal at Bayside and have not had any issues with them over several years, however, I'll see if I can get to the bottom of this. I would be shocked to learn that they would think it appropriate to plow snow onto a city sidewalk. Let me check this out and get back to you. Did anyone see the truck that did this and, if so, what was the name on the truck?

Dorothy

From: rbettez@cjmanagement.com [mailto:rbettez@cjmanagement.com]
Sent: Thursday, February 14, 2013 4:49 PM
To: Dorothy Renaghan
Cc: ilawrence@cjmanagement.com
Subject: FW:

Hello Dorothy,

I am not sure if you are the right person to help me but I was hoping you could help get the snow that was plowed from the entrance into the Umass Bayside parking lot removed from the city sidewalk? The snow is blocking the city sidewalk forcing people to walk into traffic on Mt Vernon Street.

Please let me know if I should reach out to someone else for help with this.
Thank you
Ryan Bettez
617 822 7330

From: Fullam, Rich
Sent: Thursday, February 14, 2013 4:45 PM
To: Bettez, Ryan
Subject:

Dorothy Renaghan
U Mass. Boston
Vice Chancellor Facilities Management

(617) 287-5466
dorothy.renaghan@umb.edu
100 Morrissey Blvd.
Dorchester, Ma. 02125

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Dear Ms. Langhauser:

This email is to inform you as a resident of Harbor Point, I am opposed to the permit UMass is seeking to demolish bayside and expand the parking lot.

Thank you for your attention to this matter.

Carol Curran
39 Island View Place
Dorchester, MA 02125

Sent from my iPad
Dear Andrea,

My name is Xiaojia (Lizzy) Zhang. I am a resident at Harbor Point. I learnt from our management office that the openings in the fence between Harbor Point and Bayside parking lot are likely to be reduced to one. I am writing to request that they all remain opened. This is because that I work in downtown Boston, so I walk through the opening in the fence to get to the JFK UMass T station, and take the train to and from work everyday. The opening in the fence shortens the distance between the T station and my apartment (7 Peninsula Place), and makes my morning and evening travel much easier. I can't imagine that without the opening close to 7 Peninsula Place, how hard my travel to work could be, especially in the winter. Therefore, I would appreciate it if you could allow us to have access through the fence at multiple points.

Thanks very much for your consideration.

Sincerely,

Lizzy

在 2015-6-25, 17:04, jholstrom@cjmanagement.com 写道:

Dear Xiaojia Zhang:

Dear Residents,

Do you want to continue to use the openings in the fence between Bayside and Harbor Point? UMass Boston is seeking a permit to demolish Bayside and expand the parking lot. Along with this permit they are seeking to reduce the openings in the fence to one, leaving only the opening next to 65 North Point Drive available to pedestrian traffic. If you would like to continue to have access through the fence at multiple points, please act before July 10, 2015 by writing to:

Andrea Langhauser

MassDEP Waterways Regulation Program

One Winter Street 5th Floor

Boston, MA 02108

Or email her at Andrea.Langhauser@State.MA.US

The permit that will reduce access to one opening will be issued if we do not get at least 10 people to contact to Andrea Langhauser before July 10th.
Thank you,

Harbor Point Management

If you do not wish to receive notifications via e-mail from Harbor Point, please click here to unsubscribe.

Harbor Point, 1 Harbor Point Blvd, Dorchester, MA 02125-3242,
harborpointonthebay@cijmanagement.com, (617) 825-2033, (617) 282-7533.
Hello,
I am writing to request that in UMass's potential expansion of their parking lot, they leave the existing openings in the fence between Bayside and Harbor Point. I was recently made aware that their intention is to reduce pedestrian access to one fence opening and this would severely limit and inconvenience the amount of people and residents that are able to use these openings on a daily basis.

Thank you for your time and consideration, please feel free to write back if you have any questions or require further correspondence.

Thank you again,
Sara Megivern
Hi, Andrea

I would like to continue to have access through the fence at multiple points. Thank you guys for respecting our opinion!

--

Sun Y. Park
PharmD Candidate, Class of 2016
Northeastern University School of Pharmacy
E-Mail: syp5091@gmail.com
Hello Mrs. Langhauser,

I am a resident at Harbor Point on the Bay and I would like to continue using the fence openings on the property. I use them daily and they are very convenient.

Thank you,

Andrew Allen
Good evening, dear Andrea Langhauser.

My name is lurii. As a resident, I've got an e-mail from Harbor Point Management about UMass Boston seeking a permit to demolish Bayside and expand the parking lot. I was told as well that along with this permit they are seeking to reduce the openings in the fence to one, leaving only the opening next to 65 North Point Drive available to pedestrian traffic.

I was also told that I need to act before July 10, 2015 by writing to you. Therefore I want to inform you that I would like to continue to have access through the fence at multiple points, because it's very convenient.

Thank you very much for your time.

______________________________

Regards,

lurii Cartev
Dear Andrea:
I am Haiming, currently a resident at harbor point on the bay. I would like to VOTE AGAINST the plan about expanding the parking lot at harbor point.

Have a great day

--

Haiming Zhu
August 17, 2015

University of Massachusetts Boston
C/o Daniel Padien
VHB
99 High Street
Boston, MA 02110-2354

RE: Second Public Notice and Application Completeness Review
WATERWAYS LICENSE APPLICATION # w11-4446N UMass/Boston Bayside
200 Mount Vernon Street, on filled tidelands of Dorchester Bay, (Dorchester) Boston

Dear Mr. Padien:

The Department of Environmental Protection, Waterways Regulation Program (MassDEP), received the following written comments during the re-opened public comment period that ended Monday, August 10, 2015.

The following information is needed to complete the license application, in addition to the information requested in my letter of July 17, 2015, please respond to the additional 14 public comments received from the following agencies/individuals during the public comment period:

- State Representative Nick Collins, supplemental comments dated 7/24/2015
- Boston City Councilor Frank Baker, dated 8/6/2015
- Boston Redevelopment Authority, email dated 7/29 and letter dated August 10, 2015
- Vivien Li, President, The Boston Harbor Association, supplemental comments by email 8/10/2015
- BTUHWF Building Corp. c/o Attorney Ann Sobolewski, 8/10/2015
- Harbor Point Community Task Force supplemental comments by email dated 8/10/2015 c/o Chairman Orlando Perilla and signed by 19 individuals,
- Ryan Baetz, Regional Project Manager, Corcoran Jennison, supplemental email dated 7/30/15 with map of five openings in the fence bordering Harbor Point
- Paul Nutting email dated 7/30/15 with attached letter to Commissioner Suuberg, photos of Harborwalk, and map of Harborwalk adjacent to Bayside
August 17, 2015

University of Massachusetts Boston
C/o Daniel Padien
VHB
99 High Street
Boston, MA 02110-2354

RE: Second Public Notice and Application Completeness Review
WATERWAYS LICENSE APPLICATION # w11-4446N UMass/Boston Bayside
200 Mount Vernon Street, on filled tidal zone of Dorchester Bay, (Dorchester) Boston

Dear Mr. Padien:

The Department of Environmental Protection, Waterways Regulation Program (MassDEP), received the following written comments during the re-opened public comment period that ended Monday, August 10, 2015.

The following information is needed to complete the license application, in addition to the information requested in my letter of July 17, 2015, please respond to the additional 14 public comments received from the following agencies/individuals during the public comment period:

- State Representative Nick Collins, supplemental comments dated 7/24/2015
- Boston City Councilor Frank Baker, dated 8/6/2015
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- Paul Nutting email dated 7/30/15 with attached letter to Commissioner Suuberg, photos of Harborwalk, and map of Harborwalk adjacent to Bayside
- Supplemental emails from 2 residents - Valerie Harms, Robert Karash,
- Emails from 4 residents – Irene Lutts, Erica Mattison (member of Dot Bike), Kevin Gillespie and John McCormack

Let me remind you that at the public hearing you offered to send a link to the public presentation to all who requested it. I put a * on those on the attendance sheet that I heard make such a request.

Also provide adequate proof that the responses were sent to all persons that submitted comments during the public comment period in accordance with 310 CMR 9.11(3)(c)4.

As I draft the Written Determination, I may have questions or seek clarification. Should you have any questions, please contact me by email at Andrea.Langhauser@state.ma.us or by phone at (617) 348-4084. Thank you.

Sincerely,

Andrea D. Langhauser
Regional Planner
Waterways Regulation Program

Attachments: Attendance List 7/29 Public Hearing, public comment listed above

Please NOTE that the regulatory revisions promulgated on 5/23/14 included the following change at 310 CMR 9.11(3)(c)4 – emphasis added
310 CMR 9.11(3) Filing and Completion of Application
(c) The Department shall determine an application to be complete only if the following information has been submitted:
   4. responses to public comment submitted to the Department within the public comment period, as deemed appropriate by the Department; and adequate proof that the responses were sent to all persons that submitted comments during the public comment period;
DEPARTMENT OF ENVIRONMENTAL PROTECTION
WATERWAYS REGULATION PROGRAM

Second Notice of License Application pursuant to M. G. L. Chapter 91

Waterways License Application Number W15-4446-N

Applicant: University of Massachusetts/Boston
Agent: Daniel Padlen, VHB, 99 High Street, Boston, MA

Project Location: Bayside Property, 200 Mount Vernon Street, Boston

Second Notification Date: Wednesday, July 22, 2015

Re-opened Public Comment Deadline: Monday, August 10, 2015

Public notice is hereby given of a second public hearing for the Waterways application submitted by the University of Massachusetts to demolish existing structures, install new parking surface, upgrade the stormwater drainage systems, and install pedestrian connections on filled tidelands of the Bayside Property at 200 Mount Vernon Street, on filled tidelands of Dorchester Bay, Boston. Parking is an interim use during the redevelopment of on-campus parking structures and has been determined to be a nonwater-dependent use.

A second public hearing on the aforesaid project is scheduled for Wednesday July 29, 2015 at 4:00 PM in University of Massachusetts Boston Campus Center, Third Floor Room 3540 at 100 Morrissey Blvd in Boston. The Department will conduct this public meeting in order to inform the public and provide information for the Department to use in its decision on whether to a Waterways License pursuant to M.G.L. Chapter 91.

The Department will consider all written comments on this Waterways application received by Monday, August 10, 2015. Failure of any aggrieved person or group of ten citizens or more to submit written comments to the Waterways Regulation Program by the Public Comments Deadline will result in the waiver of any right to an adjudicatory hearing in accordance with 310 CMR 9.13(4)(c).

Additional information regarding this application may be obtained by contacting the Waterways Regulation Program at (617) 556-1134. Project plans and documents for this application are on file with the Waterways Regulation Program for public viewing, by appointment only, at the address below. Written comments must be addressed to: Andrea Langhauser at MassDEP Waterways Regulation Program, One Winter Street - 5th Floor, Boston, MA 02108 OR Andrea.Langhauser@state.ma.us
MassDEP/Waterways Regulation Program

Public Hearing on Waterways License Application

Application Number: w15-4446N
Applicant: University of Massachusetts/Boston
Site: Bayside Property, 200 Mount Vernon Street, Boston

Meeting Date: Wednesday July 29, 2015
Meeting Time: 4:00 p.m.
Meeting Location: UMass/Boston Campus Center, Room 3540

**ATTENDANCE RECORD**

*Please place an asterisk by your name if you wish to present testimony.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>AFFILIATION</th>
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<tbody>
<tr>
<td>Amanda Curley</td>
<td>City Hall 5th Fl.</td>
<td>Councillor Frank Baker</td>
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<td>Bill Coniff</td>
<td>44 Pleasant St., Watertown</td>
<td>Joel Lesser (Mass EHS Auth)</td>
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<td>Bob Burgess</td>
<td>UMass Boston</td>
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<td>Peter Schneider</td>
<td>U Mass Boston</td>
<td><a href="mailto:peter.schneider@umb.ed">peter.schneider@umb.ed</a></td>
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<tr>
<td>Leo Stella</td>
<td>MA State House</td>
<td>Nick Collins</td>
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<td>David G. Hanrahan 101 Merrimac St, Boston</td>
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<td>Rob Ricchi</td>
<td>33 Union St., Boston, MA</td>
<td>Fort Point Assoc.</td>
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<td>Paul Nally</td>
<td>385 Savin Hill Ave., Boston</td>
<td>Commonwealth Civic Council</td>
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<tr>
<td>Lynn Felter</td>
<td>150 Harbor View St., Harbor</td>
<td>Point</td>
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<td>Jill Valdes-Hoover</td>
<td>374 Cooper St., Boston, MA</td>
<td>TBHA</td>
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<td>Richard Fuller</td>
<td>150 Harbor View St., Dorchester, MA</td>
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<td>Dorothy Renaghan</td>
<td>100 Morrissey Blvd, Dorchester, MA</td>
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<td>Shawn Cory</td>
<td>100 Morrissey Blvd, Dorchester, MA</td>
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<td>Ben Lyna</td>
<td>150 Harbor View St., Boston, MA</td>
<td>MASS DEP</td>
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<td>Zehra Schneider Graham</td>
<td>100 Morrissey Blvd, Boston</td>
<td>UMass Boston</td>
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<td>Miguel Monroy</td>
<td>34 Harbor View, Dorchester, MA</td>
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<td>Andrew Langhans</td>
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<td>Mendez-Holtz</td>
<td>North Point Dr., Harbor Point</td>
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<td>Angel Monroy</td>
<td>10 South St., Task Force</td>
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<td>Eva Khalil</td>
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<td>Amelia Rodz</td>
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<td>Germany Gonzales</td>
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<td>Mathias Perez, Jr.</td>
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July 24, 2015

Beth Ripportella
Director of Municipal Partnerships and Governmental Affairs
Department of Environmental Protection
One Winter Street
Boston, MA 02108

Re: University of Massachusetts
M.G.L. Chapter 91 Waterways License Application Number W15-4446-N

Director Ripportella:

I am writing to submit my comments on the University of Massachusetts Chapter 91 Waferways License Application Number W15-4446-N for the former Bayside Exposition Center (Bayside). As the State Representative for the district in which the former Bayside Center is located, I have reviewed the application and I have heard from residents and stakeholders who will be impacted by this proposal.

I would respectfully request that Department of Environmental Protection require UMass to assess the environmental impacts on the tidelands and area surrounding the Bayside in an Environmental Impact Report. I would also request that UMass conduct a Traffic Study on the proposal which takes into account the surrounding neighborhood and area businesses as well as the projected growth of the peninsula, including the school's own expansion plans. Of particular concern is the impact additional automobiles leaving the Bayside will have on an already congested Day Boulevard and Kosciusko Circle.

Thank you for your attention to this matter. If you have any further questions, please do not hesitate to contact me.

Sincerely,

Nick Collins
State Representative

Cc: Ben Lynch, Dept. of Environmental Protection
August 6, 2015

Commissioner Martin Suuberg
Massachusetts Department of Environmental Protection
One Winter Street
Boston, MA 02108

Dear Commissioner Suuberg,

I am writing to express my concerns regarding the application University of Massachusetts Boston has submitted for a Chapter 91 license, due to the fact that the conditions from the previous license applications have not been met.

This portion of the Harborwalk, along the south and west sides of the peninsula, have not been kept in good repair; therefore cyclists and those in a wheelchair are facing an unpleasant ride and cannot thoroughly enjoy the Harborwalk. The pavement has deteriorated and there are potholes the entire length of this portion of the Harborwalk.

In addition, I would like to make sure that there is access to the water from the proposed parking garage, slated to be developed in the Bayside Expo site. The Harborwalk is a gem in our community and having adequate access for the residents would be ideal.

As the Boston City Councilor for District 3, I ask that you please consider these requests and if the license is granted, hold the University accountable to completing these repairs.

Thank you for your time, attention and careful consideration of this matter. If you have any questions or concerns, please do not hesitate to contact me directly.

Sincerely,

Frank Baker
Boston City Councilor, District 3
August 10, 2015

Ben Lynch
Program Chief
Waterways Regulation Program
Department of Environmental Protection
One Winter Street, 5th Floor
Boston, MA 02108
Attn: Andrea Langhauser

RE: Waterways License Application No. W15-4446-N
UMass Boston Bayside Property, Dorchester

Dear Mr. Lynch:

The Boston Redevelopment Authority (BRA) is in receipt of above referenced Waterways License Application, submitted by the University of Massachusetts, Boston, (the “Applicant”), for the demolition of the Bayside Expo Center and construction of an additional 660 parking spaces within the footprint of the demolished building, installation of new utilities and landscaping, and development of new pedestrian pathways to connect the subject site to the Dorchester waterfront.

The BRA has previously requested through our MEPA comment letter that Secretary Beaton require this project to file an Environmental Impact Report due to concerns over this project’s impacts and the potential for its interim nature to last beyond the projected 5 – 7 years. Specifically, we have concerns regarding: the diversion of vehicle trips to Mt. Vernon Street that the Bayside Expo parking lot will generate that would otherwise have used Bianculli Way to access the campus; inaccurate and obsolete traffic counts that do not reflect the current conditions at Columbia Point; and, failure to account for the city's recently completed redesign of Mt. Vernon Street which includes altered lane configurations, protected bike lanes, improved pedestrian connections, and an enhanced streetscape.

To mitigate for the anticipated vehicular impacts on area roads, the relatively long time period associated with this temporary use, and to promote alternative modes of transit, the license should require the following:
- Addition of bike racks and a Hubway station at the site to offset the demand for the proposed shuttle service to the main campus.
- An evaluation of shuttle service on Mt Vernon Street and if necessary, increase the level of service to meet the increased demand.
- Establishment of through bicycle connections along with the proposed new pedestrian paths proposed for the site.
- Enhancement of current campus traffic demand management (TDM) strategies (for example, creating additional incentives for carpooling, transit use, etc.).
- Promote water transportation at Columbia Point with the construction of the ADA-compliant dock at Fox Point landing and dock improvements at the Department of Conservation and Recreation’s John T. Fallon State Pier.
- Provide free weekend usage of parking spaces by the general public to facilitate use of adjacent Harborwalk and beaches.
- Installation of area wayfinding, interpretive and Harborwalk signage.
- Public amenities including street furniture, seating, waiting shelters, lighting and trash receptacles and landscaping.
- A maintenance plan that ensures the parking lots and surrounding open space areas will be kept free of trash and debris.

Thank you for your consideration and the opportunity to comment on the license application.

Very truly yours,

Richard E. McGuinness
Deputy Director for Waterfront Planning
Please read into record.

We will follow-up with letter.

THANKS!!!

Richard E. McGuinness  
Deputy Director for Waterfront Planning  
One City Hall Square  
Boston, MA 02201  
T 617.918.4323  
F 617.367.6087
We offer the following comments on the proposed reuse by the University of Massachusetts, Boston, of the former Bayside Exposition Center property ("Bayside Property"): 

- We have requested through our MEPA comment letter that Secretary Beaton require this project to file an Environmental Impact report due to concerns over this project's impacts and the potential for its "interim" nature to last beyond the projected 5–7 years. 
- We are concerned with the diversion of vehicle trips to Mt. Vernon Street that the Bayside Expo parking lot will generate that would otherwise have used Bianculli Way to access campus. 
- We are concerned that the traffic counts used as the analysis rely on obsolete counts from 2010 and 2012 and do not reflect the current conditions on Columbia Point. The counts are older than allowed under MassDOT's traffic impact study guidelines. Given the recent changes to UMass' roadway network, the newly opened EMK Institute and increasing employment numbers on Columbia Point, updated traffic volume data is necessary to assess this project's impacts.
- The proponent's MEPA filing fails to account for the City's recently completed redesign of Mt. Vernon Street that includes altered lane configurations, protected bike lanes, improved pedestrian connections, and an enhanced streetscape. As part of the Design Study, additional counts were taken in February 2015 at the entrances to the Doubletree Hotel, Banco Santander, and the easternmost entrance to the Bayside Exposition lot —after conditions had normalized in the wake of the winter’s heavy snows. These volumes show appreciable growth in traffic volumes even compared to the counts from 2014 that were done through this effort.
- We have concerns over the proposed distribution of traffic that was used in the analysis for the NPC, and have made detailed comment in our letter to Secretary Beaton (including the unresolved proposed use of a connection to Day Boulevard)
- Given the relatively long time period (minimum 5–7 years) associated with this temporary use, the proponent should consider upgrading signal operations at the intersections of both Morrissey Boulevard and Old Colony Avenue with Mt. Vernon Street.
- Add a Hubway station at the site to offset the demand for the proposed shuttle service to the main campus.
- UMass Boston should evaluate their shuttle service on Mt Vernon Street and if necessary, increase the level of service to meet the increased demand.
- We urge the proponent to consider including through bicycle connections along with the proposed new pedestrian paths proposed for the site.
- Consideration should be given to augmenting UMass Boston’s current on campus traffic demand management (TDM) strategies (for example, creating additional incentives for carpooling, transit use, etc.).
10 August 2015

Ben Lynch
Program Chief
Waterways Regulation Program
Department of Environmental Protection
One Winter Street, 5th Floor
Boston, MA 02108
ATT: Andrea Langhauser

RE: Second Notice-Waterways License Application No. W15-4446-N
UMass Boston Bayside Property, Dorchester

Dear Mr. Lynch:

The Boston Harbor Association, a non-profit, public interest organization founded in 1973 by the League of Women Voters and the Boston Shipping Association to promote a clean, alive, and accessible Boston Harbor, is in receipt of the Second Notice of the Waterways License Application filed by UMass Boston for its Bayside Property, Dorchester. The license application proposes the demolition of the existing Bayside Expo Center; authorization for an additional 660 parking spaces in the footprint of the Bayside Expo Center building; installation of new utilities; construction of pedestrian walkways to better connect to the shoreline; and limited landscaping improvements.

The Boston Harbor Association strongly supports the demolition of the existing, deteriorated Bayside Expo building, allowing for greater public access and visual connections to Boston Harbor. Our detailed comments follow:

Transportation Issues: The proponent proposes to add another 660 parking spaces, for a total of 1,960 parking spaces at the Bayside Property, with automobile users taking shuttle buses to the UMass Boston campus. It is not clear why so many additional spaces are needed by the UMass Boston community within three blocks of the MBTA Red Line subway station and bus platforms, nor what the traffic impacts from the additional vehicles will be, particularly during peak travel periods. At the 21 May 2015 Columbia Point Associates meeting of institutional and commercial abutters, nearby employers expressed strong concerns about the traffic impacts on an already congested, limited roadway system by Mt. Vernon Street.

In the absence of a Transportation Management Association, we ask that the Chapter 91 License for the existing parking spaces and Bayside Expo building demolition require the following of the proponent: actively plan with the Boston Redevelopment Authority, MBTA, and others for boat service at UMass Boston's new ADA-compliant Fox Point dock; free weekend usage of Bayside parking spaces by the general public to foster additional use and enjoyment of the HarborWalk and nearby beaches, including Carson Beach in South Boston; coordination of shared parking spaces between the Boston
Teachers Union's expanded parking facility and UMass Boston; distribution of information to students, faculty, and administrators at the start of each semester for the term of the Chapter 91 License actively promoting usage of MBTA mass transit and UMass' campus bus shuttle systems; and implementation of a pricing structure which discourages driving and usage of the parking facility during peak travel periods, with the understanding that unionized workers may be exempt from such a pricing structure due to union contracts.

Sheet 4 of 5 of the License Application indicates proposed bike racks. We ask that the License specifically require a minimum of three bike racks, plus a Hubway (or similar) shared-bicycle station on the Bayside Property. In addition, we ask that the Chapter 91 License specifically require, at a minimum, the following amenities for the general public and for those waiting for shuttle buses to the main campus: seating, bus shelters with digital signage regarding bus arrival times, interpretive signage about Columbia Point, HarborWalk signage, trash receptacles, other appropriate street furniture, lighting, landscaping, and safety call boxes connected to university security.

Consistency with Bayside Charrette Process: Although a sentence within the original six page License narrative indicates that landscape improvements will be made, no detailed landscaping plan for Chapter 91 licensing purposes is provided. Figure 2-1, Proposed Site Plan, shows what appear to be 22 tree pits across the 20 acre site. It is not clear whether any existing trees will be removed, and what the net increase in tree canopy will be, consistent with the City of Boston's 2014 Climate Action Plan calling for increased tree canopy. While Sheet 2 of 5, "Proposed Conditions" points to two proposed bioswales, no additional narration or detail is provided. Figure 2-3 East/West Connector does not provide much detail, including the extent of a section labeled "rain garden".

While no detailed information is outlined in the Chapter 91 License Application, the May 2015 Notice of Project Change noted a "primarily elevated concrete sidewalk running east to west across the property featuring pedestrian level lighting, concrete curbing and ornamental plantings" (page 1-8 of Notice of Project Change), with perhaps a paved sidewalk between cars to access the site north-south. No specified new connections or improvements to the HarborWalk or to the Department of Conservation and Recreation's Dorchester Shores Reservation are proposed, with Figure 2-2, "Pedestrian Access" stating only, "Maintain Existing Connection to HarborWalk" and "Proposed Sidewalk to Shoreline" next to the Boston Teachers Union's building.

We request that, at a minimum, a Special Condition be included in the Chapter 91 License which requires an ADA-compliant connection from the Bayside Property to the HarborWalk at the Department of Conservation and Recreation’s Dorchester Shores Reservation.

No specific reference is made of the 2012 "Bayside Charretting Process" undertaken by the proponent. None of the urban design guidelines, or recommendations on community connections, placemaking, and sustainability elements from the proponent's charrette process are included or even discussed in the Chapter 91 License Application. At a
minimum, we ask that the proponent be required to indicate how it will incorporate the recommendations from its "Bayside Charretting Process" into the proposed 10-year temporary use of the site.

We further urge that the Chapter 91 License require the proponent to integrate urban design standards and community amenities into the project. For example, landscaping and open space treatments on this parcel can help to reinforce and complement existing HarborWalk amenities as well as improvements planned by the Boston Redevelopment Authority along Mt. Vernon Street. We ask that the Chapter 91 License require interim measures to further community connections between the site and nearby St. Christopher's Church, Dever-McCormack Schools, Geiger-Gibson Community Health Center, and Harbor Point residences. Consistent with the proponent's Final Report on the "Bayside Charretting Process", we ask that the License require the proponent to incorporate interim urban design and community measures outlined in the proponent's "Bayside Charretting Process".

During The Boston Harbor Association's 19 May 2015 Harbor Use Committee meeting, UMass Boston officials discussed a potentially safer "short cut" between Harbor Point residences and the MBTA Red Line subway station and nearby bus platforms. We are supportive of this connection, and ask that the proponent work closely with Harbor Point residents on the proposed, ADA-accessible pedestrian connection from Harbor Point through the site to the Red Line station and bus platforms. We also ask that the proponent work with Harbor Point residents to discourage a "short cut" near an existing cluster of plantings by placing seating near the plantings and providing signage indicating the ADA-accessible "short cut."

**Urban Design and Open Space Elements:** There appear to be misunderstandings within the Chapter 91 License Application about the location of the project site. Table 1-3 entitled "Basic Permit Requirements" (page 7-8) states, "The Project Site is separated from the waterway by Old Harbor Park and Carson Beach". Using the legend on the sheets, Figure 2-1, Proposed Site Plan, and Figure 2-2, Pedestrian Access, show Carson Beach within 200 feet of the "Proposed Sidewalk to Shoreline" on the Bayside Property. It appears that the authors of the License Application have misstated the location of the project site, which we believe is entirely located in Dorchester, vis-a-vis Carson Beach in South Boston, which does not directly abut the project site as we know it. If Table 1-3, Figure 2-1, and Figure 2-2 incorrectly depict the location of the project site vis-a-vis Carson Beach, we ask that corrected information be submitted for the record, with copies of the revised sheets to The Boston Harbor Association and any other parties which request such documentation.

Likewise, Sheet 1 of 5, Existing Conditions, of the Chapter 91 License Application does not fully depict existing conditions on the proposed project site. The Notice of Project Change notes, "The driveway to the building extends east from Mt. Vernon Street, marked by an approximately 100-foot tall sign set atop round piers, with arches at the points". This existing 100-foot tall sign says "Bayside Expo Center", and will be totally obsolete if the Bayside Expo Center building is demolished as proposed. It currently
impedes visual access for the community. We ask that the Chapter 91 License require the 
removal and/or demolition of the sign at the time of the demolition of the existing 
Bayside Expo Center when crews are already mobilized on site, and that the land beneath 
the sign be restored and landscaped immediately following removal and/or demolition of 
the sign and building to further connect the community with the HarborWalk and 
Dorchester Shores Reservation. We strongly urge that the Chapter 91 License require the 
complete removal and/or demolition of the sign no later than the availability of any new 
parking allowed on the site.

The License Application does not outline how the project will meet the 50% open space 
requirement under Chapter 91 regulations. We ask that additional information be 
provided indicating how the open space standard will be met.

Climate Change and Sea-Level Rise: The Chapter 91 License Application does not 
provide any information regarding climate action. The Notice of Project Change stated, 
"The Flood Insurance Rate Map for the City of Boston indicates that a significant portion 
of the site is within Zone AE of the 100-year flood, with elevation at 10 feet NGVD 
(page 2-2 of Notice of Project Change).

Given the regular flooding currently experienced by motorists along Morrissey Blvd. and 
other parcels in Columbia Point, and given the temporary uses proposed on site for no 
more than ten years, the Bayside Property would be an ideal location to serve as a 
laboratory for climate resiliency efforts. This should include implementation of 
techniques such as landscaping and temporary barriers to protect against flooding. We 
ask that the Chapter 91 License require climate resiliency measures that may be 
instructive for future access as well as permanent uses on the site.

Environmental Sustainability: We ask that the proponent consider use of pervious 
materials, rather than impervious material, for the paving of any portion of the proposed 
project. We further ask that the proponent be required to consider the use of more 
environmentally sensitive, porous paving materials, such as new technologies involving a 
mix of worn-out asphalt with new paving materials.

Long-term Planning: The proponent is asking for no more than a ten-year temporary use 
of the site for parking. We ask that the proponent be required to host a public meeting at 
ext least once every six months, beginning July 2016, to provide an update and to solicit 
public comments on the long-term plans for the Bayside Property. These semi-annual 
updates should also provide information on how the proponent is working together with 
the City of Boston in the implementation of the Columbia Point Master Plan to further 
public access to the HarborWalk and Boston Harbor, additional open space on the parcel, 
and progress on water transportation options at Fox Point and any other docks located on 
the UMass Boston property.

Procedural Matters: Pages 5-6 of the License Application Narrative states that the project 
is consistent with Chapter 91 as the project is a "non-water dependent transportation 
infrastructure facility and a public service project." We are not familiar with any
instances along Boston Harbor where a surface parking lot is considered an
"infrastructure facility" as defined in the Chapter 91 regulations. We are very reluctant to
concur with such a suggestion. No additional mitigation or compensation measures are
included as part of the infrastructure facilities discussion on page 6, and no finding has
been made that all feasible measures have been taken to avoid or minimize detriments to
the water-related interests of the public.

Operations and Maintenance Plan: We ask that the Chapter 91 License require a draft
operations and maintenance plan circulated to the public for review and comment prior to
approval by the Department. The draft plan should also include a plan for interpretive
signage and wayfinding signage (latter should include signage to direct public and those
utilizing Bayside Property to the HarborWalk).

Thank you for your consideration.

Sincerely,

Vivien Li
President
The Boston Harbor Association
August 10, 2015

By Electronic and Regular Mail

Andrea Langhauser (Andrea.Langhauser@state.ma.us)
Mass DEP Waterways Regulation Program
One Winter Street – 5th Floor
Boston, MA 02108

Re: University of Massachusetts/Boston
Waterways License Application Number W15-4446-N

Dear Ms. Langhauser:

This office represents the B.T.U.H.W.F. Building Corp. ("BTUHWF"), the owner of property surrounded on three sides by the University of Massachusetts/Boston ("UMass") property which is the subject of the above-referenced license application. BTUHWF is identified on Sheet 5 of the UMass license plans as abutter number 2. On behalf of BTUHWF, we provide the following comments on the application.

BTUHWF’s primary concern with respect to this license is the potential effect that the proposed demolition and repaving will have on its property in terms of grading and runoff. Unfortunately, BTUHWF cannot determine that there will be no negative effect on its property from the materials that were provided in the notification packet, namely, the five sheets of license plans because no existing or proposed grading is shown on plans. Our engineers cannot determine from the license plans how the building foundations that will be left behind after demolition will be treated. Specifically, without grading information they cannot determine whether the foundations will be higher or lower than the existing grades, differences that will affect the drainage around the BTUHWF building. Similarly, the absence of information about the proposed bioswales and the stormwater management system for the new parking lot preclude any evaluation of the sufficiency of those systems. Although BTUHWF commenced its own Chapter 91 license proceedings for a proposed new building on its property that would sit at a higher elevation than the present building. That project has not commenced and the start date of any project on the BTUHWF property is uncertain. With the existing BTUHWF building to remain for an indefinite period of time, BTUHWF must be assured that the demolition of the building on the UMass property and subsequent repaving will not lead to drainage problems on the BTUHWF property.

In addition to the concerns expressed above, our environmental consultant, Mark Fobert of Teta Tech, who reviewed the license plans noted that the plans do not meet the plan requirements included in Appendix A of Waterways License Application package. His comments are set forth
in the table attached hereto. Of the comments made by Mr. Frobert, BTUHWF notes in particular the absence of the required easement references on the license plans. BTUHWF possesses both an access easement and a parking easement over the UMass property and those easements should be denoted on the plans as required by the Waterways Regulations, 310 CMR 9.00 et seq.

Given the foregoing, BTUHWF asserts that the UMass application should be deemed incomplete until plans that meet the license requirements and additional information about post demolition grading and stormwater management has been provided.

Please contact me with any questions or comments on this matter.

Very truly yours,

[Signature]

Ann M. Sobolewski

Enclosure

BTUHWF (by electronic mail)

1860962v1/15869-2
<table>
<thead>
<tr>
<th><strong>Plan Requirement</strong></th>
<th><strong>Comment</strong></th>
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<tr>
<td><strong>General View</strong></td>
<td></td>
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<tr>
<td>Title sheet contains the following in lower left: Plans accompanying Petition of (Applicant’s name, structures and/or fill or change in use, waterway and municipality</td>
<td>Title Block with this information is located in upper left corner not lower left</td>
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<tr>
<td>Scale is suitable to clearly show proposed structures and enough of shoreline, existing structures and roadways to define its exact location</td>
<td>Scale of plans does not clearly show existing and proposed structures.</td>
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<tr>
<td><strong>Structures and Fill</strong></td>
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<tr>
<td>All Structures and Fill shown in full BLACK lines, clearly labeling which portions are existing, which are Proposed and indicating Existing Waterways Licenses</td>
<td>Not all structures shown on plans. Definition of structures in the Waterways regulations is “Structure means any man-made object which is intended to remain in place in, on, over, or under tidelands, Great Ponds, or other waterways.” Plans do not show all structures in jurisdiction which would include curbs, stormwater BMPs, utilities and other structures.</td>
</tr>
<tr>
<td><em><em>Cross Section Views show MHW</em> and MLW</em> and structure finish elevations**</td>
<td>Structure finished elevations are not shown on plans</td>
</tr>
<tr>
<td>Change in Use of any structures on site must be stated</td>
<td>Project proposes to change use from buildings to parking. Change in use not stated on plans.</td>
</tr>
<tr>
<td><strong>Boundaries</strong></td>
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<td>Mean High Water (MHW)* or Ordinary High Water (OHW)*, full black line</td>
<td>Incorrect line type for MHW</td>
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<tr>
<td>Mean Low Water (MLW)*, black dotted line, (………………)</td>
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<td>Historic MLW* (………………)</td>
<td>Historic MLW not shown of plans</td>
</tr>
<tr>
<td>State Harbor Lines, black dot-dash line ( - . . - . - ) with indication of Chapter &amp; Act establishing them (Ch., Acts of)</td>
<td>State Harbor Lines not shown on plans</td>
</tr>
<tr>
<td>Floodplain Boundaries according to most recent FEMA maps</td>
<td>FEMA flood boundary not shown on plans</td>
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<td>Proposed &amp; Existing Easements described in metes &amp; bounds</td>
<td>Proposed and existing easements not shown on plans.</td>
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<td><strong>Non Water-Dependent Structures</strong></td>
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<td>Depict extent of “Water-dependent Use Zone”.</td>
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<td><strong>Other</strong></td>
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<tr>
<td>Registry Statement</td>
<td>Plans are missing registry statement which should be located in the upper right box on the plans</td>
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</table>
H.P.C.T.F. Inc.
HARBOR POINT COMMUNITY TASK FORCE

VIA EMAIL

August 10, 2015

To: Andrea Langhauser
   Waterways Regulation Program
   Massachusetts Department of Environmental Protection
   One Winter Street – 5th Floor
   Boston, MA 02108

From: Orlando Perilla, Chairman HPCTF Inc.
   1 North Point Dr.
   Boston, MA 02125

Re: University of Massachusetts
   200 Mount Vernon Street, Boston
   License Application Number W15-4446-N

Dear Ms. Langhauser:

   First of all, I would like to express my most profound gratitude for making our Harbor Point residents feel so welcome during your last meeting at UMass Boston, your staff professionalism was above and beyond.

   As you know from my prior comment letter and participation at the hearing on the above-captioned matter, I am Chairman of the Harbor Point Community Task Force. On behalf of myself, the Task Force, the residents of Harbor Point, the signatories to the prior comment letter, and the signatories below, I am writing to supplement that prior letter.

   As stated previously, public access will be impaired rather than improved by the project, due to the closure of several access-ways from Harbor Point, as well as the lack of any designated public parking. However, I may add, that I absolutely agree with the closure of the two fence entrances closer to Mt. Vernon St. due to safety concerns, but I would argue that the entrances across from 10 Harbor Crest Court, and the one behind 7 Peninsula place must remain open to pedestrian traffic from and to Harbor Point.
Furthermore, no open space is being provided, turning this waterfront area into a vast, impervious parking lot for a very long time. As I described previously, the project does not provide fifty percent or more open space as required. UMass is attempting to circumvent this important requirement by purporting that the project is an infrastructure facility. However, a parking lot does not fit into the regulatory definition, and defining it as such would be precedent setting and damaging. A great opportunity to provide open space at the water's edge will be lost. I therefore urge that the DEP obtain an objective, third party legal opinion on this critical legal issue.

Sincerely,

Signature:                       Printed Name:                       Address:

Gladys A. Elise hl 166 Beach Point Dr. 02125

Maria Alvarado 3 Westwind Rd #2

Linda Thompson 77 Wo Point Dr. #107

Dorchester, MA 02125

Dorchester, MA 02125

Sara F. Kennedy 77 North Point Dr. #109

Ashley Kennedy

Dorchester, MA 02125

Debra Clay 27 Island View Place #287

Demara Kromm

Westwind Rd

Dorchester, MA 02125

Wenda Clay 41 Westwind Rd

Dorchester, MA 02125
H.P.C.T.F. Inc.
HARBOR POINT COMMUNITY TASK FORCE Inc.
2015 - 2016

Signature: Johnny Crump  Printed Name: Johnny Crump
Address: 40 West Wind Rd

Dorchester MA 02125

Signature: Xaviera V. Melo  Printed Name: Xaviera V. Melo
Address: 3 Oyster Bay Rd 02125

Dorchester MA 02125

Signature: Altagracia Melo  Printed Name: Altagracia Melo
Address: 43 Island View Pl #80

Dorchester MA 02125

Signature: Kathleen Armin
Address: 20 South Point Dr. Apt 108

Dorchester MA 02125

Signature: Nauda Jones  Printed Name: Nauda Jones
Address: 14 Island View Pl

Dorchester MA 02125

Signature: Andrea Anne  Printed Name: Andrea Anne
Address: 34 West Wind

Dorchester MA 02125

Signature: Diane Crump  Printed Name: Diane Crump
Address: 40 West Wind Rd

Dorchester MA 02125

Signature: Eutice Beal  Printed Name: Eutice Beal
Address: 79 Grandview Rd

Dorchester MA 02125

Signature: Theresa O. Thomas
Address: 40 West Wind Rd

Dorchester MA 02125

One North Point Drive, Boston, MA 02125
Tel (617) 288-5701

Robert V. Purito 1753 40 West Wind Dorchester MA 02125
Hi Andrea: It was great to see you again. Thank you for running an excellent hearing last evening. I was very pleased to see residents of HarborPoint in attendance since their historical participation in many projects that affect them has been lacking.

I'm sorry to be a Johnny come lately to this process, but I did not know about the license application. In the future, I'd appreciate it if you could remember to add me to any notifications for all of Dorchester. As you know, most of the waterfront areas in Dorchester have the Harborwalk, Neponset Trail or some other level of protected openspace, which I have worked to enhance, protect and expand for many years.

Attached are my comments and some images. I am hopeful that my concerns can be addressed by the University because I am not the only one who has these concerns, and neither point is a new revelation; they are known deficiencies that have been mentioned before in writing and at forums.

Thank you,
Paul Nutting
Dear Commissioner Suuberg:

I am writing to oppose the granting of a Chapter 91 License to the University of Massachusetts on Columbia Point because the Conditions set forth as a result of previous License applications have not been met.

While cyclists and wheelchair bound users are excited about the new section of Harborwalk recently constructed and opened by the University, the existing, older Harborwalk sections along the west and south sides of the peninsula, have not been “kept in good repair” as the license calls for, making for an unpleasant and dangerous ride for wheeled vehicles. After many years of exposure to the elements, the pavement has deteriorated, and at every 10-12 feet is a rut. These ruts could catch a wheelchair wheel or could result in bent wheel rims on bicycles should the user not be cautious. Please see enclosed images.

I do not want to be an obstructionist in the advancement of the University’s 25 year master plan, but this has been a known issue for many years that has fallen on deaf ears at the University. Most people I speak to prefer to cycle on the perimeter road, which is now impossible due to the utility relocation project. It is my hope that through this licensing process your agency can compel the University to keep the multi-use waterfront trail in good repair as their signed license requires them to.

Additionally, I’d like to address the current application with this comment:

The buffer area between the Harborwalk and any road ways is very generous along virtually all of the Harborwalk that surrounds Columbia Point except along a 350 foot section, which is contiguous to the parking area being developed in this current application. (see attached image). That trail section has about 8 feet of grassy swale between the Harborwalk and the circulation lanes for the parking
area. I would like to see a more commodious landscaped buffer in this area; perhaps a doubling from 8 to 16 feet.

Thank you,

Paul Nutting
385 Savin Hill Ave
Dorchester MA 02125
pfnindot@hotmail.com
Ruts along existing Harborwalk
Hi Andrea,

It was nice to see you yesterday at UMass.

Attached please find a map with the locations of the openings in the fence along Harbor Point and the Bayside Property. Going from five openings to one will restrict access of this area to the residents of Harbor Point. I know two of the openings are not part of your review but I want to make sure that the record shows that three are part of your review. Going from three to one is a decrease in access it will be inconvenience to the daily lives of the people that visit and live at Harbor Point.

Thank you,

Ryan Bettez
Regional Property Manager
Corcoran Jennison Management
150 Mt. Vernon Street, Suite 520
Boston, MA 02125
Phone: 617-822-7330

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DISCLAIMER:
This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. The recipient should check this email and any attachments for the presence of viruses. The sender accepts no liability for any damage caused by any virus transmitted by this email.
Langhauser, Andrea (DEP)

From: Valerie Harms [pathways007@gmail.com]
Sent: Monday, August 10, 2015 4:54 PM
To: Langhauser, Andrea (DEP)
Subject: Comment on UMass application to increase parking and to remove access to Harbor Point

Ms. Andrea Langhauser

MassDEP Waterways Regulations Program

One Winter Street-5th floor,

Boston, MA 02108

Dear Ms. Langhauser,

I regret that I was out of town at the time of the additional public comment meeting held at UMass.

This letter is to again stress that no additional parking should be allowed at the UMass Bayside site.

Mt. Vernon traffic is already horrific as the UMass parking lots at Bayside and at the end of Mt. Vernon empty each evening. But more importantly, as demonstrated last winter’s snow emergency, the UMass traffic and buses brought Mt. Vernon to a standstill and was the source of long delays for hours.

As a resident of Harbor Point I sat in a taxi for over forty minutes trying to go one and half blocks from UMass to the South Point entrance of Harbor Point. At no time did any police from UMass attempt to direct traffic on their campus or to alleviate any congestion, caused by the UMass traffic, along Mt. Vernon. A major portion of the traffic was empty UMass buses going to and from the JFK station. (All the passengers going to the station had departed and walked, yet the buses still proceeded anyway despite the numerous empty buses that you could see coming from the station.)

According to UMass representatives, UMass spends over four million dollars annually on buses. Contributing to the ongoing delays, UMass added 17 additional buses during the weeks following the storm so that their employees would not have any wait while residents all around Boston struggled with two and three hour delays on the MBTA.
It appears UMass has procured additional parking for several hundred cars along Mt. Vernon that they can apparently utilize without any public review or environmental impact studies.

Any additional parking spaces at Bayside would only encourage more people to drive, rather than to commute, to UMass. This contributes to the noise and pollution problems, as well as traffic congestion and is very detrimental to the residential community. It would be negligent to approve any additional parking until an adequate evacuation plan for the residents of Columbia Point can be determined.

Thank you for adding me to the mailing list for this project.

Valerie Harms

Resident, Harbor Point
Dear Ms. Langhauser,

I am writing to you with regard to the pending approval of the Waterways License Application No. W15-4446-N. Please do not approve this license unless UMASS Boston repairs the Harborwalk surrounding their campus as stipulated in a previous license granted to the University. The condition of the south and west portions of the Harborwalk, with ruts every few feet, make bicycling this jewel of Boston definitely unpleasant and potentially unsafe.

Thank you.

Irene Lutts
Thank you.

This sentence should have read:...I had only ridden on the Harborwalk by UMass Boston once or twice a couple years earlier...

On Aug 7, 2015 8:48 AM, "Langhauser, Andrea (DEP)" <Andrea.Langhauser@massmail.state.ma.us> wrote:

Dear Erica,

Thank you for commenting on the chapter 91 license application for UMass/Boston at Bayside (application #w15-4446N).

After the public comment period closes on Monday August 10, 2015 I will send all comments received, including your own, to the project representative so he can review and respond. All comments will be taken into consideration in drafting a recommended decision.

Regards, Andrea Langhauser

******************************************************************************

Andrea D. Langhauser, Senior Planner | MassDEP Waterways Regulation Program | One Winter Street, Fifth Floor | Boston, MA 02108 | direct line: (617) 348-4084 | fax: (617) 222-5696


From: Erica Mattison [mailto:ericahmattison@gmail.com]
Sent: Thursday, August 06, 2015 10:37 PM
To: Langhauser, Andrea (DEP)
Cc: Amy Frigulietti; Amanda Curley; Daniel - Rep. Cullinane, (HOU); David, Leon (HOU); Pete Stidman
Subject: UMass Boston Harborwalk Maintenance

Dear Andrea,

I am concerned about the lack of maintenance of the Harborwalk by UMass Boston.
I am a Dorchester resident and recently tried bicycling from Ashmont to Castle Island. I had only ridden on the Harborwalk by UMass Boston and was wrongly under the impression it might be a good way to get to my destination. I was very displeased with the lack of maintenance of the Harborwalk. Riding on it was an extremely unpleasant and uncomfortable experience. For quite a distance, every few yards, bicyclists are faced with major cracks in the pavement, which create the opposite of a smooth ride!

I urge the state to compel UMass Boston to uphold its responsibility to maintain this stretch of urban recreational space, which holds the potential to be a valuable amenity if it's properly cared for. As UMass Boston continues to add to its campus, there is the potential that more and more employees, students, and visitors will access the area via bike, which would be good for public health, air quality, and traffic. However, people aren't going to want to use the Harborwalk to get around if it continues to be such a poorly maintained, unpleasant place.

I recommend that the license in question not be issued until the campus has fixed the Harborwalk. I contacted the campus several weeks ago about this issue and have not received assurance that the issue is being addressed.

Thank you,

Erica Mattison

Member of Dot Bike and Boston Cyclists Union

Dorchester Resident
Mr. Daniel Padien  
Senior Environmental Scientist  
VHB / Vanasse Hangen Brustlin, Inc.  
99 High Street  
10th Floor  
Boston, MA 02110  
DPadien@VHB.com  

CC:  
Ms. Andrea Langhauser  
Senior Planner  
MassDEP Waterways  
One Winter Street  
Boston MA 02108  
Andrea.Langhauser@state.ma.us  

Tuesday, August 4, 2015  

Dear Daniel,

Unfortunately I wasn't able to attend the (second) public meeting on July 29th 2015 on the matter of the former Bayside Expo site now owned and used by UMASS/Boston for parking etc. My apologies.

I did, however, receive a CERTIFIED MAIL/RETURN RECEIPT REQUESTED large envelope from the VHB engineering firm on and around July 23, 2015 which I did sign for with the mailman.

Unfortunately, it was addressed to me and someone incorrect. It was addressed to "Robert L. Karash & Sara Megivern" at 40 Westwind Road #704, Dorchester. MA 02125. And the zipcode was wrong on the envelope: it said 02125 which is a nonce zip code as the correct zipcode is 02125 plainly. I have no idea who "Sara Megivern" is. My wife's name is Sau Lai Cho, or "Sara Cho" for her English name. Might you please correct any records which are incorrect in this regard?

I already sent Andrea Langhauser of MassDEP Waterways and you my opinion of the development of the UMASS Bayside property, as far as the parking lot re-structuring and re-paving goes. To recapitulate, it is quite sensible, seems on the face of it to have little community impact, but with a caveat the there exist now several tiny pedestrian gate "holes" in the fence for people who live at Harbor Point to walk in and out of as a convenience to get to and from Mt. Vernon Street. If these were to be blocked off, which is fair enough being it's UMASS property now, it would be inconvenient for their peninsula neighbors at Harbor Point Apartments.
who, whilst carrying heaving groceries or packages or with children, use these entrances already. That being said, it would be a gesture of neighborliness if it were deemed to be of useful importance. Otherwise, Harbor Point Apartments residents would just have to use the main gate at Harbor Point Boulevard which might seem distressing to some older residents and others. I'm not sure of the actual usage since I myself have only used these "holes" a few times over the numerous years I've lived at Harbor Point. So I'm not the best test case! I do know that residents who live close to the boundary would seem to use these "holes" frequently. But I have really no statistics in hand. I just see it.

I did take the time to look through the documents with layouts proposed. Pedestrian walkways, unless I am mistaken, were intra-property only which makes sense for this proposal save for the item I mentioned above which is ancillary.

I wish you and the parties concerned continued successes in your collaboration and collective endeavors especially as our neighbor here on the Columbia Point a.k.a. Harbor Point peninsula.

Please feel free to contact me if you have any questions which I might be able to help with.

Very Best Wishes,

Bob Karash

-----

Robert L. Karash
40 Westwind Road #704
Dorchester, MA 02125

CSRLK@HOTMAIL.COM
RKARASH@GMAIL.COM

From: DPadien@VHB.com
To: Caroling@aol.com; judithsweeney@verizon.net; sy5091@gmail.com; smegivern@gmail.com; rbettez@cmanagement.com; csrlk@hotmail.com; andrewa@broadinstitute.org; columbiaiointassociates@gmail.com; lisa.engler@gmail.com; paulnutting@state.ma.us; rmcginley@cmanagement.com; pathways007@gmail.com; pshah122@gmail.com; krisa1224@hotmail.com; hayleywerner@comcast.net; vijeth35@gmail.com; AlpesKumarBha.Ko001@umb.edu; Ari.iaccarino@gmail.com; simsim123_99@yahoo.com; Pruthvibhat@gmail.com; yu.zhang@childrens.harvard.edu; lLawrence@cmanagement.com; lizzy1230@gmail.com; lurii.caritev@gmail.com; zhuhailing123yz@gmail.com
CC: Andrea.Langhauser@state.ma.us; Zehra@umb.edu; Tomi@VHIs.com; slattrell@VHB.com
Subject: UMass Bayside / Chapter 91 / Public notice sent to parties who commented by email / as directed by MassDEP.
Date: Thu, 23 Jul 2015 20:32:22 +0000

Good afternoon,
On behalf of the University of Massachusetts Building Authority and UMass Boston, and as directed by the Massachusetts Department of Environmental Protection (MassDEP), we are sending you the attached Public Notice and copies of draft license plans pertaining to the University’s pending application for a Waterways License under M.G.L. Chapter 91 at the Bayside property.

The Public Notice announces the holding of a Public Hearing on the license application to be convened by MassDEP.

**When:** Wednesday, July 29, 2015 @ 4:00PM

**Where:**
UMass Boston Campus Center  
Third Floor Room 3450  
100 Morrissey Boulevard  
Boston 02125

MassDEP will accept comments on the application until Monday, August 10, 2015 addressed as follows:

Ms. Andrea Langhauser  
MassDEP Waterways Regulations Program  
One Winter Street-5th floor,  
Boston, MA 02108

Comments may also be emailed to: Andrea.Langhauser@state.ma.us

Please see the attached Public Notice issued by MassDEP for additional information.

**Daniel J. Padien**  
Sr Environmental Scientist/Project Mgr

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Vanasse Hangen Brustlin, Inc. | info@vhb.com
Langhauser, Andrea (DEP)

From:     Langhauser, Andrea (DEP)
Sent:     Wednesday, August 05, 2015 9:56 AM
To:       'Kevin Gillespie'
Subject:  RE: UMas/Bayside application #w15-4446-N

Kevin,
Thank you for commenting on the referenced chapter 91 license application.

After the public comment period closes on Monday August 10, 2015 I will send all comments received, including your own, to the project representative so he can review and respond. All comments will be taken into consideration in drafting a recommended decision.

Regards, Andrea Langhauser

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Andrea D. Langhauser, Senior Planner| MassDEP Waterways Regulation Program| One Winter Street, Fifth Floor| Boston, MA 02108| direct line:(617) 348-4084| fax:(617)292-5696


From: Kevin Gillespie [mailto:dizzyg3@gmail.com]
Sent: Wednesday, August 05, 2015 9:12 AM
To: Langhauser, Andrea (DEP)
Subject: UMass/Boston Harborwalk

Dear Ms. Langhauser,

I am writing to you with regard to the pending approval of the Waterways License Application No. W15-4446-N. Please do not approve this license unless UMASS Boston repairs the Harborwalk surrounding their campus as stipulated in a previous license granted to the University. The condition of the south and west portions of the Harborwalk, with ruts every few feet, make bicycling this jewel of Boston definitely unpleasant and potentially unsafe.

Thank you.

Kevin Gillespie
Hi Andrea,

I am writing to you in regards to the pending approval of the above subject Waterways License Application. Please do not approve this license unless UMASS Boston repairs the Harborwalk surrounding their campus. I’m a grateful bicyclist and I do not bike this jewel of Boston because of the continuum of ruts all along the south and west portions of the Harborwalk. These ruts are every few feet and to a bicyclist make for an extremely unpleasant riding experience.

If you have any questions or concerns regarding this matter please do not hesitate to contact me.

Best Regards,
John
617-222-2631