

>> MY NAME IS MARK CIOMMO.
I AM THE CHAIRMAN OF WAYS AND
MEANS.
TODAY IS TUESDAY, MAY 22.
WE ARE HERE WITH OUR FRIENDS
FROM THE BOSTON PLANNING AND
DEVELOPMENT AGENCY, FORMERLY
KNOWN AS THE B.R.A.
I'D LIKE TO REMIND FOLKS, THIS
IS A PUBLIC HEARING, AND A
REVIEW OF THE B.P.D.A.'S FY-19
PROPOSED INTERNAL BUDGET AS IT
PERTAINED TO DOCKET 0559-0563.
ORDERS FOR THE FY-19 OPERATING
BUDGET, INCLUDING ANNUAL
APPROPRIATIONS FOR DEPARTMENTAL
OPERATIONS, ANNUAL
APPROPRIATIONS FOR THE SCHOOL
DEPARTMENT, APPROPRIATION FOR
OTHER POST-EMPLOYMENT BENEFITS,
APPROPRIATION FOR CERTAIN
TRANSPORTATION AND PUBLIC REALM
IMPROVEMENTS.
AND APPROPRIATION FOR CERTAIN
PARK IMPROVEMENTS.
AND DOCKETS 0564 AND 0565,
CAPITAL BUDGET APPROPRIATIONS,
INCLUDING LOAN ORDERS AND LEASE
AND PURCHASE AGREEMENTS.
I'D LIKE TO REMIND FOLKS THAT
THIS IS A PUBLIC HEARING.
IT IS BEING BROADCAST AND
RECORDED ON RCN, COMCAST 82, AND
STREAMED AT
BOSTON.GOV/CITY/COUNCIL/TV.
I ASK FOLKS IN THE CHAMBER TO
SILENCE THEIR ELECTRONIC
DEVICES.
AT THE CONCLUSION OF THE
DEPARTMENTAL PRESENTATIONS AND
QUESTIONS FROM MY COLLEAGUES, WE
WILL TAKE PUBLIC TESTIMONY.
THERE ARE SIGN-IN SHEETS TO MY
LEFT BY THE DOOR.
WE ASK THAT YOU STATE YOUR NAME,
AFFILIATION, RESIDENCE, AND
PLEASE MARK THE BOX, IF YOU DO
WISH TO TESTIFY.
THERE ARE SEVERAL OTHER WAYS TO
PROVIDE PUBLIC TESTIMONY.
ONE IS YOU CAN E-MAIL THE
COMMITTEE AT CCC.WM@BOSTON.GOV,
BY REGULAR MAIL AT BOSTON CITY
HALL, 1 CITY HALL PLAZA, BOSTON,

02201, CARE OF THE COMMITTEE ON
WAYS AND MEANS.

AND ON JUNE 5, WE WILL HAVE A
FOUR-HOUR SESSION ON JUNE 5
BETWEEN THE HOURS OF 2:00 TO
6:00, AND ONLY TAKE PUBLIC
TESTIMONY ON ANY ASPECT OF THE
FY-19 BUDGET.

I'D LIKE TO INTRODUCE FOLKS IN
WHAT I THINK IS THE ORDER THEY
ARRIVED.

COUNCILOR MICHAEL FLAHERTY TO MY
LEFT.

COUNCILOR TIM McCARTHY TO MY
IMMEDIATE RIGHT.

TO MY LEFT, IMMEDIATE LEFT,
COUNCILOR ANISSA ESSAIBI GEORGE.
TO MY FAR LEFT, COUNCILOR ED
FLYNN.

TO MY RIGHT, COUNCILOR LYDIA
EDWARDS, AND KENESS LOR CHARLES
JAYNES.

I WANT TO WELCOME YOU ALL,
DIRECTOR GOLDEN, YOU HAVE THE
FLOOR.

>> THANK YOU VERY MUCH
MCHAIRMAN.

THANK YOU, VICE CHAIRMAN
McCARTHY, AND THROUGH YOU TO
THE MEMBERS OF THE COUNCIL.
MY NAME IS BRIAN GOLDEN, AND I'M
THE DIRECTOR OF THE BOSTON
PLANNING AND DEVELOPMENT AGENCY.
THANKS FOR ALLOWING MYSELF AND
STAFF THE OPPORTUNITY TO ONCE
AGAIN DISCUSS THE WORK OF OUR
AGENCY WITH YOU.

I'M JOINED TODAY TO MY LEFT BY
MICHELLE GOLDBERG, AND THE
BUDGET AND PROCUREMENT MANAGER
FOR THE AGENCY.

TRIN LIN, DIRECTOR OF THE MAYORO
OFFICE OF WORKFORCE DEVELOPMENT.
AND ED O'DONNELL, THE DIRECTOR
OF THE BOSTON PLANNING AND
DEVELOPMENT AGENCY'S REAL ESTATE
DIVISION.

OUR INSURGENCY CHARGED WITH
GROWING BOSTON'S TAX BASE, CULT
VATH THE CITY'S PRIVATE JOBS
MARKET, TRAINING OUR WORKFORCE,
WORKING WITH THE COMMUNITY TO
PLAN THE FUTURE OF OUR
NEIGHBORHOODS, CHARTING THE

COURSE FOR SUSTAINABLE
DEVELOPMENT AND RESILIENT
BUILDING CONSTRUCTION.
ADVOCATING FOR MULTI-MODAL
TRANSPORTATION.
RESPONDING TO THE CITY'S
CHANGING POPULATION.
PRODUCING INSIGHTFUL RESEARCH ON
OUR CITY, THROUGH OUR RESEARCH
DIVISION.
AND INSURING THAT BOSTON RETAINS
ITS DISTINCTIVE CHARACTER AND
HIGH QUALITY OF LIFE.
THE BOSTON PLANNING AND
DEVELOPMENT AGENCY WORKS CLOSELY
WITH THE CITY'S DEPARTMENT OF
NEIGHBORHOOD DEVELOPMENT ON
AFFORDABLE HOUSING THROUGH OUR
INCLUSIONARY DEVELOPMENT POLICY,
OUR SO-CALLED I.D.P. POLICY,
WHICH YOU WILL NO DOUBT HEAR
REFERENCE MULTIPLE TIMES THIS
AFTERNOON.
WE ALSO WORK WITH THE ASSESSING
DEPARTMENT OF CITY ON CHAPTER
121-A, IN LIEU OF TAX
ARRANGEMENT.
WE ALSO WORK WITH THE BOSTON
TRANSPORTATION DEPARTMENT, THE
PUBLIC WORKS DEPARTMENT, AND THE
PARKS DEPARTMENTS ON THE IMPACTS
OF DEVELOPMENT IN THE CITY'S
NEIGHBORHOODS.
THIS PAST YEAR MARKED ANOTHER
PRODUCTIVE YEAR
THE FNGSES OF THE B.P.D.A.
WE CONTINUED OUR WORK TO CREATE
ROBUST ECONOMIC ACTIVITY
THROUGHOUT CITY OF BOSTON, WHILE
BETTER ENGAGING AND CLAWBTING
WITH THE COMMUNITIES THAT WE ALL
SERVE.
WE ARE WELCOMING BOTH NEW
RESIDENTS AT A SIGNIFICANT PACE
AND NEW EMPLOYERS WHO SEE THE
TREMENDOUS BENEFITS OF CHOOSING
BOSTON AS THEIR HOME.
FUELED BY BOSTON'S GROWING
POPULATION, WE ARE IN THE MIDST
OF THE BIGGEST BUILDING BOOM IN
BOSTON'S HISTORY.
THAT'S BEEN THE CASE FOR THE
PAST SEVERAL YEARS.
NEW DEVELOPMENT IS MOVING

FORWARD AND CREATING LOCAL ECONOMIC DEVELOPMENT AND JOBS IN EVERY NEIGHBORHOOD IN THE CITY. WE APPROVED OVER 11.3 MILLION SQUARE FEET OF NEW DEVELOPMENT IN CALENDAR YEAR 2017, AND NEARLY 6,000 NEW RESIDENTIAL UNITS, HELP US MAKE SIGNIFICANT PROGRESS TOWARDS REACHING MAYOR WALSH'S GOAL TO CREATE 53,000 NEW HOUSING UNITS BY 2030 TO HOUSE OUR GROWING POPULATION. IN 2017, BOSTON SET A NEW RECORD FOR UNITS PERMITTED IN BOSTON IN ONE YEAR WITH 5,379 HOUSING PERMITS ISSUED.

OF THE HOMES WE'VE PERMITTED SINCE 2014, OVER 19% ARE INCOME RESTRICTED FOR LOW, MODERATE INCOME FAMILIES. AND 22% ARE MARKET-RATE UNITS THAT ARE AFFORDABLE TO MIDDLE-INCOME FAMILIES. SINCE 2014.

WE HARNESS THE STRONG MARKET TO KEEP BOSTON THE NATIONAL LEADER IN AFFORDABLE HOUSING. ONE OUT OF FOUR HOUSING UNITS ARE INCOME RESTRICTED. NO MAJOR CITY WE KNOW OF COMES CLOSE TO THAT FIGURE.

DEVELOPMENT IN BOSTON IS SUPPORTING THE GROWTH OF THE CITY'S TAX BASE, ALLOWING FOR CRITICAL FUNDING FOR CITY SERVICES LIKE OUR SCHOOLS, STREETS, PARKS, AND PUBLIC SAFETY.

THIS YEAR, MAYOR WALSH FISCAL YEAR '19 BUDGET, WHICH IS BEFORE YOU RIGHT NOW, INCREASED BY \$137 MILLION, OR 4.3%, OVER THE FISCAL YEAR 2018 BUDGET.

OF THE \$137 MILLION IN NEW REVENUE NEWARK \$118 MILLION COMES FROM PROPERTY TAX GROWTH, AND \$77 MILLION OF THAT COMES FROM BRAND-NEW DEVELOPMENT BEING TAXED FOR THE FIRST TIME.

DEVELOPMENT IS ALSO CREATING THOUSANDS OF NEW JOBS.

SINCE 2014, PROJECTS APPROVED BY THE B.P.D.A. BOARD HAVE CREATED 14,068 CONSTRUCTION JOBS, AND

38,600 PERMANENT JOBS.
TRANSFORMATIONAL PROJECTS ARE
MOVING FORWARD.
FOLLOWING A COMPREHENSIVE
PROCESS WHERE WE WORKED WITH YOU
OVER THE PAST THREE YEARS TO
ENSURE THAT WE HAVE MAXIMIZED
REVENUE FLOWING TO THE RESIDENTS
OF BOSTON.

LAST WEEK THE 115 FEDERAL STREET
WINTHROP SQUARE PROJECT WAS
APPROVED BY THE B.P.D.A. BOARD.
THIS PAVED THE WAY FOR A \$163
MILLION PAYMENT TO THE CITY OF
BOSTON THAT WILL BE INVESTED IN
AFFORDABLE HOUSING AND OPEN
SPACE.

I'M HAPPY TO REPORT THAT DUE TO
SEVERAL REFORMS MADE OVER THE
PAST FEW YEARS TO IMPROVE THE
WAY WE OPERATE, THE B.P.D.A. IS
SEEKING FAVORABLE-- IS SEEING
FAVORABLE TRENDS IN BOTH REVENUE
AND OPERATING EXPENSES.

THIS IS FURTHER EXPLAINED IN
DETAIL IN THE QUESTIONNAIRE AND
RESPONSES TO THAT QUESTIONNAIRE
THAT WE FORWARDED FOR YOUR
ATTENTION.

IT DEALS WITH THE FISCAL YEAR
2018, THIRD-QUARTER UPDATE,
WHICH WE'VE JUST COMPLETED.
WE COMPLETED OUR 10-YEAR CAPITAL
IMPROVEMENT PLAN AT THE AGENCY,
WHICH IDENTIFIES AND PRIORITIZES
LONG-TERM INVESTMENTS IN
INFRASTRUCTURE PROJECTS TO
SUPPORT FUTURE AND CAN GROWTH IN
THE RAYMOND L. FLYNN MARINE
PARK, THE CHARLESTOWN NAVY YARD,
LONG WHARF, THE CHINA TRADE
BUILDING AT 2 BOYLSTON STREET,
AND THE B.P.D.A.'S OTHER
PHYSICAL ASSETS.

WE ARE NOW WORKING TO ESTABLISH
A STRATEGIC AND SUSTAINABLE
FUNDING PLAN TO SUPPORT THIS
CRITICAL WORK ON OUR PHYSICAL
INFRASTRUCTURE.

IN ADDITION, OUR ADMINISTRATIVE
AND FINANCE-- OUR ADMINISTRATION
AND FINANCE DEPARTMENT RELEASED
THE FIRST-OF-ITS-KIND FISCAL
BOOK.

THIS IS AVAILABLE ON OUR WEB SITE FOR ANYONE WHO IS INTERESTED, AND WE HOPE THE CITY COUNCIL HAS FOUND THIS DOCUMENT TO BE INFORMATIVE.

IN CLOSING, WE REMAIN COMMITTED TO CONTINUING TO EVOLVE INTO AN AGENCY THAT BETTER SERVES OUR COMMUNITY AND CREATES AN INCLUSIVE BOSTON FOR ALL.

I'LL NOW TURN THE PRESENTATION OVER TO TRIN LIN, FROM OUR OFFICE FOR WORKFORCE DEVELOPMENT.

>> GOOD AFTERNOON, CHAIRMAN CIOMMO, WHO IS ALSO THE NEIGHBORHOOD'S JOBS TRUSTEE MEMBER.

THANK YOU FOR YOUR SERVICE, AND ALL OF THE WORK THAT WILL BE STATED HERE WOULD BE PART OF YOUR ACCOMPLISHMENTS AS WELL. SO THANK YOU FOR YOUR SERVICE.

>> THANK YOU.

>> ALSO, THANK YOU TO VICE CHAIRMAN McCARTHY AND THE COUNCIL MEMBERS HERE TODAY. MY NAME IS TRIN WYN, AND I AM DIRECTOR OF THE MAYOR'S WORKFORCE DEVELOPMENT OFFICE. AND I HAVE BEEN DIRECTOR THE SINCE 2014.

THANK YOU FOR GIVING US THE OPPORTUNITY TO SHARE OUR WORK WITH YOU.

AS MANY OF YOU KNOW, O.W.D. IS ALSO KNOWN OFFICE OF WORKFORCE DEVELOPMENT.

OUR SUBMISSION TO BE AN INNOVATIVE PUBLIC AGENCY THAT PROMOTES ECONOMIC RESILIENCE TO ENSURE THE FULL PARTICIPATION OF ALL BOSTON RESIDENTS IN THE CITY'S ECONOMIC VITALITY AND FUTURE.

O.W.D. SUPPORTS AND CREATES POLICIES AND GRANTS THAT PROMOTE WORKFORCE DEVELOPMENT THROUGH EDUCATION, JOB TRAINING, APPRENTICESHIPS, CAREER SERVICES, FINANCIAL COACH, CREDIT BUILDING, CAREER PATHWAYS, ADULT BASIC EDUCATION, ENGLISH FOR LEARNERS, ENGLISH AS

A SECOND LANGUAGE, LEARNERS INITIATIVES, YOUTH EMPLOYMENT SERVICES AND THE LIKE. TO CARRY OUT THESE EFFORTS, O.W.D. HAS AN ANNUAL PROGRAM OPERATION AND GRANT BUDGET OF \$18 MILLION, AND ABOUT 80% OF THIS TOTAL IS FROM GRANTS, AND THE REMAINING 20% COMES FROM THE SUPPORT OF THE B.P.D.A. SPECIFICALLY, AS THE LARGEST WORKFORCE DEVELOPMENT FUND IN THE CITY, OUT OF THIS TOTAL ANNUAL BUDGET, WE DISTRIBUTE OVER \$14 TO 65 JOB TRAINING NONPROFIT COMMUNITY PARTNERS, INCLUDING TWO CAREER CENTERS THAT SERVE 15,000 JOB SEEKERS TO DEVELOP RESUME WRITING, NETWORKING, INTERVIEWING SKILLS, AND JOB SEARCH SKILLS, AND SERVING 700 REGIONAL EMPLOYERS CONNECTING THEM TO THESE JOB SEEKERS.

ECONOMIC EQUITY AND INCLUSION IS ONE OF MAYOR WALSH'S TOP PRIORITIES, WHICH IS WHY IN THE LAST 4.5 YEARS, OUR TEAM IS LASER FOCUSED ON JOB QUALITY, CAREER PATHWAYS, MEANINGFUL YOUTH EMPLOYMENT, AND FINANCIAL CAPABILITY, ALL WITH MEASURABLE OUTCOMES.

WE ARE SEEING SOME POSITIVE RESULTS.

FOR EXAMPLE, AMONG CLIENTS OF BOSTON'S ONE-STOP CAREER CENTERS, 59% OF THEM OBTAIN EMPLOYMENT WITHIN THE FIRST-QUARTER EXIT, EARNING AN AVERAGE WAGE OF \$21.36 PER HOUR. ALSO UPON JOB PLACEMENT, GRADUATE OF TRAINING PROGRAMS SPECIFICALLY FUNDED BY THE NEIGHBORHOODS JOBS TRUST THAT COMES FROM LINKAGE, ALL OF THE GRANTS THAT WE GIVE TO NONPROFITS, THE GRADUATE EARN AN AVERAGE WAGE OF \$15.23 PER HOUR, WITH 52% OF THEM EARNING BENEFITS AS WELL.

ALSO, STUDENTS IN OUR TUITION-FREE COMMUNITY COLLEGE PLAN, WHICH IS FUNDED BY

DEVELOPMENT FEES THROUGH LINKAGE, ACHIEVE A HIGHER FIRST-YEAR RETENTION RATE, WHICH IS 65%.

THIS IS HIGHER THAN THE STATE OR NATIONAL AVERAGES FOR COMMUNITY COLLEGE RETENTION RATES AND COMPLETION.

MOST OF THESE STUDENTS ARE LOW SWK AND STUDENTS OF COLOR.

I'M ALSO HAPPY TO REPORT THAT MADISON PARK TECHNICAL VOCATIONAL HIGH SCHOOL HAS THE HIGHEST STUDENT PARTICIPATION RATE FOR THIS TUITION-FREE COMMUNITY COLLEGE PROGRAM.

YOUTH AND ADULT WORKERS WHO PARTICIPATED IN OUR CITY-SPONSORED CREDIT BUILDING WORKSHOPS AND ONE-ON-ONE FINANCIAL COACHING SHOWED IMPROVED CREDIT HISTORY, HIGHER CREDIT SCORES, AND LESS DELINQUENCIES THAN ARE CONTROLLED WHEN NOT RECEIVING THE FINANCIAL CAPABILITY SERVICES THAT ARE FUNDED THROUGH OUR PROGRAMS.

WITH DCIALG SUPPORT FROM THE B.P.D.A., EARLIER THIS YEAR, WE WERE ABLE TO INTEGRATE THESE BEST PRACTICES FOR SCALE AND OPTIMAL IMPACT.

FOR EXAMPLE, WE LAUNCHED TWO NEW CITYWIDE INITIATIVES.

ONE IS THE BOSTON BUILDS CREDIT, A FIRST IN THE NATION CREDIT BUILDING INITIATIVE WHICH HELPS 25,000 BOSTON RESIDENTS ATTAIN A CREDIT SCORE OF 660 OR HIGHER BY THE YEAR 2025 THROUGH FINANCIAL EDUCATION AND ONE-ON-ONE FINANCIAL COACHING THROUGHOUT THE CITY.

IN THE SECOND INITIATIVE IS BOSTON HIRES, WHICH IS A COLLABORATIVE CAMPAIGN TO PLACE 20,000 UNEMPLOYED OR UNDER-EMPLOYED RESIDENTS IN GOOD JOBS BY 2022.

SO FAR, 30-PLUS NONPROFIT EMPLOYERS AND ORGANIZATIONS HAVE SIGNED UP TO HELP PLACE RESIDENTS IN JOBS THAT PAY AT

LEAST A LIVING WAGE, WHICH IS
\$14.31 AN HOUR, WITH AT LEAST
HALF OF THESE JOBS INCLUDING
EMPLOYER-SPONSORED BENEFITS.
THE WORK AND HIGHLIGHTS
MENTIONED HERE BY NO MEANS IMPLY
THAT WE ARE HERE TO CELEBRATE.
THIS IS JUST THE BEGINNING, ASK
THERE'S MUCH MORE WORK TO DO.
WE REALIZE THIS, AND WE'RE
COMMITTED TO WORKING EVEN
HARDER.

IN CLOSING, I WANT TO THANK THE
B.P.D.A.'S LEADERSHIP AND THEIR
FINANCIAL SUPPORT, MAYOR WALSH
AND HIS ADMINISTRATION, COUNCIL
MEMBERS, AND HUNDREDS OF
COMMUNITY PARTNERS FOR SHAPING
AND EXECUTING OUR AGENDA, ONE
THAT IS INCLUSIVE OF ALL
BOSTONIANS.

AS DIRECTOR GOLDEN HAS STATED,
THERE ARE A LOT OF ECONOMIC
PROSPERITY THROUGHOUT THE CITY
OF BOSTON.

WE WOULDN'T BE A GREAT CITY IF
WE DID NOT INCLUDE EVERYONE.
AND OUR WORK REALLY HELPS PUSH
THAT EQUITY AGENDA.

THANK YOU.

>> THANK YOU, TRIN.

AND I HAVE THE PRIVILEGE OF
SERVING WITH YOU, AND YOU
BROUGHT AN UNBELIEVABLE NEW
PERSPECTIVE AND FRESH ENERGY TO
THAT FUND, AND WE'RE DOING SOME
GREAT THINGS.

I WANT TO THANK YOU FOR THAT.
I ALSO LIKE TO RECOGNIZE SEVERAL
OF MY COLLEAGUES JOINED US.
COUNCILOR FRANK BAKER TO MY
LEFT.

COUNCILOR MICHELLE WU, ALSO TO
MY LEFT, COUNCILOR JOSH ZAKIM,
OFF TO MY RIGHT.

AND I'M GOING TO RECOGNIZE
COUNCILOR FLAHERTY FOR THE FIRST
LINE OF QUESTIONING.

>> THANK YOU.

... LONGEST SERVING CITY
COUNCILOR HERE, I'VE BEEN
THROUGH A LOT OF HEARINGS ON THE
B.R.A., AND I HAVE BEEN IN FRONT
OF A LOT OF B.R.A. DIRECTORS,

AND WE'VE HAD SOME REAL BEAUTS.
YOU'RE NOT ONE OF THEM.
\(LAUGHTER)
YOU'RE SMART.
YOU'RE HONEST.
YOU'RE ACCESSIBLE.
YOU WORK HARD TO ADDRESS THE
ISSUES AND CONCERNS OF
COUNCILORS AND OUR CONSTITUENTS
IN AN EFFORT TO CONTINUE TO DO
YOUR ROLE AS THE DIRECTOR OF THE
B.R.A. AND MOVE OUR CITY
FORWARD, AND AT THE SAME TIME,
MITIGATING COMMUNITY CONCERNS.
THAT CONTINUES TO BE A BREATH OF
FRESH AIR ON THIS BODY.
JUST CONFERRING WITH MY
COLLEAGUE, ABOUT URBAN RENEWAL
AND THINGS LIKE THAT.
THAT IS SOMETHING THAT HAS NEVER
BEEN DONE BEFORE.
I THINK THERE WAS A FEAR OF
FOLKS COMING DOWN FROM THE FIFTH
FLOOR TO ANSWER SOME QUESTIONS,
OFFER INSIGHT, WHICH IS HEALTHY
FOR OUR GOVERNMENT, HEALTHY FOR
OUR CITY, AND HEALTHY FOR THE
DEVELOPMENT PROGRESS PRS IN THE
CITY.
I WANT TO TAKE THIS OPPORTUNITY
TO THANK YOU FOR YOUR TIME AND
TALENT.
AS WELL AS YOUR TEAM, FOLKS THAT
YOU HAVE HERE AT THE DESK BEHIND
YOU.
MIKE PROBABLY SLEEPS WITH ONE
EYE OPEN, CONSTANTLY, YOU KNOW,
RESPONSIVE.
HE'LL TELL YOU HIMSELF, IF I
DON'T TELL YOU, IT'S 24/7, AND
IT'S LITERALLY EARLY MORNINGS,
IT'S LATE NIGHTS, IT'S SUNDAYS.
SO GREAT POSITIVE REFLECTION FOR
HIS ROLE ON BEHALF OF THE
B.R.A.'S ROLE.
JUST WILLING TO DIVE INTO
DETAILS, DOESN'T SHY AWAY FROM
THE TOUGH STUFF WHICH, AGAIN, IN
MY LINE OF WORK, YOU APPRECIATE
THAT, BECAUSE WHEN YOU'RE AT THE
COFFEE SHOP OR ON THE BALLFIELD
WITH THE KIDS, YOU GET
CONFRONTED AND ASK QUESTIONS,
AND YOU CAN GO TO YOUR CELL

PHONE AND REACH OUT TO A GUY LIKE MIKE CHRISTOPHER, AND HE TAKES THE CALL AND GETS BACK TO YOU IN A PROMPT AND APPROPRIATE FASHION.

I'M APPRECIATIVE THAT.

WE'RE STARTING TO SEE THE RAY FLYNN MARINE INDUSTRIAL PARK TRANSFORM.

THAT'S IN LARGE PART TO THE WORK ED O'DONNELL IS DOING KEEPING THE TRASH FLOWING AND THE SHIFTS ENDING ON TIERNLG RESPECTING THE FLAVOR OF THE MARINE INDUSTRIAL PARK AT THE SAME TIME, OPENING UP FOR SOME NEW IDEAS AND SOME NEW VISION THAT COMPLEMENT COMPLEMENT WHAT'S GOING ON THERE.

ED WITH HIS TEAM.

LARRY IS HERE.

AND I WOULD WOULD BE REMISS IF I DIDN'T GIVE A SHOUT OUT TO RICH MCGINNIS.

YOU HAVE SEVERAL GREAT PEOPLE WORK EXTREMELY HARD.

AND, AGAIN, IT'S A PLEASURE TO WORK WITH THEM.

I WANT TO TALK ABOUT I GUESS A COUPLE OF ISSUES.

REALLY MORE ON THE INSPECTIONAL SERVICE ZONING BOARD SIDE THAN IT IS WITH YOU GUYS.

BUT THE FRUSTRATION WE HAVE, WE HEAR FROM OUR CONSTITUENTS WHEN A MATTER GETS DEFERRED.

SO YOU GUYS ARE GOING THROUGH YOUR PROCESS, AND THEN A MATTER WILL GET DEFERRED AT THE ZONING BOARD OF APPEALS.

BUT THEN THERE'S NO MECHANISM BY WHICH THE DIRECT ABUTTERS ARE NOTIFIED.

IT'S LEFT UP TO THEM TO SNIFF IT OUT.

OUR EFFORT TO TRY TO CREATE MORE ACCOUNTABILITY AROUND THAT AND CREATE ADDITIONAL NOTICES.

SO ANY SUPPORT THAT YOU OR THE B.P.D.A. CAN GIVE TO THAT, I THINK IT MAKES SENSE.

IT'S ONLY FAIR AND REASONABLE IF SOMEONE COMES UP HERE MOVING FORWARD WITH A PROJECT THAT THE

DIRECT ABUTTERS GET A SECOND NOTICE.
AND FOR SOME REASON THAT DOESN'T HAPPEN.

THEY GET THE FIRST NOTICE, AND THEN IT BECOMES HOCUS-POCUS, AND PEOPLE GET CUTE ON THE DEVELOPMENT SIDE OF THE HOUSE, MAYBE TRYING TO CATCH PEOPLE NOT PAYING ATTENTION.

THEN THERE'S A-- THE PERCEPTION THAT THE CAKE IS BAKED, THE FIX IS IN TYPE OF THING.

AND I THINK THAT WOULD GO A LONG WAY IN AT LEAST GIVING PEOPLE THEIR OPPORTUNITY TO BE HEARD, WHETHER THEY SUPPORT PROJECT OR OPPOSE THE PROJECT.

SO WE NEED TO DO A BETTER JOB OF NOTICING ABUTTERS ON DEFERRALS AND ANYTHING YOU COULD-- ANY ASSISTANCE YOU COULD LEND AT YOUR PERCH--

>> THANK YOU, COUNCILOR.

AS YOU MAY KNOW, AS YOU POINTED OUT, THE D.B.A. IS NOT AN INSTRUMENTALITY OF THE B.P.D.A., BUT WE WORK VERY CLOSELY WITH THEM.

WE HAVE STAFF THAT INTERACT WITH THE Z.B.A., BOTH INFORMALLY ON A DAY-TO-DAY BASE, BUT ALSO WHEN IT'S TIME FOR FORMAL PROCEEDINGS, WE ALWAYS HAVE A PRESENCE.

SO WE'RE CERTAINLY HAPPY TO ADD OUR VOICE TO THE EFFORT. THIS WAS BROUGHT TO MY ATTENTION FAIRLY RECENTLY THAT WHILE THE DUE PROCESS PROTECTIONS APPEAR TO BE THERE AND EFFECTIVE FOR THAT FIRST BITE AT THE APPLE, WHEN THINGS ARE DEFERD AND REQUIRE MULTIPLE VISITS TO THE Z.B.A., THAT SOMETIMES THERE ARE-- THERE ARE GLITCHES IN-- OR AT LEAST IT IS NOT NECESSARILY CONSISTENT THAT ABUTTERS ARE NOTIFIED OF THE SUBSEQUENT, SECONDARY, AND MAYBE EVEN THIRD PROCEEDINGS.

SO THE DUE PROCESS LOSES ITS EFFECT IF IT ONLY APPLIES TOW A PIECE OF THE PROCESS AS OPPOSED

TO THE ENTIRETY OF IT.
WE APPRECIATE THE SENTIMENT.
>> AND THEN FROM THE ONSET YOU
TALKED ABOUT BOSTON BEING IN THE
MIDST OF ITS BIGGEST BUILDING
BOOM.
AND I'VE OFTEN STATED -- BOSTON,
WE'RE NOT NEW YORK, WE'RE NOT
CHICAGO, WE'RE NOT L.A., SO FROM
YOUR VANTAGE POINTS IN TERMS OF
MOVING THE CITY FORWARD AND
TAPPING INTO SORT OF THE GROWTH
IN THE INVESTMENT, BUT ALSO SORT
OF BUTTRESSING THAT WITH, YOU
KNOW, THE QUAINNESS, I GUESS,
OF OUR CITY AND OUR NEABDS, AS
WELL AS OUR, NEIGHBORHOOD AS
WELL AS OUR AGING INFRASTRUCTURE
AND AGING TRANSPORTATION SYSTEM,
SO I'M NOT SURE WHETHER OR NOT--
I GUESS I'D LIKE TO GET YOUR
OPINION AT WHAT POINT DOES A
NEIGHBORHOOD OR OUR CITY REACH A
SATURATION POINT WHERE IT'S LIKE
WE'RE SORT OF BUSTING AT THE
SEAMS AND WE'RE GOOD.
WE'D LOOF TO HAVE MORE BUT WE
CAN'T.
WE JUST CAN'T ABSORB IT.
I DON'T KNOW WHAT METRIC UZ AND
YOUR TEAM ARE SORT OF ARE
ANALYZING RIGHT NOW TO SAY
WHETHER OR NOT ONE NEIGHBORHOOD
HAS HAD ENOUGH, AND LET'S FOCUS,
PUSH SOME OF THAT DEVELOPMENT
SOMEWHERE ELSE, OR MAYBE EVEN
THE CITY AS A WHOLE.
AT WHAT POINT HAVE WE KIND OF
MAXED OUT, YOU KNOW?
I WANTED TO GET YOUR THOUGHTS ON
THAT.
>> YOU KNOW, OBVIOUSLY, THERE'S
A LOT OF SUBJECTIVITY ON THAT.
IT'S HARD TO SORT OF QUANTIFY
WHEN THE EXISTING PHYSICAL
INFRASTRUCTURE, THE BUILT
ENVIRONMENT, THE MANNER IN WHICH
PEOPLE MOVE AROUND THE CITY,
WHEN THAT REACHES ITS MAXIMUM
CAPACITY, SO THERE'S A HEAVY
ELEMENT OF SUBJECTIVITY.
BUT THE CITY, AS YOU POINT OUT,
IT'S A SMALL CITY.
IT'S ABOUT 45 SQUARE MILES, IF

YOU LOOK AT THE TERRA FIRMA AND NOT INCLUDING THE WATER SHEET. IT'S 45 SQUARE MILES. AND THAT'S A PRETTY, YOU KNOW, TIGHT PIECE OF GEOGRAPHY. IT ALSO HAPPENS TO BE THE EXACT SAME SIZE LAND MASS AS THE CITY OF BARCELONA. BARCELONA HAS 1.4 MILLION PEOPLE LIVING IN 45 SQUARE MILES. THE CITY OF BOSTON HAS 672,000 PEOPLE LIVING IN 45 SQUARE MILES. DON'T GET ME WRONG. I AM NOT ADVOCATING FOR BARCELONAESQUE GROG IN THE CITY'S POPULATION. BUT I THINK IN IN THAT SPECTRUM, MANY PEOPLE WOULD ARGUE, BARCELONA IS A LOVELY PLACE TO LIVE AND A LOVELY PLACE TO VISIT. WE'RE NOT TALKING ABOUT BARCELONA POPULATION, THOUGH. WE'RE TALKING ABOUT 672,000, INCREASING AT A FAIRLY HEALTHY RATE, ABLY, AS IT HAS DONE FOR THE PAST SIX OR SEVEN YEARS, ABOUT ADDING 8,000, 9,000 TO THE POPULATION A YEAR. THAT'S BRISK GROWTH FOR OUR CITY HISTORICALLY. THE LAST TIME WE SAW GROWTH LIKE THAT WAS AROUND 1910-1920, WHEN ALL THE TWO-FAMES AND THREE-DECKERS STARTED ERUPTING ALL OVER THE CITY'S NEIGHBORHOODS TO ACCOMMODATE THE GROWTH IN THE POPULATION. SO WE'VE EXPERIENCED THINGS LIKE THIS BEFORE. GRANTED 100 YEARS AGO, WE WERE DEALING WITH LESS OF A BUILT ENVIRONMENT. NOW WE'RE ADDING TO AN ALREADY FAIRLY ROBUST BUILT ENVIRONMENT. BUT AT THE END OF WORLD WAR II, THERE WERE 800,000 PEOPLE LIVING IN BOSTON. STILL A SIGNIFICANT NUMBER ABOVE WHERE WE'RE AT TODAY. SO WE BELIEVE THAT BOSTON CAN ACCOMMODATE THIS-- THE POPULATION THAT WE HAVE, AS WELL

AS MODEST GROWTH IN THE
POPULATION GOING FORWARD.
WE'VE BEEN THERE BEFORE.
WE'VE DONE IT BEFORE.
IT REMAINED A HEALTHY CITY BY
MIDCENTURY.
BUT AS YOU ALL KNOW, THE CITY'S
POPULATION BEGAN TO DROP
PRECIPITOUSLY FROM 1950-1980.
WE LOST A THIRD OF OUR
POPULATION.
YOU TALK ABOUT A POPULATION
PROBLEM.
I THINK THAT'S A REAL POPULATION
PROBLEM.
WE'RE CONCERNED ABOUT WHETHER OR
NOT WE CAN MANAGE THE GROWTH
THAT WE'RE SEEING EVERY YEAR,
8,000, 9,000 PEOPLE A YEAR.
I'LL TELL YOU A REALLY, REALLY
SAD CITY, THOUGH, IS A CITY THAT
LOSES ITS POPULATION, A THIRD OF
IT OVER 30 YEARS.
WE ARE, ARGUABLY, IN AN ENVIABLE
SITUATION WHERE WE'RE WRESTLING
WITH THE CHALLENGE OF A GROWING
POPULATION, AND THAT GROWING
POPULATION SPEAKS TO THE FACT
THAT THE CITY IS HEALTHY AND
THRIVING.
PEOPLE ARE MOVING HERE BECAUSE
THEY WANT TO BE HERE.
THEY RECOGNIZE THAT THIS IS A
VERY HIGH-QUALITY PLACE TO LIVE,
WITH REGARD TO CITY SERVICES,
THE JOB OPPORTUNITIES HERE, THE
RECREATIONAL OPPORTUNITIES, THE
OPPORTUNITIES TO CONNECT WITH
OTHER PEOPLE AND SOCIALIZE AND
WORK IN A MEANINGFUL FASHION
WITH OTHERS THAT IS EDIFYING,
BOTH INDIVIDUALLY AND TO THE
COMMUNITY.
SO WE-- WE'RE GROWING, AND IN SOME
NEIGHBORHOODS ARE GROWING FASTER
THAN OTHERS, BUT I KNOW THE
GROWTH IS PRETTY PERVASIVE.
I KNOW IN YOUR NEIGHBORHOOD,
COUNCILOR, SOUTH BOSTON HAS GOT
NABS ARE, FRANKLY, GREATER THAN
JUST ABOUT EVERYWHERE ELSE IN
THE CITY WITH REGARD TO THE
SHEER DEVELOPMENT.
LOOK AT THE FACT WE HAVE BEEN

ABLE TO ACCOMMODATE POPULATIONS LIKE THIS BEFORE-- BIGGER POPULATIONS-- AND THAT IT'S UP TO US TO WORK-- I MENTIONED IN MY INTRODUCTORY REMARKS THE WORK WE DO WITH OTHER CITY AGENCIES-- TO MAKE SURE THAT HEY, WE'RE LOOKING AT HEIGHT, DENSITY, YOUTH, OTHER BUILDING, BUT WE HAVE TO MAKE SURE THAT ALL OF THE IMPACTS AT THAT SITE AND THROUGHOUT OUR NEIGHBORHOODS ARE MITIGATED AND DON'T RENDER A CONGESTED NIGHTMARE. AND THAT MEANS NOT JUST WORKING WITH CITY AGENCIES BUT WORKING WITH THE M.B.T.A. AND THE STATE, AND WE DO THAT VERY CLOSELY. I THINK THAT ALMOST EVERYWHERE YOU LOOK, WE CAN MANAGE POPULATION GROWTH, BUT I'D SAY THE SINGLE GREATEST FACTOR IN MANAGING POPULATION GROWTH IS MANAGING TRANSPORTATION. IF WE COULD SOLVE FOR THE PROBLEM OF MOBILITY, WE CAN MANAGE SIGNIFICANT POPULATION GROWTH. BUT IT'S ALL ABOUT MOBILITY. YOU TAKE AWAY THE FEARS PEOPLE HAVE ABOUT BEING ABLE TO GET AROUND THEIR NEIGHBORHOOD OR TO GET FROM THEIR NEIGHBORHOOD TO DOWNTOWN AND BACK. IF WE CAN ADDRESS THAT AND MITIGATE THE EFFECTS OF SIGNIFICANT POPULATION GROWTH AS IT RELATES TO MOBILITY, WE'LL BE IN-- WE'LL NUMBER MUCH BETTER SHAPE. AND I THINK WE'RE DOING THAT. OBVIOUSLY, THERE'S A WHOLE LOT OF PEOPLE WHO THINK WE'RE NOT DOING IT FAST ENOUGH, MAKING THE ACCOMMODATIONS THAT NEED TO BE MADE BY A GROWING BOSTON. BUT WE'RE WORKING CLOSELY SWERNLLY IN THIS BUILDING, BUT ALSO WITH OUR COPATRIOTS UP AT BEACON HILL, AND THE STATE BUREAUCRACIES TO MAKE SURE WE'RE DEALING WITH MOBILITY SOLUTIONS THAT, AGAIN, ADDRESS THE NEEDS OF A GROWING CITY.

AGAIN, IT'S A SUBJECTIVE CALL,
NOT AN OBJECTIVE.

WE GET THAT THERE'S AN OBJECTIVE
PROBLEM, BUT THE METHODOLOGIES
BY WHICH WE ADDRESS IT ARE
PAINSTAKING AND EXPENSIVE.

>> APPRECIATE THAT, OBVIOUSLY,
THE MOBILITY IS ISSUES WE
ADDRESSED THIS WEEK, TRAFFIC IN
PARTICULAR, JUST AT TODAY'S
HEARING.

E.M.S. RESPONSE TIMES ARE UP,
POLICE AND FIRE RESPONSE TIMES
ARE UP, AND WE'RE HEARING FROM FOLKS IN
THE COMMERCIAL REAL ESTATE WORLD
NOT RENEWING THEIR LEASES
BECAUSE THEIR EMPLOYEES ARE
HAVING A HARD TIME GETTING IN
AND OUT OF PARTS OF THE CITY.
SIGNIFICANTLY ISSUES WE'RE
GRAPPLING WITH.

AND THE AFFORDABLE HOUSING
CRISIS, HOPEFULLY IT WILL BE ON
LARGE-SCALE DEVELOPMENT THAT
THEY'RE STEPPING UP TO THE PLATE
AND PUTTING IN SOME PRIVATE
INVESTMENT TO CREATE
TRANSPORTATION SOLUTIONS FOR THE
GREATER GOOD.

>> WE ABSOLUTELY MUST LEVERAGE
PRIVATE DEVELOPMENT TO YIELD
BENEFITS ON TRANSPORTATION.
WE TALK ABOUT IT A LOT, AS YOU
KNOW, OVER IN THE SEAPORT.
THE SEAPORT IS GROWING AT A
REALLY ROBUST PACE.
AND BOTH THE COMMERCIAL ACTIVITY
AND INCREASINGLY NOW
RESIDENTIAL, PUT MANAGER PEOPLE
ON THE STREETS, GETTING IN AND
OUT OF THE SEAPORT, OVER THE
MOAKLEY BRIDGE, NORTHERN AVENUE
BRIDGE IS STILL DOWN, BUT NOT
DOWN FOR THE COUNT.

AS YOU KNOW, THE BUDGET THAT'S
BEFORE YOU COB TEMPLATES
SIGNIFICANT NEW FUNDING FOR
NORTHERN AVENUE BRIDGE.
WE'RE INVESTING IN THE
INFRASTRUCTURE.

WE'RE INVESTING AND WORKING WITH
THE STATE ON M.B.T.A. SOLUTIONS.
AND, ALSO, EXPLORING SOME OTHER
VERY INNOVATIVE APPROACHES TO

MOVING PEOPLE AROUND A CONGESTED DOWNTOWN.

FROM A PLANNING STANDPOINT, WE TAKE THIS START REALLY TO HEART. IT'S NOT JUST A ONE-OFF-- OH, HERE'S A BIG BUILDING. LET'S SEE WHAT WE CAN GET FROM THE DEVELOPER TO HELP SUPPORT PLANNING OR PHYSICAL IMPROVEMENTS IN THE M.B.T.A. WE COMMISSIONED AND INVESTED HEAVILY IN IMAGINE 2030, WHICH IS OUR GENERAL CITYWIDE PLAN WHICH WAS COMPLETED LAST YEAR. AND A COMPONENT PIECE OF OF THAT WAS "GO BOSTON," AND "GO BOSTON" WAS LED BY THE B.T.D.E.

BUT IT LOOKED AT MOBILITY ISSUES IN THE CITY, NOT JUST DOWNTOWN. WE ARE ANIMATED WITH EVERY PROJECT THAT COMES BEFORE US WITH AN EYE TOWARDS "GO BOSTON" AND IMAGINE BOSTON 2030, AND MAKING SURE WE ADOPT SOME WAYS AND MEANS BY WHICH WE CAN ACHIEVE THE GOALS IN BOTH OF THOSE PLANNING DOCUMENTS. SO WE'VE DONE SIGNIFICANT PLANNING ON MOBILITY TO DEAL WITH POPULATION GROWTH AND DEVELOPMENT GROWTH.

THE REAL CHALLENGE HERE IS THE DOLLARS AND CENTS ASSOCIATED WITH IMPLEMENTING THESE FEES. >> THANK YOU.

>> COUNCILOR McCARTHY.
>> THANK YOU VERY MUCH,
MR. CHAIR.

AND WELCOME, EVERYBODY, FROM THE B.P.D.A.

AS COUNCILOR FLAHERTY SAID, THANK YOU, BRIAN, FOR EVERYTHING YOU DO.

YOUR CITY SERVICE, AS WELL AS THE SERVICE TO THE NATION, I APPRECIATE THAT SO MUCH. AND I GENERALLY DEAL WITH MIKE CHRISTOPHER AND JOHN GREELEY. SO I'LL GIVE THEM BOTH SHOUT-OUTS.

THEY'RE IMMEDIATE WITH A PHONE CALL, TEXT, E-MAIL.

WE HAVE NOT QUITE THE WATERFRONT, BUT IN MY HOME TOWN

OF REIDVILLE, IN HYDE PARK, THEY LOVE, I APPRECIATE THE FACT THAT YOU DID THE WALK-THROUGH WITH US.

EVEN YOU WERE DOWN INDUSTRIAL ROAD LOOKING AROUND SAYING, "OH, MY GOD, I HAD NO IDEA THERE WAS THIS MUCH PROPERTY DOWN HERE. OF THERE IS.

AND I'M GOING TO BE RELYING ON AND YOUR STAFF'S GUIDANCE HEAVILY OVER THE NEXT COUPLE YEARS-- AT LEAST A COUPLE OF YEARS, ANYWAY-- ABOUT THE DEVELOPMENT AND HOW TO MAKE SURE THAT THAT DEVELOPMENT IS DONE PROPERLY AND I KNOW THAT WE'VE GOT A LOT OF ISSUES DOWN THERE WITH 1775 HYDE PARK AVE. SEEMS TO HAVE POPPED UP AGAIN. THERE'S A LOT OF CONCERN DOWN THERE.

SO I GREATLY APPRECIATE THE WORK YOU'VE DONE, AND I KNOW THAT PROJECT CONTINUES TO KIND OF GRIND ALONG.

SO WE'LL SEE WHERE WE ARE AT. \$THE \$163 MILLION YOU MENTIONED FOR MILLENNIUM TOWER, AFFORDABLE OPEN STAGE SPACE.

DO WE HAVE ANYTHING IN THE PIPE LINE?

HOW IS THAT GOING TO HAPPEN?

WHAT IS THE PROCESS?

>> SURE.

SO VERY SIMPLY, WITH THE PROJECT'S APPROVAL, WHEN THE-- WHEN THE PROJECT PULLS BUILDING PERMITS, IT WILL TRIGGER A PAYMENT OF \$102 MILLION TO THE CITY OF BOSTON.

NOW, THE BULK OF THAT \$102 MILLION HAS BEEN SPECCED OUT. THE RECIPIENTS OF THOSE REVENUE HAVE FUNDAMENTALLY BEEN IDENTIFIED THROUGH THE SORT OF STATEMENTS OF PRIORITY BY THE MAYOR OF BOSTON.

AS YOU MAY RECALL, THE \$102 MILLION IS GOING TO BE USED TO MAKE IMPROVEMENTS TO BOSTON COMMON THAT ARE PROBABLY A CENTURY OR MORE PAST DUE. SO BOSTON COMMON BENEFITS.

FRANKLIN PARK BENEFITS FROM
HISTORIC INVESTMENT IN
IMPROVEMENTS.
AND AFFORDABLE HOUSING
DEVELOPMENTS IN BOTH EAST BOSTON
AND SOUTH BOSTON WILL BENEFIT
FROM THAT REVENUE.
SO IT'S GOING TO GO-- NOW, THE
MONEY-- THE REQUIREMENT TO PAY
IS TRIGGERED WITH ULTIMATE
ISSUANCE OF THE PERMIT.
BUT THE ACTUAL SPENDING OF THAT
MONEY WILL TAKE MULTIPLE YEARS,
GIVEN THAT ALL OF THESE PROJECTS
ARE PHASED OVER SIGNIFICANT
PERIOD OF TIME.
BUT THE CITY ACTUALLY WILL TAKE
CUSTODY, WILL RECEIVE THE MONEY
SHORTLY.
THE SECOND TRAWNCH IS WHAT WE
ANTICIPATE TO BE ABOUT \$61
MILLION ADDITIONAL DOLLARS.
THOSE DOLLARS ARE PAID AS SALES
OCCUR OF THE CONDOMINIUMS.
THEY WERE TIED TO CONDOMINIUM
SALES.
AS YOU KNOW, THIS IS A
SIGNIFICANT RESIDENTIAL
DEVELOPMENT, AS WELL AS
COMMERCIAL.
AND AS CONDOMINIUMS ARE SOLD, A
PER-SQUARE-FOOT PAYMENT IS
REQUIRED BY THE DEVELOPMENT AND
THE OWNER TO THE CITY.
SO THE SECOND \$61 MILLION COMES
IN OVER TIME AS UNITS ARE SOLD.
IN ADDITION, THERE'S AN
AFFORDABLE HOUSING REQUIREMENT,
A SIGNIFICANT AFFORDABLE HOUSING
REQUIREMENT, REQUIRED FOR A
RESIDENTIAL DEVELOPMENT OF THIS
SIZE.
THAT WILL BE USED-- FIRST OF
ALL, THE DEVELOPER EXPECTS TO
SATISFY THAT OBLIGATION BY
CREATING OFF-SITE AFFORDABLE
HOUSING IN THE IMMEDIATE
VICINITY, LIKELY CHINATOWN.
AND THERE IS ANOTHER AFFORDABLE
HOUSING REVENUE SOURCE, IN
ADDITION TO THE REQUIREMENT TO
CREATE UNITS OFF-SITE, SEVERAL
DOZEN UNITS OFF-SITE.
THERE WILL BE A \$4 MILLION

I.D.P. PAYMENT MADE BY THE DEVELOPER AS WELL. THAT \$4 MILLION IS MONEY THAT CAN BE USED FOR AFFORDABLE HOUSING TO BE CONTEMPLATED AT A LATER DATE.

>> THANK YOU VERY MUCH.

>> THANK YOU, COUNCILOR.

COUNCILOR ESSAIBI GEORGE.

>> THANK YOU, CHAIR, AND THANK YOU, ALL, FOR BEING HERE TODAY. I HAVE A FEW QUESTIONS REGARDING THE THE I.A.G. PROCESS, WHICH IS OFTEN THE SPOT WHERE OUR COMMUNITY, OUR RESIDENTS, OUR CIVIC ASSOCIATIONS INTERACT MOST DIRECTLY WITH THE B.P.D.A., AND IN PARTICULAR, THE MITIGATION OF THE COMMUNITY BENEFITS PACKAGES THAT ARE DEVELOPED IN PARTNERSHIP BETWEEN THE I.A.G., THE DEVELOPER, AND THE STAFF OF THE.

B.P.D.A.

CAN YOU TALK ABOUT THAT PROCESS? THERE ARE ALWAYS SOME QUESTIONS ABOUT THE CLARITY OF THE PROCESS OR THE DIRECTION OF THE PROCESS? >> SURE.

WE THINK THAT THE PROCESS HAS SERVED THE CITY WELL FOR MUCH OF ITS HISTORY, BUT NOT WITHOUT SIGNIFICANT CRITICISMS, AND AT THE BEGINNING OF MAYOR WALSH'S SECOND TERM WE WERE VERY ACTIVELY THINKING ABOUT HOW WE CAN GO ABOUT IMPROVING THE CURRENT REALITY, BOTH AS FAR AS THE ROLE OF AN I.A.G. THAT'S AN IMPORTANT CONSIDERATION WE'RE WRESTLING WITH.

WHAT IS IT THE I.A.G. IS SUPPOSED TO DO, VERSUS WHAT IT IS THAT AN I.A.G. MAY BE DOING. THEY MAY NOT BE THE SAME THING. AND SECOND--

>> AND I THINK THEY MAY NOT BE THE SAME THING PROJECT BY PROJECT.

>> ABSOLUTELY.

YOU'RE ABSOLUTELY RIGHT. AND IN GETTING ORTHODOX CONSISTENCY IN HOW I.A.G.S BAF,

AND UNDERSTANDING THEIR ROLE AND THEN FOCUSING, STAYING IN A NARROW LANE OF THAT ROLE HAS OFTEN BEEN A CHALLENGE, BECAUSE WE ARE, AFTER ALL, DEALING WITH INDIVIDUAL HUMAN BEINGS WHO SEE THINGS DIFFERENTLY, SEE THEIR ROLE DIFFERENTLY, OR WANT THEIR ROLE TO BE SOMETHING OTHER THAN WHAT THEY MAY BE INFORMED THEIR ROLE IS.

SO SIMPLY PUT, THE I.A.G.s WERE A CREATURE OF THE PRIOR ADMINISTRATION.

THE PRIOR ADMINISTRATION WANTED TO CREATE A VEHICLE BY WHICH-- YOU KNOW, MOST DEVELOPERS GO OUT AND VISIT WITH INDIVIDUALS. THEY VISITED WITH ELECTEDS. THEY VISIT WITH CIVIC ASSOCIATION TO GARNER SUPPORT, GET FEEDBACK, AND MITIGATE IMPACTS OF THE PROPOSED PROJECT BEFORE THEY ADVANCE TOWARD CONSIDERATION BY THE B.P.D.A. BOARD.

SOMETIMES THAT HISTORICALLY WAS A CONCERN THAT THAT WAS-- DID NOT HAVE A COHESIVE SORT OF CENTRAL POINT TO ADDRESS AND HARMONIZE REQUESTS FOR MITIGATION.

SO THE I.A.G.s WERE CREATED BY THE PRIOR ADMINISTRATION FOR A VERY SPECIFIC PURPOSE.

WHAT ARE THE EFFECTS OF A PROJECT, AND HOW SHOULD IT BE MITIGATED?

SEEKING CONSENSUS THROUGH A VARIETY OF STAKEHOLDERS IN THE NEIGHBORHOOD.

AND THE POLICY THAT WAS CREATED FOCUSED ON, FIRST OF ALL, YOUR ROLE IS MITIGATING IMPACTS OF PROPOSED PROJECTS.

AND THEN A MECHANISM TO SELECT WAS CREATED BY WHICH THE MAYOR'S OFFICE IDENTIFIED INDIVIDUALS IN AFFECTED NEIGHBORHOODS TO SIT ON THE I.A.G., AND EVERY ELECTED OFFICIAL WHO REPRESENTED A PIECE OF THAT NEIGHBORHOOD WOULD ALSO HAVE THE OPPORTUNITY TO NOMINATE MEMBERS OF THE I.A.G.

THE REALITY IS, SOMETIMES
ELECTEDS DON'T NOMINATE ANYONE.
SOMETIMES ELECTEDS HAVE A WHOLE
LOT OF PEOPLE THEY WANT TO
SOMETIMES, ELECTEDS WANT TO PUT
THE EXACT SAME PEOPLE ON OVER
AND OVER AGAIN.
BECAUSE, THEY TRUST THEIR
JUDGMENT, THEY KNOW THAT THEY
HAVE RESPECT, AND SUPPORT IN THE
COMMUNITY FOR THE WAY IN WHICH
THEY APPROACH DEVELOPMENT
DECISIONS.
SO EACH IAG IS COMPROMISED OF
DIFFERENT PEOPLE, AS A GENERAL
RULE.
BUT THEY'RE ULTIMATELY THE
SELECTIONS OF THE LOCAL
ELECTEDS, AND INCLUDING, THE
MAYOR OF BOSTON.
SO, THE AGENCY, YOU KNOW, TURNS
TOWARD LOCAL BOTH CITY AND STATE
ELECTED OFFICIALS TO HELP US
IDENTIFY PEOPLE TO PERFORM THIS
DUTY OF MITIGATING.
NOW THE REALITY IS, THE IAGs
VERY OFTEN SPRAWL, THERE'S A
MISSION CREEP.
INSTEAD OF FOCUSING ON, WELL,
HERE'S THE PROJECT THAT'S BEEN
DISCUSSED THROUGHOUT THE
NEIGHBORHOOD THROUGH BPDA
MEETINGS, THROUGH MEETINGS THAT
WERE NOT BPDA SPONSORED BUT
HOSTED BY THE DEVELOPER, THE
SENTIMENTS THAT WERE DERIVED
FROM A VARIETY OF NEIGHBORHOOD
ORGANIZATIONAL VISITS, YOU'LL
HAVE A WHOLE LOT OF INPUT, AND I
THINK THE NOTION WAS, THE
DEVELOPER WORKS WITH THE
COMMUNITY BROADLY TO GAIN
SUPPORT FOR THE PROJECT.
BUT THEN MITIGATION IS THE ROLE
OF THE IAG.
WHEN IT COMES TO MITIGATION,
THAT'S WHERE THE IAG'S ROLE
REALLY KICKS IN.
I THINK IT'S SAFE TO SAY THAT
VERY OFTEN THE IAG LOOKS AT THE
WHOLE PROJECT.
IT IS FUNCTIONING AS A CIVIC
GROUP IN A SENSE.
IN ADDITION TO MITIGATION AND

LOOKING AT THE MERITS OF THE PROJECT, PERIOD.

AND SO AGAIN THAT GETS DIFFICULT TRYING TO HARNESS AND CORRAL THE IAG SO THAT IT FOCUSES ON ITS TRUE MISSION.

SO, WE'RE WRESTLING WITH THINGS. WHAT DO WE REALLY WANT THE IAG TO DO?

DO WE WANT TO CONTINUE TO RESTRICT IT?

TO MITIGATION?

DO WE WANT IT TO BE A BROADER FUNCTION?

AND SO ONCE WE RESOLVE THAT, THE QUESTION THEN BECOMES, HOW DO WE MAKE THE SELECTIONS?

I THINK WE'VE BEEN LOATHE TO THINK ABOUT EVISCERATING THE ROLE OF THE CITY COUNCIL OR STATE REPS OR STATE SENATORS. THE NOTION OF SORT OF TAKING THAT ROLE AWAY FROM YOU ALL CONCERNS ME.

GREATLY.

I MEAN PEOPLE HAVE SUGGESTED IT, MAYBE THERE ARE TOO MANY PEOPLE APPOINTING THE SAME PEOPLE. MAYBE ELECTEDS, LIKE A CERTAIN NUMBER OF PEOPLE AND YOU NEED TO BREAK IT UP, FRESH BLOOD, THAT KIND OF THING.

WE'RE WRESTLING WITH THIS, BECAUSE WE THINK THIS MECHANISM HAS GIVEN YOU A VOICE, EACH OF YOU AS WELL AS YOUR COLLEAGUES, THAT THE STATE HOUSE HAS GIVEN YOU A VOICE IN, IN, IN THE COMPOSITION OF THE, THESE ORGANIZATIONS, THESE IAGs, AND THEREFORE YOU, THROUGH THEM, HAVE INPUT.

YOU TRUST THEIR JUDGMENT, AND YOU'VE SENT THEM OUR WAY.

SO, WE REALLY NEED TO HAVE A CONVERSATION WITH YOU ALL THAT FOCUSES ON, DO WE HAVE THE RIGHT PEOPLE DOING THIS JOB?

AND BY THE WAY, WHAT IS THE JOB WE WANT THEM TO DO?

I THINK, AGAIN, THE BEGINNING OF THE SECOND TERM OF THE MAYOR'S TERM IS TIME TO WRESTLE WITH THAT QUESTION ONCE AGAIN.

I'M SORRY COUNCILOR WE DON'T
HAVE AN ANSWER YET.
WE DEGREE THERE ARE PROBLEMS
WITH THIS.

BUT WE DON'T KNOW HOW THE STORY
ENDS YET, OR WHAT DIRECTION WE
SHOULD BE GOING IN IN 2018.

>> WELL, I THINK IT'S IMPORTANT
ENOUGH TO HEAR, AT LEAST FOR
TODAY, THAT MITIGATION IS THE
ROLE OF THE IAG.

AT THE VERY LEAST.

AT THE CORE OF WHAT THEY DO.

>> IT IS THE STATED GOAL OF THE
IAG IN THE POLICY THAT WAS
ADOPTED BY THE PRIOR
ADMINISTRATION, BUT HAS BEEN
FUNDAMENTALLY REITERATED BY THIS
ADMINISTRATION, THE GOAL IS
MITIGATION.

BUT THERE'S NO QUESTION --

>> BUT I THINK THEN THAT WE NEED
TO MAKE SURE THAT AS WE EMPOWER
IAGs TO DO THIS WORK, THAT
THEY'RE FULLY AWARE OF THEIR
CHARGE.

I GUESS THAT MISSION CREEP, I
THINK THAT'S A GREAT WAY TO
DESCRIBE IT, IT SORT OF GOES
INTO SOME OF THE OTHER WORK.
BUT I THINK THAT THOSE TWO
THINGS GO HAND IN HAND, BECAUSE
HOW THE PROJECT IS DEVELOPED
DOES IMPACT THE COMMUNITY.

>> NO QUESTION.

>> AND THEN DECIDING THOSE
IMPACTS, IF WE CAN LESSEN THE
DEVELOPMENT'S IMPACT, ARE WE
LESSENING THE MITIGATION ON THE
OTHER END.

BUT I THINK IT'S REALLY
IMPORTANT, BECAUSE WE DO HEAR
FROM IAGs ACROSS THE CITY AS AN
AT-LARGE COUNCILOR, THAT THERE
ARE SOMETIMES SOME DISCREPANCIES
BETWEEN WHAT ONE NEIGHBORHOOD
FIELD IS GETTING VERSUS ANOTHER
ONE.

BUT THEN ALSO, A SECOND PROBLEM,
I THINK AN EQUAL PROBLEM, IS
THAT AN IAG WILL GO IN TO A
PROJECT, COME UP WITH AN
AGREEMENT FOR MITIGATION OR
COMMUNITY BENEFIT, AND THEN IT

GETS CHANGED OR THERE'S A
FEELING THAT IT GETS CHANGED
ALONG THE WAY.
AND I THINK WE NEED TO BE MORE
CLEAR AND TRANSPARENT ABOUT ANY
POTENTIAL CHANGES TO A
MITIGATION AGREEMENT THAT AN IAG
COMES UP WITH.

>> I AGREE.

>> AND AN IAG PRESENTS.

SO A SPECIFIC PROJECT THAT
THAT'S COME UP ON AND I'LL TALK
TO YOU ABOUT THAT ONLINE.

I THINK IT'S IMPORTANT TO HAVE
THAT HIGHER LEVEL CONVERSATION,
OR AT LEAST STATEMENT ABOUT THE
ROLE OF THE IAG.

>> THANKS VERY MUCH FOR YOUR
INPUT, COUNCILOR.

I APPRECIATE IT.

>> THANKS.

COUNCILOR FLYNN?

>> THANK YOU, COUNCILOR CIOMMO.

THANK YOU, DIRECTOR GOLDEN.

DIRECTOR GOLDEN, I WAS OUT AT
THE SOUTH BOSTON WATERFRONT
TODAY.

I KNOW YOU WERE DOWN THERE, ONE
OF THE MOST SIGNIFICANT
DEVELOPMENTS I'VE SEEN DOWN
THERE IN MANY YEARS WAS THE
GROUND OPENING OF THE OMNI HOTEL
AND WHAT WAS SIGNIFICANT ABOUT
IT WAS WOMEN OWNED, MINORITY
OWNED, FINANCED CONSTRUCTION.
I THOUGHT IT WAS GREAT FOR THE
CITY.

GREAT FOR THESE COMPANIES.
THEY'RE HARD WORKING AND VERY
PROFESSIONAL.

SO I WANTED TO THANK THE CITY,
THANK THE STATE, AND BPDA, SORT
OF A SIGNIFICANT DEVELOPMENT.

I'D LOVE TO VERY MORE OF THAT
TAKING PLACE, NOT JUST DOWN AT
THE SOUTH BOSTON WATERFRONT BUT
ACROSS THE CITY, AS WELL.

I KNOW YOU'RE COMMITTED TO THAT,
ALSO.

ANY THOUGHTS ABOUT THAT?

>> ABSOLUTELY, COUNCILOR.

AND YOU KNOW, SORT OF PICKING UP
ON THE MASS PORT THEME, AFTER
MASS PORT ISSUED THE RFP THAT

RESULTED IN THE DESIGNATION OF OMNI AS DEVELOPER, I THINK IT'S THE THIRD LARGEST HOTEL IN THE CITY NOW, WE BROKE GROUND, THE COUNCILOR'S REFERENCING GROUNDBREAKING THIS MORNING. IT'S RIGHT ACROSS THE STREET FROM THE CONVENTION CENTER IN THE SEAPORT, TREMENDOUSLY EXCITING FROM A JUST BRICKS AND MORTAR DEVELOPMENT STANDPOINT, AND THE ABILITY OF THIS PROJECT TO SERVE THE NEEDS OF NOT JUST THE CONVENTION CENTER, BUT THE NEEDS OF THE HOSPITALITY INDUSTRY, AND ALL THOSE WHO BENEFIT FROM SIGNIFICANT TOURISM IN BOSTON.

WE HAVE AN UNDER SUPPLY OF HOTEL ROOMS.

WE HAVE A SIGNIFICANT UNDERSUPPLY OF HOTEL ROOMS IN THE SEA PORT SO THIS HOTEL THAT WE BROKE GROUND ON THIS MORNING IS GOING TO GO A LONG WAY TOWARD ADDRESSING THAT ROOM SHORTAGE. BUT VERY IMPORTANTLY IS SORT OF THE SOCIAL AND SMIK JUSTICE GOALS THAT YOU REFERENCE THIS MORNING THAT ARE SORT OF EMBODIED IN THE DECISION TO GRANT THE DESIGNATION TO THIS DEVELOPER.

AGAIN, SIGNIFICANT, MINORITY, AND WOMEN BUSINESS PARTICIPATION IN THE DEVELOPMENT TEAM.

AND SO WHEN MASS PORT -- AROUND THE SAME TIME MASS PORT WAS ISSUING THAT RFP AND GRANTING THE DESIGNATION TO THE CURRENT DEVELOPER, WE SHORTLY THEREAFTER ISSUED AN RFP FOR PARCEL 12, WHICH IS A SIGNIFICANT PARCEL, AN OLDER AND RENEWAL PARCEL OWNED BY THE BLASTEN PLANNING AND DEVELOPMENT AGENCY THAT'S HISTORICALLY BEEN USE AS A PARKING LOT IN CHINATOWN.

WE PUT IN OUR RFP SEEKING MIXED-USE DEVELOPMENT, SIGNIFICANT RESIDENTIAL DEVELOPMENT WITH LARGE NUMBERS OF AFFORDABLE UNITS.

THAT WAS A REALLY MEANINGFUL

GOAL, BUT WE ALSO HAD LANGUAGE IN THERE.

NOT THE IDENTIFY LANGUAGE TO MASS PORT BUT WE HAD LANGUAGE IN OUR RFP WHICH REQUIRED THOSE SEEKING DESIGNATION AS DEVELOPER TO COME TELL US WHAT THEY WERE GOING TO DO TO AGGRESSIVELY PURSUE MINORITY PARTICIPATION, IN PARTICIPATION BY WOMEN IN THE PROJECT, AS PART OF THE DEVELOPMENT TEAM, AND AS BENEFICIARIES OF THE SUCCESS OF THE DEVELOPMENT.

SO WE HAVE A TEAM THAT RESPONDED WITH SIGNIFICANT COMPONENT PIECES THAT REACT TO OUR EXPECTATION THAT THERE BE SOLID OUTREACH TO COMMUNITIES, THAT IN THIS CITY HAVE TRADITIONALLY NOT BENEFITED FROM THIS VERY ROBUST DEVELOPMENT CLIMATE.

SO WE THINK THAT WE HAVE A VERY SIMILAR STORY IN THE MAKING AT PARCEL 12 WHICH I BELIEVE IS IN YOUR DISTRICT, AS WELL.

>> YES.

>> I THINK IT BEARS A SIGNIFICANT RESEMBLANCE TO WHAT WE SAW AT THE SEA PORT WITH THIS HOTEL.

AND WE ARE COMMITTED TO INSISTING THAT WHEN IT COMES ESPECIALLY TO LAND THAT WE OWN, MOST OF WHAT WE DO IS REGULATED PRIVATE DEVELOPMENT. PRIVATE DEVELOPMENT ON PRIVATE LAND.

BUT THERE ARE INSTANCES WHERE WE ACTUALLY DESIGNATE A DEVELOPER ON PUBLIC LAND, SO ESPECIALLY WHEN IT'S LAND THAT THIS AGENCY OWNS, WE FEEL IT'S FORTUNATE FOR US TO -- TO IDENTIFY GOALS OF ECONOMIC INCLUSION, AND SEEK PARTICIPATION IN THE PROJECT, AND THE BENEFITS THAT FLOW FROM THE PROJECT, FOR A VARIETY OF, YOU KNOW, PEOPLE WHO AGAIN TRADITIONALLY DO NOT BENEFIT.

AND FRANKLY, THAT IS USUALLY MINORITY BUSINESSES, MINORITY INVESTORS, AND WOMEN-OWNED BUSINESSES, AND INVESTORS.

>> THANK YOU.
AND THANKS COUNCILOR.
>> AND ONE OTHER ISSUE, I KNOW
YOU HIGHLIGHTED IN CHINATOWN,
ANOTHER SIGNIFICANT DEVELOPMENT
I'VE SEEN IN BOSTON OVER 30, 40
YEARS WAS THE, THANKS TO THE
MAYOR, WAS THE LOCATION OF A
PUBLIC LIBRARY IN CHINATOWN, AND
THANKS TO THE BPDA'S STAFF, AS
WELL, I KNOW IT'S ONLY TEMPORARY
BUT I DO KNOW YOU ARE COMMITTED
TO BUILDING A PERMANENT LIBRARY
IN CHINATOWN.
I KNOW THAT'S GOING TO BE
SIGNIFICANT.
IT'S GOING TO HELP THE COMMUNITY
VERY WELL.
I WAS DOWN AT THE LIBRARY A
COUPLE WEEKS AGO.
IT'S DOING GREAT.
THE COLLEGE IS GREAT.
YOU'RE HELPING A LOT OF PEOPLE.
ANY THOUGHTS ABOUT WHAT THE NEXT
STAGE IS IN TERMS OF PUBLIC
LIBRARY?
>> SURE.
SO, WE'RE TERRIFICALLY EXCITED
ABOUT BEING THE HOST AND THE
LANDLORD OF THE CHINATOWN
LIBRARY SERVICES, WHICH AGAIN
ARE AT 2 BOYLESTON STREET IN A
BUILDING THAT THIS AGENCY OWNS,
AND WE ACQUIRED FROM THE CITY OF
BOSTON IN THE EARLY 1990s.
THAT BUILDING IS FULL OF LIFE.
AS YOU IDENTIFY, IT HOSTS THE
URBAN COLLEGE WHERE IT PROVIDES
HIGHER ED OPPORTUNITIES TO
POPULATIONS THAT TEND NOT TO
HAVE AN EASY TIME ACCESSING IT
IN THIS CITY.
IT HOSTS THE INTERNATIONAL
INSTITUTE WHICH PRIMARILY
PROVIDES EDUCATION TO HUNDREDS
OF IMMIGRANTS.
WE'RE TALKING FIRST GENERATION
NEW ARRIVALS HERE IN BOSTON WHO
WOULD NOT HAVE EASY ACCESS TO
SUCH SERVICES.
I'VE BEEN TO BOTH.
THESE ARE THRIVING AND THEY HOLD
A LOT OF PROMISE FOR THE PEOPLE
WHO BENEFIT FROM THEIR PROGRAMS.

IT'S A PATH FORWARD IN LIFE THAT WE'RE PROUD TO PLAY A ROLE IN, BY OWNING A FACILITY AND LEASING THE PLACES TO THOSE SIGNIFICANT EDUCATIONAL ORGANIZATIONS.

BUT THE LIBRARY, WE BELIEVE THAT THAT SHOULD GET MUCH BIGGER AND HAVE A PERMANENT HOME IN THE LONG RUN.

BUT BECAUSE IT HAS BEEN MISSING FOR 50 YEARS, THAT IN RESPONSE TO BOTH THE REQUEST MADE OF US BY MAYOR WALSH AND BY THE DEMANDS OF THE NEIGHBORHOOD, PEOPLE WANTED THIS RETURNED FOR THE FIRST TIME IN HALF A CENTURY.

SO WE'VE STARTED, AND YOU'RE RIGHT, IT'S A THRIVING, SMALL LIBRARY, A BUZZING BEEHIVE OF ACTIVITY, AND WE'RE GOING TO FIND -- WE EXPECT IT TO BE THERE FOR A FEW YEARS.

WE'RE HAPPY TO HAVE IT THERE, AS LONG AS IT DESIRES TO BE THERE.

BUT WE'RE GOING TO FIND A BIGGER, BONA FIDE, BRANCH LIBRARY FOR CHINATOWN IN THE NEAR TERM.

AND SOME OF THE DEVELOPMENTS THAT ARE GOING THROUGH OUR PROCESS RIGHT NOW ARE LIKELY TO YIELD THAT.

GETTING BACK TO PARCEL 12 THE DEVELOPER HAS VERY PUBLICLY STATED THAT A HOME FOR THE LIBRARY, PERMANENT HOME FOR THE LIBRARY IN THE PARCEL 12 DEVELOPMENT PROPOSAL THAT WE'RE NOW LOOKING AT AND EXAMINING COULD BE FEASIBLE.

SO, WE EXPECT SOONER OR LATER TO HAVE A PERMANENT FACILITY, MUCH GRANDER FACILITY LOCATED IN CHINATOWN.

>> THANK YOU.

I THINK THAT'S A GREAT ADDITION TO THE COMMUNITY.

I SEE ELDERLY GRANDPARENTS TAKING THEIR GRANDKIDS TO THE LIBRARY AND THEY'RE READING, IN CANTONESE, AND READING IN MANDARIN AND IT'S A GREAT -- IT'S GREAT FOR THE COMMUNITY,

IT'S A GREAT WAY TO SPEND
QUALITY TIME WITH EACH OTHER, AS
WELL, AS A FAMILY.

THE OTHER ISSUE I HAD, CAN YOU
TALK ABOUT THE MASS PIPE
TELLERS.

I KNOW THERE'S SOME ONGOING
ISSUES AS IT RELATES TO THE
TENANTS, AND THE OWNERSHIP, BUT
I WOULD NEVER WANT TO SEE A
TENANT BE KICKED OUT OF THAT
LOCATION.

THERE'S A LOT OF -- THERE'S A
LOT OF IMMIGRANTS THERE.

THERE'S A LOT OF LOW INCOME
FAMILIES THERE.

THAT HAVE BEEN IN BOSTON FOR A
LOT OF YEARS.

DO YOU HAVE ANY UPDATES ON
WHAT'S HAPPENING AT THE MASS
PIKE TELLERS?

>> VERY BRIEFLY BECAUSE I DO NOT
WANT TO GIVE YOU DETAILED
INFORMATION THAT IS INACCURATE,
AND I THINK THAT THE BEST WAY
FOR ME TO APPROACH YOUR QUESTION
IS TO BRING STAFF DOWN TO HAVE A
VISIT ABOUT THE PARTICULAR
NATURE OF THE AFFORDABILITY
THERE, AND WHAT THE MECHANISM IS
BY WHICH AFFORDABILITY IS
REQUIRED.

I BELIEVE THAT IS A DEVELOPMENT
WHERE AFFORDABLE UNITS ARE
PROTECTED FOR A CERTAIN PERIOD
OF TIME, AND THAT WHEN THE
REQUIREMENT FOR THAT PROTECTION
EXPIRES, THAT THE LANDLORD COULD
MOVE THESE UNITS TO MARKET RATE
UNITS.

WE'VE HAD SOME SIGNIFICANT
SUCCESSSES.

WHEN I SAY WE I'M NOT JUST
TALKING THE BPDA, I'M TALKING
THE CITY AND SOMETIMES INVOLVING
OUR STATE PARTNERS IN GETTING
INVOLVED IN THOSE PROJECTS.

SO THAT BEFORE AFFORDABLE UNITS
CONVERT TO MARKET RATE UNITS, WE
CAN HEAD OFF THAT THREAT.

AND IN SOME CASES BY EXTENDING
AFFORDABILITY THROUGH A VARIETY
OF FINANCING MECHANISMS.

USUALLY WHAT HAPPENS, AND THIS

DOES POP UP VERY FREQUENTLY
THROUGHOUT THE CITY, THERE WERE
MORTGAGES ISSUED, YOU KNOW, MANY
DECADES AGO, OR FINANCING
PROVIDED FOR THESE PROJECTS
DECADES AGO THAT REQUIRED THE
AFFORDABILITY FOR A SPECIFIC
PERIOD OF TIME, NOT PERPETUITY,
AND THAT'S THE PROBLEM.
THE PROTECTIONS ARE OFTEN NOT
PERPETUAL.

SO WHEN THEY COME TO THE END OF
THE MANDATORY AFFORDABILITY
PERIOD WE HAVE TO RACE TO GET
AHEAD OF THE PROBLEM.

AND ARE HEADED OFF SO THAT BEE
DOESN'T SEE THE KIND OF
DISPLACEMENT THAT YOU'RE
REFERENCING.

I KNOW THAT THAT -- THE
CHALLENGE OF MAIN TAKING
AFFORDABLEABILITY AT THE
DEVELOPMENT THAT YOU JUST
REFERENCE IS VERY WELL
UNDERSTOOD IN CITY ALL BY BOTH
MAYOR WALSH, THE DEPARTMENT OF
NEIGHBORHOOD DEVELOPMENT AND I
KNOW WE HAVE FOLKS IN OUR AGENCY
WHO WORK ON AFFORDABLE HOUSING
ISSUES WHO ARE MORE FAMILIAR
WITH THE SPECIFICS OF THE
FINANCING AND THE POTENTIAL OF
THE DISPLACEMENT.

WE'RE ON IT.

>> THANK YOU.

I THINK THAT'S IMPORTANT AND I'M
100% WITH THE TENANTS ON THAT
ISSUE.

AND JUST AS IT RELATES TO SOUTH
BOSTON ARE THERE ANY PLANS FOR
NEW ZONING PROCEDURES FOR SOUTH
BOSTON?

I KNOW WHAT NEIGHBORS DO WANT,
THEY'D LOVE TO SEE A MINIMUM LOT
SIZE IN THE COMMUNITY, IN THE
NEIGHBORHOOD.

I KNOW IT WAS REZONED SEVERAL
YEARS AGO.

BUT WHAT'S THE LATEST ON THAT?

>> SURE.

SO, IT WAS, AS YOU POINT SOUGHT,
COUNCILOR, THERE'S BEEN A LOT OF
PLANNING AND REZONING IN SOUTH
BOSTON IN RECENT YEARS.

YOU CAN GO BACK MAYBE OVER A

DECADE, WITH THE EAST FIRST ZONING THAT WAS ADOPTED OVER THERE.

IT WAS MORE SPECIFIC NODES OF SOUTH BOSTON.

WE GOT A PLANNING STUDY THAT WAS JUST COMPLETED ABOUT A YEAR AGO OVER IN DORCHESTER AVENUE, AND -- BUT IN THE PAST COUPLE OF YEARS, THERE WAS A REZONING EFFORT FOR SOUTH BOSTON PROPER WHICH WAS THE BULK OF WHAT WE ALL UNDERSTAND TODAY AS THE TRADITIONAL NEIGHBORHOOD OF SOUTH BOSTON, NOT THE SEA PORT. NOT NECESSARILY THE NEWLY ZONED FIRST STREET CORRIDOR OR DORCHESTER AVE BUT THE RESIDENTIAL GEOGRAPHY OF THE CITY, OF THE NEIGHBORHOOD.

A REZONING EFFORT OCCURRED, THERE WERE SOME UNFORESEEN IMPACTS TO THAT REZONING EFFORT THAT CAUSED THE COMMUNITY SOME SIGNIFICANT CONSTERNATION. AND WE HAVE BASICALLY PUT AN IPOD IN PLACE SO THAT WE CAN CONTINUE TO LOOK AT THE EFFECTS, SOME OF THEM UNINTENDED, ASSOCIATED WITH THE NEW ZONING SO THAT WE CAN GET SOME OF THESE WRINKLES OUT OF IT BEFORE WE REVERT BACK TO THE NEW ZONING. YES WE'VE DONE NEW ZONING BUT WE HAVE AN IPOD IN PLACE, AN OVERLAY DISTRICT THAT ALLOWS US TO CONTINUE TO REVIEW THE EFFECTS OF THE NEW ZONING. HOPEFULLY WE CAN REMOVE THAT IPOD AND RETURN THE AREA TO THE VISION WE HAD FOR ZONING AS OF RIGHT.

BUT BECAUSE OF SOME OF THE ZONING AS OF RIGHT CAUSED SOME CONCERNS WE PUT THE OVERLAY DISTRICT IN SO THAT WE COULD CONTINUE TO CONSIDER IT. AND OBVIOUSLY THE CONSIDERATION IS WITH THE CONSULTATION WITH THE NEIGHBORHOOD.

>> THANK YOU.

DO I HAVE TIME FOR ONE MORE

QUESTION?

>> SURE, GO AHEAD.

>> JUST AS IT RELATES TO THE SOUTH END, THERE HAVE BEEN SOME PROPOSALS ON ALBANY STREET.

WE ALSO HAVE AN ALBANY STREET SOME MAJOR ISSUES WITH TRAFFIC, WITH PARKING, ANY LONG-TERM PLANS ON WHAT THE TRAFFIC LIKELIHOOD IS AS IT RELATES TO DEVELOPMENT?

IT'S TOUGH GETTING IN AND OUT OF THERE.

RESIDENTS ARE COMPLAINING ABOUT THE AREA AND THERE'S MAJOR PROPOSALS GOING UP.

JUST WANT TO SEE WHAT YOUR THOUGHTS ARE ABOUT THE TRAFFIC.

>> SURE.

SO, FOR THE MOST PART WE VIEW THE HARRIS AND ALBANY PLANNING STUDY AND THE ZONING THAT SLOWED FROM IT, IT'S A FAIRLY RECENT CREATURE, 2012-2013.

WE GOT OUT INTO THE NEIGHBORHOOD, DID SOME REALLY GRANULAR, GOOD OLD-FASHIONED PLANNING BLOCK BY BLOCK AND WORKED WITH THE NEIGHBORHOODS TO IDENTIFY DENSITY AND THE DESIRED USES.

AND SO ONCE THAT PLAN WAS ADOPTED, AND THE ZONING ADOPTED ASSOCIATED WITH IT, WE HAVE, IN FACT, SEEN PROJECTS COME IN THROUGH ARTICLE 80 SEEKING BPDA APPROVAL THAT WERE VERY MUCH CONSONANT WITH THE WISHES OF THE NEIGHBORHOOD.

PEOPLE BROUGHT IN PROJECTS THAT WERE CONSISTENT WITH THE PLANNING AND NEW ZONING AND THERE'S BEEN STEADY BUILD-OUT ASSOCIATED WITH THAT PLAN, AND THAT REZONING.

THE CORE NEIGHBORHOODS ARE EXTRAORDINARILY CHALLENGING TO DEAL WITH FROM A TRANSPORTATION AND A MOBILITY STANDPOINT.

THE DOWNTOWN IS MORE CONGESTED. THE SOUTH END IS, THE SEA PORT IS.

THE NORTH END IS.

TRAFFIC CONGESTION IN THE

DOWNTOWN CONTINUES TO OCCUPY A LOT OF OUR THINKING. AGAIN, DEVELOPMENT IS, YOU KNOW, WHEN PEOPLE ARE CONCERNED ABOUT DEVELOPMENT, I'M NOT SAYING THAT HEIGHTENED DENSITY DON'T LEGITIMATELY VEHICLES PEOPLE, SOMETIMES WHEN PEOPLE TALK ABOUT THE CONCERNS ABOUT TOO MUCH DEVELOPMENT, VERY OFTEN IT'S ABOUT THE CONGESTION AND THE MOBILITY ISSUES ASSOCIATED WITH IT.

SO, AGAIN, WE HAVE SPENT A LOT OF TIME AND RESOURCES WORKING WITH IMAGINE 2030 WITH GO BOSTON, THE BTD-LED PLANNING EFFORT TO IDENTIFY YOU KNOW, WHETHER IT'S THROUGH MASS TRANSIT, WHETHER IT'S THROUGH MULTIMODAL, YOU KNOW, BIKES, PEDESTRIANS, VEHICULAR, MBTA. WE'RE LOOKING AT ALL MODES ASSOCIATED WITH TRANSPORTATION, ESPECIALLY IN THE NEIGHBORHOODS THAT ARE SEEING THE BIGGEST NUMBERS OF SQUARE FEET DEVELOPED.

AND AGAIN, THAT IS THE CORE DOWNTOWN.

BUT IT'S BEEN A CHALLENGE, FRANKLY, SINCE THE '80s WHEN THE SOUTH END BECAME AN EXTRAORDINARILY HOT REAL ESTATE MARKET, AND REAL ESTATE DEVELOPMENT MARKET.

WE TAKE ALL THIS TO HEART, AND WE'RE VERY CONCERNED ABOUT MAKING SURE THAT DEVELOPERS ARE INVESTING IN THE INFRASTRUCTURE NECESSARY TO GET THE PEOPLE WHO ARE GOING TO LIVE IN THOSE DEVELOPMENTS AND THE SOUTH END MOVING AROUND EFFICIENTLY.

>> THANK YOU, DIRECTOR.

>> THANK YOU.

COUNCILOR EDWARDS?

>> THANK YOU.

THANK YOU FOR BEING HERE THIS AFTERNOON.

ON MY FIRST ROUND OF QUESTIONS I REALLY WANTED TO GET A GREATER UNDERSTANDING OF HOW YOU GUYS WORK, AND WHO YOU ARE, AND ALSO

HOW I GUESS WE GOT HERE.
SO JUST STARTING DIRECTLY WITH
YOUR STAFF HOW MANY EMPLOYEES
WORK FOR YOU?
I'M SORRY IF I MISSED THAT

NUMBER.

>> SURE.

AS OF RIGHT NOW I BELIEVE IT'S
227.

>> AND BASED ON, AND I KNOW THIS
FROM LAST YEAR, BASED ON THE
STATISTICS THAT WE GOT 66% ARE
WHITE, 16% BLACK, 10% ASIAN, 6%
LATINO, ANOTHER 2%, ARE THOSE
STATISTICS ABOUT THE SAME FOR
THIS YEAR?

>> I THINK THEY HAVE -- THERE'S
BEEN VERY LITTLE IN THOSE
NUMBERS.

>> AND OF THE TOP 10 MRS OF WAGE
EARNERS, 83% ARE WHITE?

WOULD THAT BE ABOUT THE SAME?

>> 83 -- I DON'T KNOW WHAT THE
PERCENTAGE IS.

I'M SORRY.

WAS THAT --

>> THIS IS --

>> ON THE HANDOUT, AS WELL.

>> I'M SORRY COUNCILOR, YES, IT
LOOKS LIKE IT'S 83%.

IF YOU LOOK AT THE TOP 10% OF
EARNERS, 83% ARE COW CAREEN,
YES.

>> AND THE VAST MAJORITY OF THAT
ARE MEN?

>> WELL --

>> YES?

>> WELL, I'M SORRY, YEAH, 16 --
I'M LOOKING AT THE TOTAL.

REGARDLESS OF RACE OR ETHNICITY.
16 MALES AND 6 FEMALES.

YES.

>> RIGHT.

>> I REMEMBER IN YOUR COMMENTS
EARLIER YOU SAID THAT PART OF
YOUR MISSION IS TO MAKE SURE
THAT BOSTON IS -- OH, SORRY
BEFORE I GO INTO THAT.

IN YOUR EMPLOYEE STATS DO YOU
HAVE -- YOU DON'T HAVE A
RESIDENCY REQUIREMENT FOR THE
BPDA?

DO YOU?

>> FOR THE AGENCY, WE'RE NOT -- WE'RE NOT BOUND BY THE CITY'S RESIDENCY ORDINANCE BECAUSE OF CITY'S RESIDENCY ORDINANCE CAN'T BIND THE BPDA SINCE WE'RE A CREATURE OF STATE LAW.

BUT WE DO, AS A MATTER OF BOARD POLICY, THERE'S A POLICY AT THE AGENCY WHICH WAS PASSED BY THE AGENCY'S BOARD REQUIRING RESIDENCY FOR THE FIRST TEN YEARS OF EMPLOYMENT.

>> SO ROUGHLY HOW MANY FOLKS DO YOU HAVE LIVE IN BOSTON AND DON'T?

>> I'LL HAVE TO GET BACK TO YOU ON THAT NUMBER.

BUT I DO KNOW THIS, I HAVE SEEN THAT NUMBER IN FAIRLY RECENT HISTORY, THE VAST MAJORITY LIVE IN THE CITY AND REGARDLESS OF WHETHER THEY'RE BOUND BY THE RESIDENCY REQUIREMENT OR NOT. A WHOLE LOT OF PEOPLE WHO HAVE TIMED OUT, PASSED THE TEN-YEAR MARK, CONTINUE TO LIVE IN THE CITY.

THE NUMBERS ARE VERY HIGH.

>> WHEN YOU GET THOSE NUMBERS, COULD YOU ALSO GET ME WHERE THEY'RE LIVING IN THE CITY?

>> OH, ABSOLUTELY. SURE.

>> BECAUSE, WHEN YOU HAD MENTIONED THAT PART OF THE GOAL WAS TO MAKE SURE THAT THIS IS THE CONTINUES TO BE AN INCLUSIVE CITY, YOU KNOW, ONE OF THE BIGGEST CONCERNS I HAVE IS WHEN YOU SEE AN AGENCY THAT IS NOT REFLECTIVE OF THE DEMOGRAPHICS OF THE CITY PLANNING THE FUTURE OF THE CITY.

THOSE COMMUNITIES THAT YOU'RE PLANNING FOR ARE NOT AT THE TABLE.

>> I WOULD SAY, I DON'T HAVE THE BREAKDOWN HERE, BUT I'M ALSO HAPPY TO GET IT, IF YOU'RE TALKING ABOUT THE AGENCY WRIT LARGE, YOU'RE RIGHT.

THE NUMBERS ARE WHAT THE NUMBERS ARE.

IF YOU'RE ACTUALLY INTERESTED IN

WHAT THE PLANNING DIVISION LOOKS LIKE, I THINK IT JUST HAPPENS TO BE THE CASE THAT IT LOOKS DIFFERENT.

I CAN'T BEGIN TO DISCERN SORT OF THE HISTORICAL PATTERNS AND THE REASONS WHY PEOPLE OF DIFFERENT RACES MAY OR MAY NOT BE ATTRACTED TO THE PROFESSION THAT WE'RE ENGAGED IN.

BUT I DO THINK IT'S TRUE THAT IF YOU LOOK WITHIN THE AGENCY DIVISION BY DIVISION, YOU WOULD SEE SIGNIFICANT DIFFERENCES IN COMPOSITION, IN RACIAL COMPOSITION OF THE WORKFORCE DIVISION BY DIVISION.

IT'S ROUGHLY TEN DIVISIONS, THAT LOOK VERY DIFFERENT FROM ONE TO THE NEXT.

>> BUT NOT IN THE TOP WAGE EARNERS?

>> NO, NO, NO, I'M SORRY.

>> YEAH.

>> I WAS REFERENCING THE PLANNING DIVISION.

>> MM-HMM.

>> AND SO, I GUESS WHAT IS YOUR PLAN TO MAKE SURE THAT YOUR AGENCY LOOKS MORE LIKE THE CITY OF BOSTON?

>> SO THIS CONVERSATION COMES UP A LOT.

IN OUR BUSINESS.

I SUPPOSE IT COMES UP IN A LOT OF DIFFERENT CITY AGENCIES AS WELL.

WE WORK REALLY AGGRESSIVELY TO GET OUR -- OUR STAFF RECRUITMENT EFFORTS INTO PLACES WHERE WE CAN TAP INTO A DIVERSE WORKFORCE.

LOOK, A LOT OF OUR -- A LOT OF OUR POSITIONS WE HIRE A LOT OF PLANNERS.

WE HIRE A LOT OF MPAs, SOME MBAs.

WE HIRE A LOT OF ARCHITECTS.

WE HAVE ENGINEERS, PEOPLE WHO -- CIVIL ENGINEERS WITH BACKGROUNDS IN DEVELOPING INFRASTRUCTURE.

SO WE HAVE, GENERALLY SPEAKING, A PRETTY SERIOUS CONCRETE STILL SET WE'RE CHASING AND WE TRY TO GET TO THE PLACES THAT HAVE

THOSE SKILL SETS AND INTERVIEW
AND IDENTIFY OURSELVES AS A
GREAT EMPLOYER TO COME HAVE
MEANINGFUL WORK WITH, AND HAVE A
PROFOUND EFFECT ON ONE OF THE
GREAT CITIES OF THE WORLD.

SO WE -- WE'RE AGGRESSIVE IN OUR
H.R. EFFORTS TO GET IN FRONT OF
NOT JUST POPULATIONS WITH THE
RIGHT SKILL SETS THAT WE NEED TO
DO THE WORK WE'RE AT, BUT TO
YOUR POINT, COUNCILOR, TO GET A
WORKFORCE THAT LOOKS LIKE THE
CITY OF BOSTON.

I THINK THAT'S IMPORTANT.

I THINK THAT THAT IS -- PEOPLE
STRIVE FOR THAT THROUGHOUT THE
BUREAUCRACY OF CITY HALL AND
WE'RE NO DIFFERENT.

I'D LOVE TO GET THE NUMBERS UP,
AND I THINK WE'RE WORKING
AGGRESSIVELY TO DO THAT.

WE'VE GOT A FAR MORE
SOPHISTICATED RECRUITING EFFORT
IN RECENT YEARS AT THIS AGENCY
WHEN IT COMES TO STAFF HIRING
AND STAFF RECRUITMENT.

AND AGAIN, IT'S ONLY BEEN A
COUPLE YEARS, BUT I WOULD LIKE
TO THINK WE'LL BEAR FRUIT IN THE
NEAR-TERM.

BUT WE TRY TO GET WHERE WE NEED
TO BE TO TAP INTO THE SKILL SET
AND WORKFORCE THAT CAN RESPOND
TO THE NEEDS OF A DIVERSE
POPULATION AND DIVERSE
NEIGHBORHOODS.

>> SO, ALONG THAT VEIN, AND WHEN
I SWITCH TO ANOTHER TOPIC, IT
WOULD BE GREAT IF YOU COME BACK
WITH SOME CONCRETE GOALS FOR
EITHER THE NUMBERS, THE
RECRUITMENT, THE EVENTS THAT
YOU'RE GOING TO ATTEND, WHO ARE
THE INSTITUTIONS THAT YOU'RE
GOING TO, WHETHER YOU'RE GOING
TO HBCUs, WHATEVER YOU'RE DOING
I'D LOVE TO SEE THAT PLAN SO
THAT NEXT YEAR WE'RE TALKING
ABOUT HOW YOU INCREASED --

>> I THINK WE WOULD DO THAT WELL
BEFORE THAT.

>> OKAY.

IN TERMS OF YOUR INCOME, NOW

JUST ROUGH ESTIMATES ANNUALLY
YOU MAKE HOW MUCH, THE AGENCY
DOES?

>> ALL IN THE REVENUE IS ABOUT,
I THINK IT'S FAIRLY CONSISTENT
BETWEEN FY'17 AND '18, WAS ABOUT
\$62 MILLION.

>> AND THE MAJORITY OF THAT IS
FROM THE FLYNN --

>> THE RAYMOND L. FLYNN MARINE
PARK IS WHERE MOST OF OUR
RESOURCES ARE THAT GENERATE
REVENUE THAT PROVIDE THE
RESOURCES TO RUN OUR OPERATION.
THERE'S A SIGNIFICANT AMOUNT, AS
WELL, THOUGH, GENERATED OUT OF
THE CHARLESTOWN NAVY YARD, AND
THEN THERE'S A VARIETY OF
PROPERTIES THROUGHOUT THE CITY
THAT --

>> THE WHARF, THAT PARKING LOT.
>> PARCEL 12 WHICH WE MENTIONED
AS A FUTURE DEVELOPMENT SITE FOR
HOUSING.

THAT'S A PARKING LOT.
WE HAVE A PARKING -- I'M SORRY.
I'M GOING TO GET TO THAT FOR
SURE.

BUT I'M TALKING, THE ASSETS ARE
EITHER BUILDINGS THAT ARE
LEASED, OR GROUND LEASED, AND
PARKING.

THOSE ARE SOME SIGNIFICANT --
I'D SAY THE PARKING ALTOGETHER
IS PROBABLY ABOUT PARKING NOT
INCLUDING THE GARAGE AT THE
MARINE PARK, BUT THE FLYNN
MARINE PARK, THERE'S A GARAGE
THERE, THAT'S A REVENUE
PRODUCER.

MOST OF THE PEOPLE WHO WORK IN
THE MARINE PARK PARK THERE.

>> OKAY.

>> BUT THE THREE LOTS,
SERGEANT'S WHARF, THE LOT AT
FULTON STREET IN THE NORTH END,
THERE'S A LOT AT PARCEL 12 IN
TREMONT, STREET.

I'D SAY THEY'RE ABOUT \$3
MILLION, PROBABLY JUST SHORT OF
\$3 MILLION OF THE \$62.

>> SO THE OWNERSHIP OF LAND, OR
LEASING OF BUILDINGS IS
PRIMARILY WHERE A MAJORITY OF

YOUR INCOME COMES FROM?

>> THE VAST MAJORITY.

ONE SIGNIFICANT OUTLIER TO THAT
THOUGH IS OF THE \$62 MILLION,
OWD, WHICH WE SPOKE ABOUT
EARLIER THIS AFTERNOON, OWD, THE
MAYOR'S OFFICE OF WORKFORCE
DEVELOPMENT WHICH OPERATES AS
PART OF THE BPDA, THAT IS AN \$18
MILLION PIECE OF THE BUDGET, AND
ABOUT \$14 MILLION OF THAT IS
EITHER GRANT FUNDING OR
COMMERCIAL LINKAGE FUNDING THAT
GOES TO FINANCE WORKFORCE
DEVELOPMENT PROGRAMS.

>> SO OF THE LAND AND THE LINK
THAT YOU HAVE, I KNOW THAT YOU
HAVE THE POWERS TO BUY, TO SELL,
AND YOU HAVE EMINENT DOMAIN.
AND YOU MAY NOT HAVE THAT
INFORMATION IN FRONT OF YOU
RIGHT NOW, BUT I WOULD LIKE TO
KNOW HOW MUCH OF THE LAND AND
PROPERTIES THAT YOU OWN YOU'VE
ACTUALLY PURCHASED.

HOW MUCH WAS ACTUALLY PART OF A
MERGER, AND THE COMING TO THE OF
YOUR AGENCIES, AND HOW MUCH CAME
TO YOU THROUGH EMINENT DOMAIN?

>> YEAH, I'D SAY VERY LITTLE OF
IT FROM EMINENT DOMAIN.

>> WOULD YOU SAY ROUGHLY
MAJORITY WAS PURCHASED?

OR MAJORITY WAS THROUGH THE
CONFIGURATION AND THE COMING TO
THE OF YOUR AGENCY?

>> NO, I'D -- WELL WE ACQUIRED
THE CHARLESTOWN NAVY YARD FROM
THE UNITED STATES NAVY.

AND SO ACQUISITION FROM THE
FEDERAL GOVERNMENT.

IT WAS FOR FAIRLY SHORT MONEY.
I THINK BECAUSE WE ESSENTIALLY
PICKED UP A MASSIVE, DILL AP
TATED, TOXIC WASTE SITE SO WE
ACQUIRED THAT.

THE FEDERAL GOVERNMENT SHUT DOWN
THE NAVY YARD AND WANTED TO
RELIEVE ITSELF OF THE OBLIGATION
TO OPERATE THE NAVY YARD AS WELL
AS TO CLEAN IT UP.

THE MARINE PARK WAS A JOINT
ARMY/NAVY BASE WHICH WE ACQUIRED
NOT THAT LONG AFTER THE

CHARLESTOWN NAVY YARD WE
ACQUIRED THAT.
ALL OF THESE ROUGHLY MID '70s.
SO THESE WERE TRANSACTIONS IN
WHICH WE ASSUMED OWNERSHIP AND
CONTROL FROM THE FEDERAL
GOVERNMENT.
>> AGAIN LIKE I KNOW YOU DON'T
HAVE THE SPECIFICS, BUT I'M JUST
CURIOUS ABOUT HOW WE GOT HERE.
WHAT LANDS, AND HOW YOU GOT
THEM, AND BECAUSE I'M REALLY
PARTICULARLY CURIOUS, ALSO, IF
YOU HAVE THIS NUMBER I'M NOT
SURE, BUT HOW MUCH MONEY YOU'VE
ACTUALLY NEGOTIATED IN TERMS OF
PILOT PAYMENTS FOR THE CITY OF
BOSTON.
>> WELL, WE DON'T NEGOTIATE
PILOT PAYMENTS FOR THE CITY OF
BOSTON.
>> DO YOU NOT COORDINATE THOSE
AT ALL?
>> NO.
>> COULD YOU EXPLAIN THE 121.A
TAX.
I THINK YOU BROUGHT IT UP.
THE 121-A TAX THAT YOU HAVE --
>> SURE.
DO YOU WANT ME TO TAKE THE PILOT
ISSUE FIRST OR THE 121-A?
121-As DO HAVE A -- WHAT IS A
PILOT-LIKE SCHEDULE ASSOCIATED
WITH A 6-A WHICH IS A PAYMENT
SCHEDULE.
IN LIEU OF CHAPTER 59 PROPERTY
TAXES.
SO IF YOU'RE DOING A 121-A VERY
OFTEN WHAT THAT INVOLVES, AND
IT'S JOINTLY APPROVED.
IT'S APPROVED BY BOTH THE BOSTON
PLANNING AND DEVELOPMENT AGENCY,
THE 121-A BUT ALSO THE CITY OF
BOSTON.
CITY OF BOSTON ASSESSOR'S OFFICE
GENERALLY NEGOTIATES A 6-A
CONTRACT WHICH IS INSTEAD OF ADD
VALOREM PROPERTY TAXES, PROPERTY
TAXES BASED ON THE VALUE OF A
PROPERTY LIKE WE ALL PAY ON OUR
HOMES, THAT'S CHAPTER 59
STRAIGHT PROPERTY TAXES.
THE RELIEF USUALLY MANIFESTS
ITSELF IN A 121-A WHEN IT COMES

TO THE TAX PORTION OF THE 121-A,
THE SO-CALLED TAX RELIEF.
YOU'RE NOT PAYING CHAPTER 59
TAXES IN A 121-A BUT YOU'RE
PAYING A 6-A CONTRACT SCHEDULE
OF PAYMENTS.
SO WHAT PEOPLE LIKE ABOUT THAT
IS THE TAX CERTAINTY.
YOU HAVE GOT, FOR DECADES, A
SCHEDULE OF PAYMENTS THAT YOU
KNOW YOU'RE GOING TO MAKE.
AND THAT'S DIFFERENT THAN WHAT
YOU MIGHT BE PAYING IF IT WAS
BASED ANNUALLY ON THE VALUE.
>> AND THAT'S NEGOTIATED FOR
THEM?
>> THAT'S NEGOTIATED BY THE
ASSESSOR'S OFFICE WITH THE END
USER.
>> OKAY.
AND THEN MY FINAL QUESTION,
SORRY, WE'RE GOING TO HAVE A
HEARING ABOUT PILOT PAYMENTS,
WE'RE GOING TO BE DISCUSSING HOW
AGENCIES, INCLUDE MASS PORT FOR
EXAMPLE PAYS PILOT PAYMENTS, AND
I'M CURIOUS WITH THE INCOME THAT
YOU'RE MAKING, AND THE LANDS
THAT YOU HAVE, HAS THE BPDA EVER
CONSIDERED MAKING PILOT PAYMENTS
TO THE CITY OF BOSTON?
>> THE BPDA --
>> THE BRA.
>> THE BPDA PROPERTIES BY AND
LARGE PAY PILOT REVENUE TO THE
CITY OF BOSTON DIRECTLY.
>> HOW MUCH?
>> TENS OF MILLIONS OF DOLLARS.
WE DON'T TRACK THAT.
THAT'S A RELATIONSHIP BETWEEN
THE CITY OF BOSTON, THE
ASSESSOR'S OFFICE, I BELIEVE,
PRIMARILY, MAYBE THE TREASURER.
BUT THE CITY ASSOCIATES AND
RECEIVES PILOT PAYMENTS FROM OUR
PROPERTIES, BOTH AT MARINE
INDUSTRIAL PARK AND AT THE
CHARLESTOWN NAVY YARD.
SO THERE'S A LOT OF PILOT MONEY
PAID BY OUR TENANTS TO THE CITY
OF BOSTON, BUT AGAIN IT'S NOT A
RELATIONSHIP THAT WE'RE IN THE
MIDDLE OF BETWEEN THE CITY, AND
THE ENTITY THAT CONTROLS THE

PROPERTY, AND LEASES IT.
VERY OFTEN IN A 99-YEAR LEASE.
>> BUT IT'S FROM THE TENANTS TO
THE CITY?
NOT THE BPDA TO THE --
>> NO, CORRECT.
>> THAT'S WHERE I WAS CONFUSED.
>> THE BPDA PROPERTY DOES PAY.
TENANT OWNS 100,000 SQUARE FEET
OF A BUILDING FOR 99 YEARS.
THEY VERY OFTEN HAVE A PILOT
AGREEMENT WITH THE CITY.
THEY PAY THE TAXES.
THEY'RE -- THEY ARE FOR ALL
INTENTS AND PURPOSES, THE
99-YEAR OWNER OF THE PROPERTY.
>> SO YOUR TENANTS PAY, BUT THE
BPDA DOES NOT?
I GUESS THAT'S WHAT I'M TRYING
TO --
>> CORRECT.
THE TENANTS, THE TENANTS WOULD
PAY US, USUALLY, A GROUND LEASE
PAYMENT.
AND THEY'D PAY THE CITY A
PAYMENT IN LIEU OF TAXES.
OR, THEY MAY ACTUALLY PAY THE
CITY CHAPTER 59 TAXES WHICH IS
INCREASINGLY THE NORM.
THE HISTORY OF FUNDING THESE
PROPERTIES IS CRAZY.
IT IS COMPLICATED.
BUT FOR A LONG PERIOD OF TIME,
THE WAY THE CITY DERIVED REVENUE
FROM PROPERTIES THAT THE NAVY
YARD AND THE MARINE PARK WAS
THROUGH PILOT PAYMENTS.
AGAIN, LEASE PAYMENT TO THE
AGENCY THAT OWNS THE DIRT, THE
GROUND, A GROUND LEASE PAYMENT
TO US, AND YOU PAY YOUR TAXES TO
THE CITY, AND FOR MANY YEARS
THAT WAS IN THE FORM OF A PILOT.
THE REALITY IS THE PILOT WAS
OFTEN VERY ADVANTAGEOUS TO THE
TENANT, BECAUSE IT WAS A
CONCESSION TO LURE SOMEBODY INTO
THESE PLACES WHERE NOBODY WANTED
TO BE.
AS THESE PROPERTIES HAVE
MATURED, AND THEY'RE DOWNRIGHT
VERY DESIRABLE TO LIVE AND WORK
IN.
OBVIOUSLY WE DON'T HAVE ANY

RESIDENTIAL DEVELOPMENT IN THE MARINE PARK, BUT THERE'S A LOVELY RESIDENTIAL NEIGHBORHOOD IN THE NAVY YARD.

AS THESE PROPERTIES BECAME MORE MATURE, MORE DESIRABLE, AND THE ECONOMICS, THEIR ECONOMIC VIABILITY WAS CLEAR, THE CITY BEGAN TO EXPECT THAT THE PILOTS, WHEN THEY WERE NEAR EXPIRATION, WOULD GIVE WAY TO CHAPTER 59.

SO WE SEE THAT ON A REGULAR BASIS.

PILOTS ARE GOING AWAY AND BEING REPLACED BY CHAPTER 59 PROPERTY TAXES, WHICH ARE BASED ON VALUES OPPOSED TO A SCHEDULE OF SET SPECIFIC PAYMENTS.

>> ALL RIGHT.

I'LL WAIT UNTIL THE NEXT ROUND.

>> THANKS.

COUNCILOR BAKER IS GONE.

COUNCILOR ZAKIM -- I'M SORRY, COUNCILOR WU.

I'M SORRY, COUNCILOR JANEY.

>> THANK YOU, MR. CHAIR.

AND THANK YOU DIRECTOR GOLDEN. CERTAINLY APPRECIATE THE QUESTIONS AND COMMENTS BY MY COLLEAGUE COUNCILOR EDWARDS AROUND THE DIVERSITY OF YOUR TEAM AND THE EARLIER COMMENTS BY COUNCILOR FLYNN.

YOU MENTIONED EARLIER HAVING A BOSTON THAT IS INCLUSIVE FOR ALL.

AND I'M INTERESTED IN UNDERSTANDING HOW YOU MEASURE SUCCESS, AND WHETHER OR NOT BOSTON'S GOING IN THE RIGHT DIRECTION.

>> SO, I'D SAY TAKE IT FROM THE MACRO, AND THEN BRING IT DOWN TO MAYBE NOT THE GRANULAR LEVEL OF DETAIL, BUT MORE DETAIL.

OUR JOB IS TO DRIVE THE ECONOMY OF BOSTON IN A POSITIVE DIRECTION.

THAT'S SORT OF OUR CORE MISSION, AND WE DO THAT CHARGE LEGISLATIVELY FROM 1957 FORWARD WAS TO GROW THE CITY'S ECONOMY,

GROW THE CITY'S TAX BASE.
SO, WE'RE DOING THAT.
AND ARGUABLY IN THE PAST FIVE
YEARS WE'VE DONE THAT, MAYBE
BETTER THAN WE EVER HAVE.
WE HAVE RECORD SQUARE FOOTAGE OF
DEVELOPMENT OCCURRING OVER THE
PAST FIVE YEARS, THAT TRANSLATES
INTO TENS OF THOUSANDS OF JOBS.
WE LOOK AT THE UNEMPLOYMENT RATE
FOR THE CITY OF BOSTON, WHICH IS
SIGNIFICANTLY BELOW THE
UNEMPLOYMENT RATE FOR THE STATE
OF MASSACHUSETTS.
AND THE UNEMPLOYMENT RATE FOR
THE STATE OF MASSACHUSETTS IS
SIGNIFICANTLY BELOW THE NATIONAL
UNEMPLOYMENT RATE.
SO THERE ARE SOME CERTAIN GROSS
MEASURES, THE AMOUNT OF ECONOMIC
ACTIVITY UNDER WAY IT PAYING
DIVIDENDS FOR A LOT OF PEOPLE.
NOW, IS THERE A SIGNIFICANT
DIVIDE FROM ONE SEGMENT OF THE
POPULATION TO ANOTHER?
THERE ABSOLUTELY IS.
BUT THAT IS OBJECTIVELY CLEAR
WHEN WE LOOK AT ECONOMIC
DISPARITIES, AND WHAT THE VALUE,
OR WHAT THE WEALTH PRIMARILY
BASED ON EQUITY, EQUITY AND
PROPERTY, WHAT THE WEALTH OF AN
AFRICAN-AMERICAN FAMILY IN THE
CITY, FOR INSTANCE, RELATIVE TO
THAT OF A COW INDICATION FAMILY.
>> CARTER OF A MILLION.
>> BIG, BIG DIFFERENCE.
AND THE WAY WE GET AT THAT IS
THROUGH A VARIETY OF MECHANISMS.
OBVIOUSLY WE HAVE LIMITED TOOLS
AT OUR DISPOSAL TO AFFECT MACRO
OUTCOMES IN A FUNDAMENTALLY FREE
MARKET SO WE'RE DEALING WITH
LARGE MARKET FORCES IN TRYING TO
HARNESS THEM FOR THE GREATER
GOOD OF PEOPLE.
>> I JUST WANT TO FIND OF FOCUS
ON THE EQUITY IN ENGAGING THE
PIECE.
SO YOU TALKED ABOUT DRIVING THE
ECONOMY, AND WE CERTAINLY HAVE
THIS BIG BOOM BUT THERE ARE
SEVERAL PEOPLE BEING LEFT OUT.
YOU POINT OUT THE ECONOMIC

DISPARITIES AND THE WEALTH GAP.
I'M, YOU KNOW, REALLY CURIOUS TO
HOW WE AS A CITY COULD HAVE
INVESTED \$18 BILLION IN BUILDING
A BRAND NEW NEIGHBORHOOD THAT
HAS LEFT SO MANY PEOPLE OUT.
I'M TALKING ABOUT THE SEA PORT.

>> SURE.

>> SO IF YOU COULD TALK ABOUT
WHAT LESSONS YOU'VE LEARNED FROM
THAT EXPERIENCE, WHAT YOU'RE
DOING NOW TO TRY TO RECTIFY
THAT.

I SEE THAT AS A BIG PROBLEM.
JUST TO BE VERY CLEAR.
AND IN ADISH TON MY QUESTIONS
AROUND THE SEA PORT I WOULD LIKE
TO KIND OF ZONE IN ON SOME OF
THE ACTIVITY THAT'S HAPPENING IN
MY DISTRICT OF DISTRICT 7, AND
SPECIFICALLY PLAN DUDLEY.

YOU MENTIONED IN YOUR EARLIER
REMARKS MASS PORT AND HOW YOU
WERE ABLE, THROUGH THAT RFP TO
DO SOMETHING THAT WE HAVE NOT
SEEN IN THIS CITY, AND BEFORE,
AND I'D LIKE TO SEE MORE OF
THAT.

AND I KNOW THERE'S A DRAFT RFP
FOR PLAN DUDLEY AND I'D LIKE TO
SEE THAT HAVE MORE WEIGHT.
SO AGAIN, COMING BACK TO THE SEA
PORT, THE \$18 BILLION THAT WAS
INVESTED IN CREATING A BRAND-NEW
NEIGHBORHOOD THAT IS LARGELY
SEGREGATED BY RACE AND INCOME,
WHAT LESSONS HAVE YOU LEARNED,
WHAT IS HAPPENING NOW?

TO RECTIFY THAT?
AND WHAT WILL BE DONE
DIFFERENTLY IN OTHER PROJECTS
MOVING FORWARD?

>> THANK YOU.

>> OKAY.

SO, JUST TO TAKE ONE -- WHEN WE
TALK ABOUT ECONOMIC INEQUITIES,
I DO WANT TO POINT OUT A COUPLE
THINGS.

WE HAVE SOME LIMITED TOOLS TO
IMPROVE THE ECONOMIC WELL-BEING
OF INDIVIDUALS AND FAMILIES IN
THIS NEIGHBORHOOD.

IN A COUPLE OF KEY REGARDS.
AND WE EXPLOIT THEM REGULARLY

AND WITH REALLY PROFOUND
BENEFICIAL EFFECT.
AFFORDABLE HOUSING, YOU KNOW,
ONE IN FIVE UNITS IN THIS CITY
HAVE SOME KIND OF DEED
RESTRICTION THAT RENDER THEM
AFFORDABLE.
A COUPLE YEARS AGO -- I'M SORRY,
A COUPLE MONTHS AGO, SOME HUD
DATA WAS ANALYZED BY A STUDY
THAT WAS PUBLISHED IN THE
"SEATTLE TIMES" THAT TALK ABOUT
HOSPITAL AREAS WITH THE HIGHEST
NUMBERS OF DEED RESTRICTED
AFFORDABLE HOUSING.
BOSTON FAR AND AWAY AHEAD OF ALL
OF OUR PEERS IN THE COUNTRY AT
26%.
SO WE'VE GOT IN THE METRO AREA,
26%.
WE KNOW THAT AT A MINIMUM WHAT
WE'VE BEEN PERMITTING OVER THE
PAST SEVERAL YEARS IS ONE IN
FIVE HAVE GOT SOME KIND OF DEED
RESTRICTION.
AND THAT'S BOTH WITH REGARD TO
AFFORDABLE RENTALS, AFFORDABLE
OWNERSHIP.
WE THINK THAT MATTERS.
WE ALSO THINK IT MATTERS THAT
WE'RE PROVIDING WORKFORCE
DEVELOPMENT OPPORTUNITIES TO
2300 BOSTONIANS EVERY YEAR
THROUGH THE \$15 MILLION WE SPEND
ON WORKFORCE DEVELOPMENT.
AGAIN, WITH AN EYE TOWARD HOW DO
WE HELP PEOPLE GET A LEG UP IN
AN ECONOMY THAT IS ROBUST, BUT
IS NOT SERVING THE INTERESTS OF
EVERYBODY TO THE SAME EXTENT.
SO, WE'RE SPENDING SIGNIFICANT
RESOURCES TO GET PEOPLE THE JOB
SKILLS THAT THEY NEED TO COMPETE
IN THIS VERY, VERY PRICEY
ECONOMY THAT WE'RE DEALING WITH.
WE WANT TO MAKE SURE, AGAIN,
EVERYBODY HAS ACCESS TO QUALITY
JOBS.
SO, WE'VE GOT A GOOD STORY TO
TELL IN HOUSING.
WE'VE GOT A GOOD STORY TO TELL
ON GETTING PEOPLE JOB SKILLS
THAT ALLOW THEM TO COMPETE IN
THIS ECONOMY.

ON THE SEA PORT, THE CONCERN I
HAVE AND THE BOSTON GLOBE DID A
PIECE ON THIS PROBABLY TWO
MONTHS AGO --
>> DECEMBER.
>> RATHER EXTENSIVE PIECE.
OKAY.
>> A SPOTLIGHT SERIES.
>> YEP.
SO THE PREMISE IS THAT I THINK
IT'S SORT OF PERVADED THAT STORY
IS THAT WE HAVE A TOOL THAT WE
HAVE A TOOL THAT WE HAVE NOT
USED.
THAT WE HAVEN'T -- WE HAVE NOT
HAD THE INTEREST IN USING A TOOL
THAT ENHANCES THE OPPORTUNITIES
TO LIVE AND WORK AND DO BUSINESS
IN THE SEA PORT OR INVEST IN THE
SEA PORT AND REAP THE REWARDS OF
THE POSITIVE DEVELOPMENT CLIMATE
OVER THERE.
BUT SOMEHOW WE HAVE A TOOL THAT
WE CAN USE TO --
>> SIR, I DON'T MEAN TO CUT YOU
OFF.
I WOULD SUGGEST RESPECTFULLY
THAT \$18 BILLION IS A PRETTY BIG
TOOL TO LEVERAGE AROUND CREATING
THESE OPPORTUNITIES, AND I THINK
THE EXAMPLE OF THE MASS PORT RFP
IS ANOTHER WAY OF OPENING UP THE
DOOR.
I REALLY DO APPRECIATE THAT
THERE IS THE DEED RESTRICTED
HOUSING THAT WE HAVE, AND WHERE
WE ARE THERE.
I THINK IT'S ALSO IMPORTANT THAT
WE'RE LOOKING AT THE MIDDLE
INCOME HOUSING.
AND EVEN MARKET RATE HAS ITS
PLACE IN BOSTON.
I WOULD REALLY LIKE TO SEE
DEVELOPMENT HAPPEN IN A WAY THAT
REALLY HAS THIS MIXED INCOME
USE.
SO I GET REALLY CONCERNED WHEN
WE'VE CREATED A VERY WEALTHY
NEIGHBORHOOD, AND THEN WE HAVE
CONCENTRATIONS OF POVERTY IN
OTHER AREAS OF OUR CITY.
I WOULD ALSO SUGGEST THAT WHILE
IT'S VERY IMPORTANT TO DO THE
WORKFORCE DEVELOPMENT PIECE, AND

CERTAINLY I SUPPORT THAT 100%,
THAT THERE IS TALENT IN THE CITY
CURRENTLY, AND TALENT THAT COULD
BE ATTRACTED FROM PEOPLE OF
COLOR WHO HAVE THE SKILLS, AS
LAWYERS, AS ARCHITECTS, ET
CETERA, ET CETERA.

AND SO, I THINK REALLY IMPORTANT
TO REFLECT ON THIS AS AN
OPPORTUNITY TO GROW AND LEARN.
WHICH IS WHY I ASK THESE
QUESTIONS.

IT'S NOT TO TRY TO PUT YOU ON
A -- IN A HOT SEAT.
BUT REALLY, WHAT ARE WE GOING TO
DO NOW THAT THAT HAS HAPPENED.
WHAT ARE WE GOING TO DO
DIFFERENTLY TO MAKE SURE THAT
WE'RE OPENING UP THE DOOR, SO
THAT BOSTON TRULY IS LIVING UP
TO ITS IDEAL AROUND BEING AN
INCLUSIVE CITY AND THAT WE CAN
TAKE THE LESSONS, AND APPLY IT
TO OTHER DEVELOPMENT IN OUR
CITY.

>> I DO WANT TO SAY, I'M NOT
SURE -- IT SEEMS TO ME YOU
BELIEVE THAT WE HAVE CONTROL
OVER THE \$18 BILLION.
I'M NOT SURE WHAT THE \$18
BILLION --

>> WELL JUST LOOK AT THE RFP,
THE MASS PORT RFP SO THAT IS A
CONCRETE TOOL.
AND COULD YOU WALK US THROUGH
WHAT AGAIN FOR FOLKS, THE 25% TO
25%, THE 25%, THE 25%, IN TERMS
OF THE WAITS.

I KNOW ONE WAS AROUND
DIVERSITY --

>> I'M SORRY.

I UNDERSTAND GENERALLY THE MASS
PORT RFP.
BUT I WILL SAY THIS, AS I
MENTIONED TO COUNCILOR FLYNN,
THE MASS PORT RFP HAD SOME
REALLY POSITIVE ELEMENTS TO IT.
AND WE'VE INCORPORATED SOME OF
THOSE APPROACHES IN THE RFP THAT
WE ISSUED FOR PARCEL 12.
AGAIN ON TREMONTH STREET IN
CHINATOWN, WHICH CALLS VERY
AGGRESSIVE OUTREACH EFFORTS WITH
REGARD TO THE DEVELOPMENT TEAM'S

ATTEMPT TO DIVERSITY, TO BE
INCLUSIVE, TO, INCLUDING
POPULATIONS THAT TRADITIONALLY
HAVE NOT BENEFITED FROM
DEVELOPMENT ACTIVITY, REAL
ESTATE DEVELOPMENT IN THE CITY.
BUT WHAT'S REALLY IMPORTANT AND
I THINK WHAT HAS TO BE BORNE IN
MIND WHEN YOU LOOK AT THE SEA
PORT THE VAST MAJORITY OF THE
DEVELOPMENT IS PRIVATE
STRUCTURES BEING BUILT ON
PRIVATE LAND.

WE HAVE VERY LIMITED ABILITY TO
DICTATE TERMS TO PRIVATE
ENTITIES.

MASS PORT DID WHAT WE'RE DOING,
FUNDAMENTALLY, ON PROPERTY THAT
IT OWNED.

MASS PORT OWNS THE PROPERTY THAT
THE ARMY HOTEL BROKE GROUND ON
THIS MORNING.

WE OWN THE PROPERTY OVER IN
CHINATOWN, PARCEL 12, ON TREMONT
STREET.

THAT GIVES US MORE TO WORK WITH.
FRANKLY LEGALLY AND
CONSTITUTIONALLY, WE HAVE MORE
TO WORK WITH THERE TO ACHIEVE
OUTCOMES, DESIRED SOCIAL AND
ECONOMIC JUSTICE OUTCOMES THAN
WE DO ON PRIVATE LAND.

AND I THINK THAT WHAT HAS OFTEN
INFORMED THIS CONVERSATION ABOUT
THE SEA PORT IS THE NOTION THAT
WE CAN DICTATE TERMS TO
DEVELOPERS ON PRIVATE LAND THAT
WE CANNOT DICTATE.

>> OKAY.

SO WE DO HAVE PUBLIC LAND
THROUGHOUT THE CITY.

IT WOULD BE HELPFUL TO
UNDERSTAND HOW WE'RE LOOKING AT
THOSE PARCELS.

SO THERE IS A LOT OF PUBLIC LAND
THAT WE COULD THEN USE --

>> SURE --

>> -- THESE TOOLS.

>> AND I WOULD JUST SIT WINTHROP
SQUARE, CITY OF BOSTON PARCEL
CONVEYED TO US SO WE COULD
DEVELOP IT AND ULTIMATELY CONVEY
IT TO A DEVELOPER.

I BELIEVE, NOW THERE MAY BE

DIFFERENCES OF OPINION HERE, BUT I FEEL LIKE I'VE HEARD LOUD AND CLEAR FOR ABOUT THE PAST TWO YEARS ANYWAY, THAT THE MOU THAT WAS NEGOTIATED WITH THE CITY'S DIRECTOR OF ECONOMIC DEVELOPER JOHN BARROS AND THE DEVELOPMENT TEAM REALLY DOES SOME SIGNIFICANT THINGS TO ADVANCE THE CAUSE OF INCLUSION WHEN IT COMES TO REAPING OR ACHIEVING BENEFITS FROM THE DEVELOPMENT OF PUBLIC PROPERTY.

SO I THINK, AGAIN, ANOTHER MODEL, COME AT FROM A DIFFERENT WAY, THROUGH AN MOU AT THE TIME THAT THE DEVELOPER WAS SELECTED, BUT IT IS FRANKLY PROBABLY THE MOST EXPENSIVE PIECE OF LAND THE CITY OF BOSTON WILL HAVE EVER SOLD, AND ONE OF THE MOST SIGNIFICANT DEVELOPMENT PROJECTS IN THE CITY'S HISTORY.

IT IS THE LARGEST BUILDING, WHEN IT'S COMPLETED.

IT WILL BE THE LARGEST BUILDING IN THE CITY.

IT'S 1.65 MILLION SQUARE FEET. NOT THE TALLEST BUT THE LARGEST. THE MOU DOES SIGNIFICANT THINGS TO BRING INCLUSION TO THE CONVERSATION ABOUT WHO BENEFITS FROM THE STYLE AND THE DEVELOPMENT OF THE CITY OF BOSTON --

>> I CAN APPRECIATE THAT. AND I KNOW MY TIME IS RUNNING SHORT.

I DO WANT TO MAKE SURE TO SWITCH AROUND THE PLAN DUDLEY PROCESS. SO YOU'VE MENTIONED THAT YOU'VE TAKEN SOME OF THE MASS PORT LANGUAGE AND APPLIED THAT TO PARCEL 12, IS IT?

I THINK SOME OF THAT LANGUAGE HAS ALSO BEEN INCORPORATED IN THE DRAFT RFP FOR PLAN DUDLEY, WHICH IS REALLY IMPORTANT FROM LANGUAGE AROUND INCLUSION, DIVERSITY, I THINK IS REALLY IMPORTANT.

THE ANTI-DISPLACEMENT LANGUAGE IS VERY IMPORTANT.

BUT THERE ARE STILL CONCERNS

THAT RESIDENTIALED HAVE VOICED.
I'M SURE YOU GET THE REPORTS
FROM MANY OF THE MEETINGS THAT I
ALSO ATTEND.

I'M WONDERING IF YOU COULD SPEAK
MORE GENERALLY AND I WILL USE
THE SECOND ROUND TO KIND OF GO
INTO MORE DETAIL.

BUT IF YOU COULD GIVE AN
OVERVIEW OF THE PLAN DUDLEY --
WHERE WE ARE IN THAT PROCESS,
THE PLAN DUDLEY PROCESS.

>> SURE.

AS YOU KNOW, THE BOTH THE BPDA
OWNS SOME PARCELS FOR THE PLAN
DUDLEY GEOGRAPHY, AS DOES THE
DEPARTMENT OF NEIGHBORHOOD
DEVELOPMENT.

WE ARE SEEKING TO PUT MULTIPLE
OF THOSE PARCELS OUT FOR
REDEVELOPMENT.

SOME OF THEM ARE SIGNIFICANT IN
SIZE AND SCALE AND OTHERS MORE
MODEST.

WE CONTINUE TO WRESTLE WITH SOME
OF THE ISSUES, INVOLVING, AS YOU
MAY KNOW THERE'S BEEN A HOT
DEBATE ABOUT GOOD JOBS,
LANGUAGE, AND THAT IS
TRADITIONALLY WHEN WE HAVE THESE
CONVERSATIONS ABOUT JOBS AS IT
RELATES TO DEVELOPMENT IS WHO'S
BENEFITING THE WORK IN
CONSTRUCTION.

NOW, THAT THAT CONVERSATION HAS
GONE A STEP FURTHER, WHAT KIND
OF JOBS ARE GOING TO BE ON THE
SITE WHEN THESE BUILDINGS ARE
BUILT?

AND THERE'S RETAIL OR COMMERCIAL
ACTIVITY.

WHAT KIND OF JOBS ARE THEY?

WHAT DO THEY PAY?

WHAT ARE THE BENEFITS?

WHO GETS TO BENEFIT FROM THEM?

THERE'S SOME REALLY SIGNIFICANT
LEGAL ISSUES TIED UP IN THAT, AS
WELL.

HOW CAN WE, ONCE WE IDENTIFY A
DEVELOPER, CONTINUE TO REGULATE
IT?

CAN WE USE IT THROUGH A GROUND
LEASE?

OR THROUGH THE CONVEYANCE

MANDATE CERTAIN OUTCOMES?
SO THERE'S A LEGAL QUESTION, BUT
SECOND, AND ALMOST AS IMPORTANT
IS EVEN IF SOME OF THE
SUGGESTIONS THAT ARE BEING
FLOATED WITH REGARD TO THE GOOD
JOBS STANDARDS ARE BELIEVED TO
BE LEGALLY AND CONSTITUTIONALLY
SOUND, WILL THEY WORK?
WILL PEOPLE BE ATTRACTED TO THE
DEVELOPMENT SITES IF THEY FEEL
THAT THEIR TENANTS ARE GOING TO
HAVE TO DEAL WITH WAGES, AND
BENEFITS, AND OTHER KINDS OF
RESTRICTIONS AND CONTROLS WELL
INTO THE FUTURE.
SO THIS IS A BRAVE NEW WORLD.
THERE'S A LOT THAT PEOPLE ARE
TRYING TO ACCOMPLISH.
FIRST AND FOREMOST, WHAT'S THE
NATURE OF THE DEVELOPMENT TEAM?
WHO BENEFITS FROM THE
DEVELOPMENT?
WHO BUILDS IT?
AND WHO BENEFITS AS AN EQUITY
STAKEHOLDER.
THESE ARE OPPORTUNITIES TO
DEVELOP WEALTH.
AND WE'D LIKE TO SEE THAT OCCUR
FOR DIVERSE COMMUNITIES.
>> MM-HMM.
>> AND THAT'S IMPORTANT.
BUT THEN, THE FOLLOW-ON
QUESTIONS OF WHO GETS THE JOBS,
WHAT WILL THEY BE PAID?
AND WHAT IS THE REGULATORY
MECHANISM BY WHICH WE REQUIRE
THIS OF A DEVELOPER, IT'S
COMPLICATED STUFF.
I THINK WE ASPIRE TO, YOU KNOW,
SIMILAR OUTCOMES THAT WE'RE
SEEING AT MASS PORT AND PARCEL
12, WHEN IT COMES TO THE
DEVELOPMENT TEAM.
AND WHO SHARES IN THE EQUITY
BENEFITS OF BUILDING A NEW
DEVELOPMENT.
BUT THESE OTHER ISSUES CONTINUE
TO LINGER, AND FRANKLY WE
HAVEN'T WORKED THEM OUT YET.
I THINK WE FEEL WE'RE CLOSE.
WE DON'T WANT TO MISS THE
OPPORTUNITY TO GET THESE PARCELS
DEVELOPED.

THIS REMAINS-ON-A VERY STRONG
ECONOMY.
WE WANT TO GET GOING THIS CYCLE.
WE WANT TO GET GOING NOW.
BUT WE WANT TO MAKE SURE WE DO
SO IN SAY FASHION THAT YIELDS
THE BENEFITS THAT I THINK
FUNDAMENTALLY WE ALL SEEK IN A
WAY THAT IS LEGALLY WORKABLE AND
PRACTICALLY WORKABLE.
SOMETIMES WHEN WE TALK ABOUT
THESE NUMBERS THAT ARE BEING
SUGGESTED FOR MANDATES, ON THE
NEW JOBS THAT WILL BE HOSTED BY
THE NEW DEVELOPMENTS, IT'S GOING
TO SCARE PEOPLE IS AWAY.
WE'RE VERY CONCERNED ABOUT
PEOPLE BEING SCARED AWAY FROM
THESE DEVELOPMENTS BY ONEROUS
MANDATES ABOVE, BEYOND THE
PERIOD OF CONSTRUCTION.
AS LONG AS THE PARCEL IS --
>> I CAN APPRECIATE THAT.
I WOULD SAY THAT OTHER QUESTIONS
THAT I HAVE OUT OF DEFERENCE TO
MY COLLEAGUES WHO I KNOW HAVE
QUESTIONS.
>> THANK YOU, COUNCILOR.
>> THANK YOU.
>> THANK YOU VERY MUCH.
I WANTED TO START, BECAUSE THE
COUNCIL HAD HELD A HEARING ON
FLOODING, A LITTLE WHILE AGO,
AND OBVIOUSLY GREAT CONCERN
EVERY WEATHER SEASON NOW IN
BOSTON, SO, IN TERMS OF
RESILIENCY AND FLOODING,
PARTICULARLY AT LONG WHARF, I
SEE THERE'S PLANS FOR SOME
EXPENDITURES, AROUND DESIGN
PLANS, WHAT'S THE THINKING
AROUND THAT?
AND WHAT CHANGES MIGHT BE
PROPOSED?
>> SURE.
SO, COUNCILOR, WE'RE LOOKING
EVERYWHERE.
OBVIOUSLY LONG WHARF CAPTURES
THE PUBLIC'S IMAGINATION,
BECAUSE IN THE EARLY MONTHS OF
THIS YEAR, WE HAD MULTIPLE
INSTANCES, WHERE LONG WHARF WAS
UNDER WATER AND PEOPLE WERE
ACTUALLY CAREENING ABOUT IN

BOATS ON LONG WHARF, ATLANTA AVE
NEAR THE GREENWAY.

SO LONG WHARF IS HISTORICALLY A
SIGNIFICANT PROBLEM FIGHT.

IF WE'RE DEALING WITH, YOU KNOW,
MULTIPLE FEET OF SEA LEVEL RISE
BY 2070 AND 2100, THAT'S
IMPORTANT BUT WE'RE LOOKING ALL
THE WAY ALONG THE WATER'S EDGE.
FIRST AND FOREMOST, WHAT CAN WE
DO TO MAKE SURE THAT ANYTHING
BUILT THERE IS RESILIENT.

THAT IT CAN HANDLE THE RISING
TIDE LITERALLY?

;;;BOSTON CITY COUNCIL

;;;5/22/18

CAN YOU ELABORATE ON THAT A
LITTLE BIT?

BECAUSE, AND I'M GOING TO
REFERENCE CHAIR OF GOVERNMENT
OPS.

WE'RE IN THE THROES OF TRYING TO
GRAPPLE WITH THE, YOU KNOW, THE
HOST SHARING STUFF AND YOU KNOW,
I THINK WE'RE A LITTLE SHORT ON
GOOD DATA, TO BE QUITE HONEST.

I THINK FRANK ALLUDED TO IT
EARLIER.

YOU KNOW, WHY CAN'T WE GET
VACANCY RATES?

YOU TALKED ABOUT THE
DEMOGRAPHICS OF PEOPLE COMING
BACK IN.

I KNOW THAT -- MAYBE NOT
ELDERLY, BUT PEOPLE OVER 65 ARE
O

NE OF THE BIGGEST GROWING
DEMOGRAPHICS IN THE AREA.
IN THE CITY.

SO, LIKE, YOU KNOW, I'M ASKING,
I GUESS, COUNCILOR FLAHERTY IF
HE THINKS THAT THERE WOULD BE A
VALUE TO BRING SOME OF THE
RESEARCHERS DOWN FROM THE B.R.A.
TO ONE OF OUR HEARINGS TO SPEAK
TO DEMOGRAPHICS, VACANCY RATES,
BUDDY CHRISTOPHER SAYS WE HAVE
160,000 UNITS, YOU'RE SAYING
260.

I'M SAYING 4,000 AIRBNBs, YOU
KNOW, AS RELATED TO 160,000
UNITS IS A LOT WORSE THAN
260,000 UNITS AND HOW IT'S
IMPACTING THE MARKET.

SO, I, YOU KNOW, I DON'T KNOW IF YOU THINK THAT'S AN IDEA WE'RE KIND OF SEARCHING FOR GOOD DATA.
>> I -- YEAH, I DON'T -- I FEEL OKAY ABOUT MY 260,000 UNITS OF HOUSING NUMBER.
THERE'S ABOUT 130,000 BUILDINGS IN THE CITY OF BOSTON.
AND THAT'S EVERYTHING, THOUGH.
THAT'S COMMERCIAL, THAT'S

ACADEMIC, THAT'S INSTITUTIONAL.
THAT'S HOSPITAL.

IF WE'RE ONLY AT 160,000 UNITS OF HOUSING THAT WOULD BE ABOUT AN AVERAGE OCCUPANCY OF FIVE PEOPLE, FOUR TO FIVE PEOPLE PER UNIT.

>> WE'RE TALKING RENTAL UNITS.
>> THAT'S NOT WHAT'S HAPPENING.
>> HE'S TALKING ABOUT ALL THE APPROVALS --

>> OH.

>> LASTLY, YOU TALKED WITH, ALL THE DEVELOPMENT, WE NEED TO IMPROVE OUR TRANSPORTATION. AND WE'RE LIMITED TO WHAT WE CAN DO AS A CITY, EVEN THOUGH WE HAVE LEADERS LIKE COUNCILOR WU ESPECIALLY WITH THE MBTA. HOWEVER IN ALLSTON BRIGHTON, MIKE I THINK YOU KNOW THIS, THIS NEW CONTEMPT, THIS TMA, TRANSPORTATION MANAGEMENT ASSOCIATION, WE HAVE SEVERAL DEVELOPERS PAYING INTO IT. AT THIS POINT IN TIME, DO WE HAVE -- CAN WE START -- AND I DON'T KNOW WHAT THE MECHANISM WOULD BE, BUT IT ENVISIONS A SHUTTLE SERVICE, WE HAVE ALL OF THESE NEW DEVELOPMENTS PAYING INTO IT, AND WHEN CAN WE MAYBE GET IT OFF THE GROUND FOR A PILOT?

THANKS, MIKE.

>> JUST BRIEFLY, SO, I THINK, WHAT A LOT OF THAT IS TIED TO IS THE, YOU KNOW, TO BUILDING PERMITS.

SO SAINT GABRIEL'S WAS THE ONE THAT KIND OF KICKED THAT OFF.

>> YEAH, RIGHT.

>> THE FIRST PHASE IS STUDYING,

SO A GMA ISN'T NECESSARILY IT'S
A TRANSIT MANAGEMENT, IT'S KIND
OF A SYSTEM SO IT COULD LEAD TO
A SHUTTLE.

IT COULD LEAD TO, YOU KNOW,
ANOTHER SIGNIFICANT
TRANSPORTATION KIND OF
INVESTMENT.

THEY KIND OF LOOK AT THE AREA
STRATEGICALLY AND CONTINUE TO
STUDY THE AREA, AND RECOMMEND
THINGS THAT THE CITY CAN BE
DOING BETTER AS IT RELATES TO
TRANSPORTATION AND ACTUALLY TAKE
SOME OF THOSE ON.

SO AS IT RELATES TO ST.
GABRIEL'S THEY'LL START THOSE
PAYMENTS INTO THE STUDY WHICH
WILL THEN KICK-START LOOKING AT
WHAT WE NEED TO DO WHICH
ULTIMATELY COULD LEAD TO A
SHUTTLE.

WE HAVE STARTED SOME PRELIMINARY
MEETINGS ON THAT BECAUSE ST.
GABE'S HAS PULLED THEIR BUILDING
PERMIT OFF.

>> I WAS JUST GOING TO SAY I
JUST GOT A CALL FROM JOHN
SULLIVAN, WE'RE GOING TO MEET
AND I'M ASSUMING THEY'RE GOING
TO START THAT.
I KNOW THAT, YOU KNOW, I SENT MY

AIDE UP THERE JUST THE OTHER
DAY, AND AGAIN THIS ISN'T A
KNOCK ON THE PROJECT MANAGER, I
THINK THEY'RE OVERWORKED.
WHEN IAG WORKERS CALL ME TO
ADVANCE THEIR CONCERNS AT THE
LAST MINUTE BECAUSE THEY DIDN'T
GET TO COMMUNICATE IT, THEN I'M
GOING TO STEP IN ALL THE TIME,
SO, AGAIN, YOU KNOW, WE SHOULD
LOOK AT YOUR PROJECT MANAGER'S
WORKLOAD BECAUSE I THINK THEY'RE
ALL -- I MEAN I HAVE LIKE SIX IN
MY NEIGHBORHOOD RIGHT NOW,
DIFFERENT ONES.

I USED TO HAVE BEGUN.

JAY ROURKE.

THAT WAS IT.

SO THERE IS, YOU KNOW, A NEED, I
THINK, AND I THINK THEY'RE DOING
THE BEST THEY CAN.

I THINK THE IAGs, TO YOUR POINT EARLIER, ARE EXPANDING THEIR SCOPE.

BUT THEY DESERVE ANSWERS IF THEY'RE GIVING THEIR TIME. ANYWAY I'VE EXCEEDED MY TIME. SO, COUNCILOR FLAHERTY IS BACK.

>> I KNOW TIME IS TIGHT.

>> I KNOW I'M SORRY.

>> JUST MAYBE, QUICK LITTLE DIVE ON THE CAPITAL.

I SEE THAT PARTICULARLY DRY DOCK FOUR, DEVELOP AND DESIGN A PERMANENT CLOSE OF DRY DOCK FOUR, CASE IN THE RFMP FOR PIER SIX, AND ALSO BLACK FALCON TERMINAL MAYBE KIND OF RUN THESE THROUGH, WHAT SOME OF THOSE ARE. AND IF I'M NOT MISTAKEN, SO DRY DOCK FOUR IS THE DRY DOCK THAT'S BEEN SORT OF RUMORED AT ONE POINT, I THINK THE PREVIOUS ADMINISTRATION WANTED TO PUT CITY HALL OUT THERE, WHICH WAS ASinine SUGGESTION BUT NONETHELESS IT STILL REMAINS VACANT.

BUT WE'VE TALKED ABOUT A PARK, WE'VE TALKED ABOUT MAYBE A FLOATEL.

IS THAT THE SITE WE'RE TALKING ABOUT.

IF IT IS, WHY AREN'T WE WAITING TO FIND OUT WHO THE SUITOR IS AND HAVE THEM CLOSE IT?

>> WELL, TO DRY DOCK FOUR IT'S A SITE THAT WE HAVE THE ADMINISTRATION HAS INVESTED A GOOD DEAL OF MONEY OVER THE PAST FEW YEARS, IT WAS A SITE THAT WAS DAMAGED DURING THE WINTER OF 2014 AND 2015.

WE NEED TO AT LEAST TO SECURE THE SITE.

SO THAT'S WHAT THE FUNDS WILL BE EXPENDED FOR ON DRY DOCK FOUR. ON DRY DOCK SIX WE HAVE MADE IMPROVEMENTS ALL ALONG THAT AREA.

LAST YEAR WE COMPLETED THE IMPROVEMENTS ON PIER FIVE, BUT ALONG THE EDGE OF THE PARK, SO THIS IS A CONTINUATION OF OUR INVESTMENT IN THE INFRASTRUCTURE

ALONG THE WATERFRONT.

ON BLACK FALCON AVENUE, WE ARE IN THE PROCESS OF COMPLETING THE ENGINEERING STUDY, BUT THIS WILL CALL FOR A RECONSTRUCTION OF BLACK FALCON AVENUE AS IT GOES UP UNTIL THE -- UP UNTIL THE CRUISE PORT AND WE WOULD EXPECT TO UNDERTAKE THAT SOMETIME LATER IN THIS CALENDAR YEAR.

>> SO WHEN YOU'RE SAYING PERMANENT CLOSE OF THE DRY DOCK FOUR, WE'RE BASICALLY TAKING DRIET DOCK OFFLINE?

>> YES, I'M SORRY.

I WANT TO -- SO ALL THAT'S GOING ON THERE IS, WE'VE GOT TO FIGURE OUT A WAY TO SHUT OFF THE OCEAN FROM COMING IN.

AS YOU MAY RECALL, THIS GOES BACK, SORE SUBJECT AT THE AGENCY BUT WHEN WE DID THE SNOW FIRM TEN YEARS AGO THE CAISSON WAS BLOWN OUT.

THE CAISSON IS THE GATE THAT KEEPS THE OCEAN FROM COMING INTO THE DRY DOCK.

JUST TO TALK ABOUT CAISSONS. AND SO, WHEN THE CAISSON -- WE SPENT MONEY TO BRING THE CAISSON BACK IN TO SIT BACK IN TO THE -- INTO THE -- INTO ITS RIGHTFUL POSITION, BUT IT WAS SO BADLY DAJD THAT THAT WHOLEÓA DOES NOT -- IS NOT SEALED TIGHT. SO NO MATTER WHAT WE DO WITH FOUR, AND THAT MONEY ISN'T REALLY ABLE TO FIGURE ANYTHING OUT BUT HOW DO WE GET THE CAISSON BACK IN PLACE.

SO THAT WE CAN SEAL OFF THE INGRESS OF THE OCEAN.

YOU KNOW, WHETHER OR NOT SOME DAY THAT DRY DOCK GETS FILLED IN, WHETHER IT IS A DEVELOPMENT SITE OR A PARK, NOT EVEN VAGUELY, YOU KNOW, BEING CONSIDERED AT THIS POINT.

THIS IS JUST ABOUT CEILING OFF THE WATER.

>> IT'S INTERESTING FOOTNOTE IS I ACTUALLY RECOMMENDED THAT SITE TO THEN COMMISSIONER DEN HI, BECAUSE THERE WAS NO WAY TO PUT

THE --

>> ACTUALLY IT WAS THE RIGHT DECISION.

IT WAS A GOOD PLACE, AND IT WAS, FRANKLY, HEY, THERE WAS SNOWMAGEDDON, ALL KINDS OF RECORDS OF SNOW, YOU KNOW, HUNDREDS OF HYDRANTS AND SHOPPING CARRIAGES IN THERE. BY THE TIME IT'S OVER, YOU KNOW, THERE'S A MT. EVEREST WORTH OF SNOW PUSHING AGAINST THE CAISSON.

AND KNOCKED IT OUT.

>> RIGHT.

>> AND THEN I'D LIKE TO REITERATE, OBVIOUSLY MY COLLEAGUE KOUNSZER FLYNN ON THE OVERLAY THAT WE WORKED TOGETHER ON THAT'S PAID HUGE DIVIDENDS. NEIGHBORHOOD APPRECIATES IT AND IT'S KIND OF CALMED THINGS DOWN. OBVIOUSLY SOMETIMES THE DEVELOPERS PARTICULARLY DOESN'T WANT TO LEVEL SINGLE FAMILY HOMES AND PUT SIX, EIGHT, TEN UNITS.

THEY DON'T LIKE IT.

BUT THE NEIGHBORHOOD LIKES IT. SO WHATEVER THE NEXT STEPS ARE, QUITE FRANKLY, I'VE GOTTEN COMMENTS THAT THEY WOULD LIKE IT EXTENDED INDEFINITELY.

SO I THINK THAT THE MINIMUM LOT SIZE IS PROBABLY A KEY PIECE TO SORT OF MOVING FORWARD ON THAT. WANT TO TOUCH BASE ON, WHICH I DON'T SEE HERE IN THE BUDGET, THE BAR FOUNDATION.

SO THEY MAKE REGULAR CONTRIBUTIONS TO THE B.R.A. FOR STUFF?

>> I THINK HISTORICALLY THAT WAS THE CASE.

I DON'T KNOW IF THERE'S ANY BAR FOUNDATION MONEY THAT MAKES ITS WAY.

IT USED TO SUPPORT A VARIETY OF PLANNING EFFORTS.

[INAUDIBLE]

AS FAR AS I KNOW RIGHT NOW, COUNCILOR, I DON'T THINK THERE'S ANY BAR FOUNDATION MONEY MAKING ITS WAY TO B.R.A., OR BPDA

PLANNING EFFORTS.
OR ANYTHING ELSE FOR THAT
MATTER.
THERE HAS BEEN SOME IN THE PAST.
>> BECAUSE THERE'S BEEN SOME
TALK THAT MAYBE NOT THROUGH THE
BPDA BUT MAYBE ANOTHER ENTITY
THAT ARE STROKING THE CHECKS BUT
ALSO KIND OF TRYING TO HELP --
>> DICTATE --
>> IF IT'S AN INHERENT CONFLICT
IT NEEDS TO STOP.
IF THEY CONTINUE TO STROKE
CHECKS FOR THE CITY, WE
APPRECIATE THE CONTRIBUTION BUT
THEY NEED TO SIT ON THE SIDES.
THEY CAN'T BE DICTATING AND
HELPING SORT OF DETERMINE
OUTCOMES, IF YOU WILL.
I FIND THAT OVER THE TOP.
>> I CERTAINLY UNDERSTAND THE
POINT.
>> AND THEN THE IAGs I WANT TO
FOLLOW UP BY COLLEAGUE,
COUNCILOR ESSAIBI-GEORGE TALKED
ABOUT THE IAGs.
MY RECOLLECTION THE IAG WAS AN
ATTEMPT AFTER THE BOSTON TRUST
AROUND THE CONVENTION STUFF BLEW
UP, IT WAS A WAY BY THE PREVIOUS
ADMINISTRATION TO TRY TO GET A
CONTROL OF THE COMMUNITY PROCESS
SO THEY INS TUTED THESE ADVISORY
GROUPS BUT AT THE TIME THE
CONCERN WAS THAT THE SOUTH
BOSTON BENEFIT TRUST WAS
NEGOTIATING BEN FIFTS ON BEHALF
OF THE COMMUNITY, MITIGATION IF
YOU WILL AND THEY WERE TRYING TO
GET AWAY FROM THAT AND I DID I
UNDERSTAND CORRECTLY THAT THE
IAGs ARE DESIGNED TO STEER THE
MITIGATION?
AND I FIND A PROBLEM, AS ELECTED
REPRESENTATIVES, WORKING WITH,
YOU KNOW, DEVELOPERS,
NEIGHBORHOOD GROUPS, COMMUNITY
GROUPS, THE BPDA, I DON'T THINK
WE SHOULD HAVE RESIDENT NPS A
POSITION WHERE THEY'RE CUTTING
DEALS AT THEIR KITCHEN TABLE
WITH DEVELOPERS ON THINGS THAT
THEY THINK ARE IMPORTANT, OR
ORGANIZATIONS THEY'RE PART OF,

OR FOUNDATIONS THAT THEY'RE PART OF, OR SPORTS TEAMS THAT THEY COACH AND PARTICIPATE IN THAT ARE GETTING LIKE NEW UNIFORMS, NEW BATS AND BALLS, AND ALL OF A SUDDEN CHEERLEADING FOR THE DEVELOPERS.

I THINK THAT SETS UP A REAL BAD SITUATION.

I THINK IAGs ARE GOOD TO DIRECT THE IMPACT, THE HEIGHT, THE DENSITY, THE PARKING, THE TRAFFIC, THE MATERIALS, WHETHER IT'S GOING TO BE BRICK OR STRUCTURAL STEEL, GLASS, SORT OF THE AESTHETICS OF IT, BUT WHEN IT COMES TO GETTING DOWN TO NEGOTIATING COMMUNITY BENEFITS, ON BEHALF OF THE COMMUNITY, THAT SHOULD BE IN PARTNERSHIP AND CONCERT WITH THE BPDA, AND THE ELECTED REPRESENTATIVES THAT ARE LEKDED BY THE PEOPLE TO MAKE THOSE DECISIONS.

>> SURE.

WE SHARE YOUR CONCERNS, AND WE CONVERSE ABOUT THIS WITH SOME

REGULARITY.

AND I THINK THE CRUCIAL DISTINCTION HERE IS MITIGATION VERSUS COMMUNITY BENEFITS.

THAT MAY BE A TERM OF ART THAT MOST OF US CONFLATE.

BUT MITIGATION IS USUALLY, AND THIS IS WHAT WAS ENVISIONED AS THE ROLE FOR THE IAG, IS WHAT ARE THE EFFECTS OF THIS PROJECT? WHAT ARE THE IMPACTS?

AND WHAT ARE THE SPECIFIC THINGS WE CAN DO TO MITIGATE THOSE IMPACTS?

BIG DENSE THING, ARE YOU GOING TO DO SOME OPEN SPACE, CREATE A NEW PARK, DO YOU NEED NEW TRAFFIC INFRASTRUCTURE TO MANAGE THE INGRESS AND EGRESS FROM THE NEW DEVELOPMENT SITE?

THE NUTS AND BOLTS IMPACTS WERE SUPPOSED TO BE ADDRESSED THROUGH AN IAG.

BUT, WHAT OFTEN HAPPENS IS IT BECOMES A CONVERSATION ABOUT SO-CALLED COMMUNITY BENEFITS.

>> RIGHT.

>> WHICH FRANKLY, YOU KNOW, THE \$100,000 TO THE BOYS AND GIRLS CLUB OR THE \$100,000 TO THE LITTLE LEAGUE, WHILE WE MAY ALL APPRECIATE ALL OF THAT, BUT THAT'S THE TRADITIONAL COMMUNITY BENEFIT.

THE NEXUS TO IMPACTS OF OF THE PROJECT IS USUALLY NEGLIGENT LEGIBLE, SO WHAT WE THINK THE IAGs NEED TO BE DOING, AND THIS IS ON US, IS THE EDUCATION EFFORT, IS MAKING SURE THE FOCUS IS ON WHAT ARE THE PHYSICAL IMPACTS OF THE PROJECT, AND WHAT CAN YOU DO TO LESSEN THEM? AS OPPOSED TO, HERE'S A BIG PROJECT, DEVELOPER'S GOING TO MAKE A LOT OF MONEY, LET'S GET SOME MONEY FOR OUR FAVORITE NONPROFIT.

>> RIGHT.

>> EVEN THOUGH I GET THAT.

>> RIGHT.

>> I DON'T THINK THAT'S THE ROLE OF THE IAG AND WE NEED TO DO A BETTER JOB OF TRYING TO STEER THAT CONVERSATION.

>> AND I AGREE WITH YOU.

AND UNDERSTANDABLY THAT'S SORT OF KIND OF HOW IT PLAYS OUT. WHETHER IAGs SHOULD FOLLOW ROBERT'S RULES OF ORDER OR WHETHER THEY SHOULD BE UNDER THE OPEN MEETING LAW.

BUT WHEN YOU HEAR STORIES OF IAG MEMBERS AFTER THE MEETINGS MEETING WITH DEVELOPERS AT THE LOCAL COFFEE SHOP OR THE NEXT DAY AT THEIR KITCHEN TABLE, CARVING OUT THINGS, I FIND THAT OFFENSIVE, BUT ALSO PROBLEMATIC TO THE PROCESS, AS WELL AS THE TRANSPARENCY.

SO MOVING FORWARD, AND THEN IT'S ALSO, MIKE CHRISTOPHER AND I HAVE HAD THIS CONVERSATION, OFF. TIMES IT'S HARD TO GET PEOPLE WILLING TO SERVE.

YOU CALL SOMEONE UP AND SAY HEY, YOU KNOW, WOULD YOU BE WILLING TO SERVE AS MY REPRESENTATIVE ON THE IAG, AND THEY SAY, WELL I

THOUGHT WE WERE FRIENDS.
YOU KNOW, LIKE WHY WOULD YOU DO
THAT TO ME?
SO I THINK PEOPLE ARE MEETING
DOUBT ACROSS THE CITY.
AND WHEN YOU ASK SOMEONE TO
SERVE AS YOUR REPRESENTATIVE ON
THE IAG, IT ALSO, YOU HAVE TO BE
TRUTHFUL WITH THEM AND SAY, OH,
BY THE WAY, IT'S GOING TO MEAN
"X" AMOUNT OF MEETINGS, "X"
AMOUNT OF MONTHS, AND IT'S A
COMMITMENT.
RIGHT.
AND SO I THINK SOME PEOPLE LIKE
THE TITLE OF IAG, ONCE THEY GET
IN TWO OR THREE MEETINGS INTO
IT, THEY CALL YOU EVERY NAME IN
THE BOOK BECAUSE THEY THINK YOU
DIDN'T DO THEM A FAVOR.
BUT, YOU TRUST THEIR JUDGMENT.
YOU KNOW THEY PUT THE COMMUNITY
FIRST.
THEY'RE GOOD EYES AND EARS FOR
YOU.
IT KIND OF CUTS BOTH WAYS.
THEN THERE'S OTHER FOLKS THAT
THEY CALL ALL THE TIME.
CAN I BE ON YOUR IAG?
CAN I BE ON YOUR IAG?
IT KIND OF RUNS THE GAMUT.
I THINK WE NEED TO TAKE A LENS
ON THAT IAG AND MAKE SURE PEOPLE
AREN'T CUTTING SIDE DEALS, THEIR
FIRST TWO MEETINGS THEY'RE
AGAINST THE PROJECT, THEN AFTER
THEY HAVE A PRIVATE MEETING AT
THEIR HOUSE AND GET SOME CHECKS
CUT THEY'RE ALL OF A SUDDEN
CHEERLEADING FOR THE PROJECT.
THAT'S OVER THE TOP, AND IT
HAPPENS.
UNFORTUNATELY.
NOTHING TO DO WITH YOU GUYS.
HAS NOTHING TO DO WITH US.
BUT WE FIND OUT ABOUT IT THIRD
PARTY, AND IT'S JUST VERY
DISTASTEFUL.
SO, TRYING TO MAYBE KIND OF
CRANK IN THE IAG PROCESS A
LITTLE BIT, YOU CLEARLY WANT
PEOPLE TO SERVE.
YOU WANT THEM TO BE THERE FOR
THE RIGHT REASONS.

HOPE THAT THEY'RE THERE FOR THE RIGHT REASONS BUT UNLESS THERE'S SOME STRUCTURE AND ORDER IN ROBERT'S RULES OR OPEN MEETING LAW I DON'T SEE ANY SITUATION WHERE AN IAG MEMBER OUTSIDE OF THE SCOPE OF IAG SHOULD BE MEETING PRIVATELY WITH THE DEVELOPER THAT WAS PRESENTING IN FRONT OF THEM THE NIGHT BEFORE OR IS PRESENTING IN FRONT OF THEM TWO NIGHTS FROM THERE. YOU KNOW, I THINK THEY SHOULD BE HELD TO THE SAME STANDARD THAT WE'RE HELD TO.

>> YOU KNOW, WE HAVE THE SAME CONCERN.

THE IAGs ARE PUBLIC MEETINGS SO EVEN THOUGH THE IAG MIGHT BE DELIBERATING, YOU KNOW, AMONG THEMSELVES, THE PUBLIC CAN GO AND WATCH IT.

BUT YES, THE WHOLE NOTION OF WHAT HAPPENS WHEN THE MEETING IS OVER, AGAIN, THIS IS ONE OF THESE CLASSIC ENFORCEMENT THINGS.

HOW DO YOU STOP THE INDIVIDUAL MEMBERS FROM HAVING THESE CONVERSATIONS.

>> BUT WHEN THE FIRST IAG MEETING HAPPENS IS THERE A DIRECTIVE, DOES SOMEONE STAND UP AND SAY, DO THEY READ LIKE THE RULES OF THE DOs AND DON'Ts?

>> THAT'S A GOOD QUESTION.

>> THANKS FOR SERVING AS AN IAG WE'RE GOING TO GET RIGHT INTO THE PROJECT AND YOU HAVE THE DEVELOPER GOING RIGHT DOWN THE ROAD.

OR DOES SOMEONE STAND THERE WITH A PIECE OF PAPER SAYING WELCOME, THIS IS WHAT WE'RE ASKING YOU TO DO.

>> WE DEFINITELY TRAIN ON PROTOCOLS RELATIVE TO IAGs. BUT WE HEAR THESE ISSUES CONSISTENTLY.

WE'RE TRYING TO WORK TO GET BETTER AT THEM.

>> ALL RIGHT.

YOU'RE ON IT.

I APPRECIATE IT.

>> YOUR CONCERNS ARE OUT CONCERNS.
>> GREAT.
THANK YOU.
THANK YOU.
>> THANK YOU.
>> THANK YOU, COUNCILOR.
>> I MISSED LIKE AN HOUR, COULD YOU REPEAT?
>> I'M GOOD, THANK YOU.
>> ALL RIGHT.
I JUST WANT TO FOLLOW UP JUST ON COUNCILOR FLAHERTY'S QUESTIONS, BECAUSE IT REFERENCED MY EARLIER QUESTIONS TODAY.
WHERE AND WHEN AND WHO SHOULD BE DECIDING COMMUNITY BENEFITS?
IF WE'RE GOING TO DISTINGUISH BETWEEN MITIGATION AND COMMUNITY BENEFITS?
>> SO, IDEALLY, WHEN WE CONSIDER OUR ROLE UNDER ARTICLE 80, LOOKING AT THE DEVELOPMENT PROGRAM, AND HOW THE IMPACTS ARE MANAGED, EVERYTHING, EVERY ALTERATION TO THE BUILD ENVIRONMENT HAS IMPACTS.
AND WE SEEK TO REQUIRE DEVELOPERS TO ADDRESS THE IMPACTS THROUGH MITIGATION COMMITMENTS THAT ARE BEST PRESENTED TO US, OR HARMONIZED BY THE IAG.
A COMMUNITY BENEFIT CONVERSATION, DO THEY OCCUR WITHIN IAGs?
I BET THEY DO WITH SOME REGULARITY AND THAT IS NOT OPTIMAL.
THESE SHOULD BE FUNDAMENTAL.
THE IDEAL WAY TO HANDLE IT IS THAT THE CONVERSATIONS OCCUR BETWEEN THE DEVELOPER AND A VARIETY OF CONSTITUENCIES, WHETHER THEY'RE INDIVIDUALS OR ORGANIZATIONAL, AND THEY ARRIVE AT A COMMUNITY BENEFIT PACKAGE THAT IS SPECCED OUT BETWEEN DEVELOPER AND COMMUNITY.
WE'RE OFTEN INVOLVED IN THAT BECAUSE THERE'S A QUESTION ABOUT HOW DO YOU MEMORIALIZE THE COMMITMENT, HOW DO YOU ENFORCE THE COMMITMENT, AND IN THE

COMMUNITY THAT SEEK THESE THINGS, YOU KNOW, DIRECTS THE REQUEST AND THE DEMAND TO US, WE UNDERSTAND THAT BECAUSE, AGAIN, IT'S EASY TO BLUR THE LINE BETWEEN MITIGATION, AND COMMUNITY BENEFIT.

WE -- THIS IS A BROADER POLITICAL CONVERSATION. AND FRANKLY, WE NEED HELP IN THIS REGARD.

WHAT IS DEVELOPED OVER 20 YEARS, BEEN AROUND SINCE 1996, SO OVER 22 YEARS, WE'VE CREEDED DIFFERENT PRACTICES THAT MIGHT NOT BE ENVISIONED IN ARTICLE 80. THEY MIGHT BE LOOSELY ANALOGOUS TO THINGS THAT ARE IN ARTICLE 80 BUT THEY'RE NOT REALLY SPECCEDED OUT AS RESPONSIBILITY OF OURS, IN ARTICLE 80, BUT WE END UP SORT OF ABSORBING THIS FUNCTION BECAUSE COMMUNITIES EXPECT US TO, HEY, YOU SPILL OUT THE MITIGATION, AND YOU SPELL OUT THE COMMUNITY BENEFITS, AND BY THE WAY WE BLUR THEM ALL TOGETHER ANYWAY, SO, LET'S JUST HAVE YOU DO IT.

I'M TRYING TO MOVE THE BPDA OUT OF THAT BUSINESS.

IT DOESN'T NECESSARILY ADDRESS THE CONCERNS THAT MIGHT STILL EXIST.

YOU'RE A COUNCILOR, AS WELL, THAT THERE WILL STILL BE DEMANDS ON DEVELOPERS FROM COMMUNITY ORGANIZATIONS, OR INDIVIDUALS IN THE COMMUNITY, AS A MEANS OF DEVELOPING AND SECURING SUPPORT. BUT I DON'T THINK COMMUNITY BENEFITS IS REALLY THE ROLE WE SHOULD BE IN.

THAT SHOULD BE BETWEEN DEVELOPER AND NEIGHBORS AND NEIGHBORHOOD OR ORGANIZATIONS, WE SHOULD BE FOCUSED ON MAKING SURE THE IAG TALKS ABOUT MITIGATION, AND THAT WE MEMORIALIZE THOSE MITIGATION REQUIREMENTS BUT THAT COMMUNITY BENEFITS IS FUNDAMENTALLY A POLITICAL PROCESS --

>> SO THEN WHEN YOU DESCRIBE IT THAT WAY, WE'RE THEN GOING INTO

WHAT COUNCILOR FLAHERTY ALLUDED
TO AS PROBLEMATIC.
I THINK YOU'VE GIVEN HIM ONE
ANSWER AND YOU'VE GIVEN ME A
SLIGHTLY DIFFERENT ANSWER.
>> NO, I THINK --
>> BECAUSE HE'S ASKING TO SET
SOME LIMITATIONS SO THERE AREN'T
BACK ROOM DEALS CUT.
WHAT YOU'RE DESCRIBING TO ME
CREATES A SETTING WHERE ONLY
BACK ROOM DEALS ARE CUT.
>> OH, THAT MAY BE THE CASE.
BUT HERE'S -- HERE'S THE BIGI
WHERE THE SOUTH BOSTON
BETTERMENT TRUST CASE -- THE
PROBLEMATIC BEHAVIOR THAT
YIELDED THE SOUTH BOSTON BENEFIT
TRUST CASE WAS WE WERE
EMPOWERING THE THING, WE WERE
EMPOWERING THE THING TO DO
SOMETHING THAT THE COURT FOUND
TO BE INAPPROPRIATE,
ILLEGITIMATE.
MY GOAL IS TO MAKE SURE THE IAG
IS NOT DOING ANYTHING
INAPPROPRIATE OR ILLEGITIMATE.
THE IAG IS FOCUSED AS AN
INSTRUMENTALITY OF THE
ORGANIZATION, THE IAG IS PART OF
WHAT WE DO.
IT HAS AN OFFICIAL FUNCTION WHAT
HAPPENED, ARE THE BACK ROOM
DEALS PROBLEMATIC IN EXCHANGE
FOR SUPPORT?
I MUST ADMIT I DON'T LIKE ANY OF
THIS.
THE WHOLE NOTION THAT YOU CUT A
DEAL WITH A DEVELOPER TO GET
SOMETHING FOR YOURSELF, MAYBE,
MAYBE YOU SAY I WANT YOU TO
BUILD ME A FENCE, I WANT YOU TO
BUILD MY A POOL, ALL THAT
BEHAVIOR IS PROBLEMATIC.
BUT IT'S NOT US.
MY GOAL IS TO MAKE SURE THAT THE
ORGANIZATION, THAT THE
GOVERNMENT AGENCY RESPONSIBLE
FOR THIS IS NOT DOING THAT.
IF THIS IS GOING ON WITH
NEIGHBORS, I MEAN AT THE END OF
THE DAY, WE'RE TALKING ABOUT
FREE CITIZENS AND A FREE LAND,
AND IF THEY WANT TO GO THREATEN

A DEVELOPER WITH SUPPORT OR WITHDRAWAL OF SUPPORT BECAUSE THEY'RE NOT GETTING SOMETHING THEY WANT, THAT'S PROBLEMATIC BEHAVIOR.

BUT IT'S NOT PROBLEMATIC BEHAVIOR THAT THE BPDA'S ENGAGED IN.

MY CONCERN IS THAT THE IAG IS DOING THAT, THE BPDA IS INVOLVED.

THE IAGs ARE CREATURES OF US. BUT IF THOSE CONVERSATIONS ARE GOING ON BETWEEN PRIVATE CITIZENS, PRIVATE ORGANIZATIONS, AND A DEVELOPER, THAT DOESN'T INVOLVE US.

IT MIGHT BE UNSAVORY, IT MIGHT BE TNPLEASANT, IT MIGHT BE DOWNRIGHT MORALLY WRONG BUT IT'S NOTHING THAT IMPLICATES US. SO DO I THINK THAT SHOULD BE OCCURRING?

NO.

BUT, MY JOB IS TO MAKE SURE THE AGENCY ISN'T DOING ANYTHING THAT'S PROBLEMATIC.

OR ENABLING OR COMPLICIT IN ANYTHING THAT'S PROBLEMATIC.

I'M TRYING TO EXTRICATE THE AGENCY FROM THIS AND FOCUS ON MITIGATION.

THERE MIGHT BE GOOD NATE DISAGREEMENTS ABOUT WHAT IS COMMUNITY BENEFIT AND WHAT'S MITIGATION.

IS THE PARK ACROSS THE STREET MITIGATION FOR THE NEW DENSITY YOU JUST PLOPPED DOWN ON THE OTHER SIDE OF THE ROAD?

OR IS IT A COMMUNITY BENEFIT? THERE WOULD BE GOOD FAITH DISAGREEMENTS THERE.

BUT I BET WE COULD ALL AGREE ON WHAT -- PROBABLY WITH 80% OVERLAP ON WHAT IS A COMMUNITY BENEFIT THAT REALLY DOESN'T HAVE ANYTHING TO DO WITH MITIGATION. DOES IT MAKE SENSE?

MY JOB IS TO MAKE SURE THE AGENCY BEHAVES CORRECTLY.

>> I UNDERSTAND THAT.

BUT ONE OF THE CHALLENGES IS, IF WE DON'T IDENTIFY WHO PLAYS

WHICH ROLE IN THIS PROCESS, WE
CREATE A REAL RISK FOR
CORRUPTION.

AND WE EITHER FORMALIZE THE
PROCESS, OR WE DO AWAY WITH THE
PROCESS.

AND THE OTHER RISK THAT WE PLAY
IS WE THEN SAY TO DEVELOPERS,
THEY HAVE NO COMMITMENT TO
INVEST IN THE COMMUNITY THAT
THEY'RE IMPACTING.

I HAVE A PROBLEM WITH THAT.
SO CREATING AN OPEN FORUM AND AN
OPEN DIALOGUE WHERE COMMUNITY
MEMBERS, AND THOSE COMMUNITY
MEMBERS BEING REPRESENTATIVES OF
THE ELECTEDS, ARE HAVING AN OPEN
CONVERSATION ABOUT THE FINANCIAL
COMMITMENT THAT THE DEVELOPER'S
GOING TO HAVE TO THAT COMMUNITY,
WHETHER IT'S FOR THE PARK, OR
THE LOCAL BOYS AND GIRLS CLUB,
OR THE LOCAL SCHOOLS.

AND SO I THINK THAT, WHERE WE
HAVE TO BE MUCH CLEARER ABOUT
WHAT THE EXPECTATION IS FOR IAG
MEMBERS, I THINK WE HAVE TO BE
MUCH CLEARER ABOUT THE ROLE OF
THE LOCAL ELECTED OFFICIALS AND
WE HAVE TO BE MUCH CLEARER ABOUT
THE ROLE OF THE BPDA AND THE
PROJECT MANAGER IN DOING THIS
WORK.

BECAUSE WE --

>> TOTALLY AGREE.

>> BECAUSE WE'VE SENT CONFUSING,
MIXED MESSAGES TO RESIDENTS, AND
IAG MEMBERS, BECAUSE THEY MAY BE
REPRESENTING AN ORGANIZATION AS
OPPOSED TO ACTUALLY LIVING IN
THE AREA, THEY COME TO THE TABLE
THINKING THAT THEY'RE GOING TO
WORK TOWARDS MAKING THIS THE
BEST PROJECT IT CAN BE FOR THAT
NEIGHBORHOOD, AND FINDING
CREATIVE WAYS TO MAKE UP FOR THE
IMPACT IT'S GOING TO HAVE ON
THAT NEIGHBORHOOD.

BUT THEN I THINK IT ALSO IS
IMPORTANT FOR US AS ELECTEDS TO
ALSO BE ON THE SAME PAGE.

AND I DON'T THINK THAT WE ARE.
THANK YOU.

>> TOTALLY AGREE.

>> THANKS.

THANK YOU.

>> COUNCILOR EDWARDS?

>> HI.

SO, I JUST WANTED TO ASK A
COUPLE FOLLOW-UP QUESTIONS AND
MAKE A SUGGESTION.

SO, IN YOUR RESPONSE TO SOME OF
THE QUESTIONS THAT COUNCILOR
JANEY HAD ABOUT THE SEA PORT
DISTRICT YOU NOTED AGAIN THAT
YOU WERE -- YOUR TASK IS BEING
AN ECONOMIC ENGINE FOR THE CITY
OF BOSTON.

AND IN THAT TASK, AGAIN, JUST TO
ECHO SOME OF THE WONDERFUL
POINTS THAT SHE MADE, IT'S CLEAR
THAT THAT ECONOMIC ENGINE, OR
OUR ENGINE IS NOT EQUITABLE
RIGHT NOW.

AND SO I WOULD LOVE FOR YOU --
I'D LOVE FOR THE BPDA TO MAKE A
COMMITMENT ABOUT EQUITY IN ITS
ANALYSIS, AND AS IT'S GOING
FORWARD.

I DON'T KNOW IF YOU HAVE A
COMMITMENT TO RACIAL LOOKING AT
PROJECTS OR LOOKING AT YOUR
FUTURE OR THE CITY OF BOSTON
WITH THE RACIAL EQUITY LENS BUT
I'M WONDERING IF YOU'D BE
WILLING TO ADOPT ONE?

>> I AM CERTAINLY WILLING TO
HAVE THAT CONVERSATION HERE.
EVERY --

>> I'M SO SORRY BECAUSE WE'RE
SHORT FOR TIME.

>> SURE.

>> SO GREAT SO YOU'RE WILLING TO
HAVE THE CONVERSATION ABOUT IT?

>> I THINK WE DO DO IT IN
EVERYTHING THAT COMES BEFORE US.
BUT HAS IT BEEN ADOPTED AS A
POLICY?

ARE WE SENSITIVE AND COGNIZANT
AND SORT OF FOCUSED ON DOING THE
BEST WE CAN TO REMEDY INEQUITIES
WITH EVERY PLANNING EFFORT THAT
COMES BEFORE US AND EVERY
DEVELOPMENT THAT COMES BEFORE
US, I'D SAY YES WITHIN THE
LIMITED RANGE OF TOOLS THAT WE
DO.

BUT TO ADOPT A POLICY THAT

STATES THAT, I AM, YOU KNOW,
FINE WITH THAT NOTION.
>> THANK YOU.
SO IT'S NOT -- IT'S MORE THAN
JUST ADOPTING THE POLICY, IT'S A
REAL COMMITMENT TO IT.
>> I UNDERSTAND THAT.
IF THERE'S A POLICY ADOPTED --
>> WE CERTAINLY ARE NOT DOING
ANTI- -- OR DOING ANYTHING
AGAINST IT, BUT I THINK IT'S
REALLY TAKING THE THREE PRONGED
APPROACH, I WOULD LOOK AT OTHER
CITIES SUCH AS SEATTLE THEY HAVE
RACIAL EQUITY TOOL KITS, THAT
ARE IMPLEMENTED IN MUNICIPAL,
ALL MUNICIPAL ACTIVITIES,
LOOKING AT THEIR BUDGETING,
LOOKING AT THEIR PLANNING,
LOOKING AT THEIR PARKS.
SO THIS IS NOT AN UNHEARD OF
THING.
IN TERMS OF MUNICIPAL
GOVERNMENTS TAKING THAT LENS.
SO I WOULD LOVE FOR THE BPDA TO
COME BACK HERE NEXT YEAR, WITH
SAYING YES, WE'VE ADOPTED IT AND
THIS IS HOW YOU'RE GOING TO
INCORPORATE IT IN YOUR PLANNING
AND DEVELOPMENT.
ALSO, I JUST WANTED TO TALK
ABOUT IDP.
I THOUGHT WE WERE GOING TO TALK
ABOUT IT A LITTLE MORE AND I
HAVEN'T HEARD VERY MUCH ABOUT
IT.
AT 13%, AS I UNDERSTAND IT RIGHT
NOW, DO YOU THINK THERE'S ANY
MOVEMENT, ANY APPETITE TO MAKE
THAT LARGER?
I KNOW SOME CITIES HAVE ADOPTED
IDPs AS HIGH AS 20%.
>> SURE.
SO, IN 2014, THE MAYOR DIRECTED
THE AGENCY THAT REALLY CITY
GOVERNMENT GENERALLY, ALONG WITH
US, WE CONTRACTED WITH EXTERNAL
CONSULTANTS THAT LOOKED AT WHAT
DOES THIS IDP REQUIREMENT DO TO
A DEVELOPER'S PRO FORMA?
BECAUSE THE GOAL IS TO GET THE
DEVELOPER TO BUILD AND CREATE
UNITS.
NOT TO SET A PERCENTAGE SO HIGH

THAT THE DEVELOPER WON'T BUILD.
SO, WE COMMISSIONED EXTERNAL
ANALYSIS, AND THE NUMBER THAT
CAME BACK AS NOT LIKELY TO CHOKE
THE FINANCES OF A PROJECT WAS
13.

I THINK WE CERTAINLY HAVE BEEN
FINE GOING HIGHER, IF WE
BELIEVED THAT THAT WOULD NOT
CHOKE DEVELOPMENT BUT FOR A
DEVELOPER TO CARRY 13% OF THEIR

UNITS WITHIN AN AFFORDABILITY
RANGE OBVIOUSLY IMPACTS THEIR
PRO FORMA AND THEIR ABILITY TO
FINANCE THE PROJECT.

SO WE'VE COME TO THE NUMBER
COLLECTIVELY.

WHEN I SAY WE, I MEAN THE
ADMINISTRATION, THE BPDA, IT'S
MAYOR WALSH.

IT'S THE DEPARTMENT OF
NEIGHBORHOOD DEVELOPMENT, THAT
WE PUSHED THIS AS FAR AS WE
BELIEVED WE COULD WITHOUT
DISINCENTIVIZING THE DEVELOPMENT
OF THE UNITS THEMSELVES.

>> HAVE YOU FOUND IN OTHER
CITIES THAT HAVE GONE HIGHER
THERE'S A DISINCENTIVE IN
CAMBRIDGE OR SUMMERSVILLE?

>> THEY MIGHT BE DIFFERENT
ECONOMICS ASSOCIATED WITH IT.

>> THEY'RE NOT THAT FAR FROM THE
CITY OF BOSTON.

>> I DON'T KNOW IF THE GEOGRAPHY
TELLS THE STORY.

>> OKAY.

IN TERMS OF THE, I THINK IT'S
DURING ONE OF OUR HEARINGS ON, I
THINK IT WAS ON RESILIENCY --
I'M SORRY, IT WAS ON ONE OF THE
CONDOR STREET PROJECTS IN EAST
BOSTON, ONE OF YOUR COLLEAGUES
HAD MENTIONED THAT THERE WAS A
DISPLACEMENT CONSIDERATION IN
YOUR LOTTERY SYSTEM.

FROM THE BPDA?

>> WE'RE STRUGGLING TO FIGURE
OUT WHAT THAT MIGHT BE THAT
YOU'RE REFERENCING.

BUT WE'LL FOLLOW UP.

>> IT PARTICULARLY ASKED ABOUT
THE FAVORITISM OR FAVORING FOLKS

IN THE NEIGHBORHOOD WHEN IT
COMES TO LOTTERY --
>> I'M SORRY, WHO WAS IT?
>> I CAN'T RECALL.
>> SOMEONE FROM THE AGENCY?
>> YES.
>> WE CAN FIGURE IT OUT.
>> AND SO THAT SOMEHOW THAT WAS
GOING TO BE A NEW DISPLACEMENT
POLICY THAT YOU HAD, AND YOU
CONSIDERED DISPLACEMENT IN THE
LOTTERY SYSTEM.
SO I JUST WANTED TO FOLLOW UP ON
THAT AND SEE HOW THAT WAS GOING.
I'M HAPPY, I'M HAPPY THAT YOU
ARE DOING THAT.
AND SO, IT'S ONE THING I WANTED
TO HIGHLIGHT.
BUT I GUESS YOU DON'T KNOW ABOUT
IT.
>> IT'S NOT -- IT'S NOT COMING
TO ME.
>> OKAY.
AND THEN FINALLY, WELL, WE
TALKED AT LENGTH AND I
APPRECIATE THAT CONVERSATION AND
I COMPLIMENT YOU ON THAT AND
COMING AND TALKING ABOUT THAT
AND THERE WILL BE A HEARING
EVENTUALLY ON THAT SO I WON'T
BELABOR THOSE POINTS BUT WHEN WE
WERE DISCUSSING THE LITTLE
MYSTIC AT ONE POINT WE DISCUSSED
HOW THAT WAS YOUR LAND, AND HOW
YOU KNOW, I HAD HOPE THAT PART
OF YOUR INCENTIVE WOULD BE TO
FREE UP THAT LAND FOR THE FOLKS
IN CHARLESTOWN TO ENJOY.
BUT IT SEEMS THAT YOUR INCENTIVE
OR YOUR GOAL IS TO KEEP IT,
MAINTAIN IT, AND NEGOTIATE A
BETTER DEAL WITH MASS PORT TO
MAKE SURE THAT THE BPDA BENEFITS
FROM THAT.
AND ONE OF THE QUESTIONS I
HAVE --
>> THAT'S NOT WHAT I SAID,
BUT --
>> BUT I THINK THAT'S --
>> I SAID WE'RE AT THE
BEGINNING, NOWHERE NEAR THE END,
OF THE CONVERSATION.
>> NO, I REMEMBER SUMMARIZING
THE CONVERSATION SAYING THE TWO

POINTS I'M WALKING AWAY WITH ARE THAT.

THAT IT'S YOURS.

YOU'RE KEEPING IT AND YOU'RE GOING TO NEGOTIATE A BETTER DEAL FOR YOURSELF.

>> RIGHT.

AND WHAT I SAID IN THAT CONVERSATION WAS THAT THE BETTER DEAL WOULD BE FINANCIAL, AND IT COULD BE OTHER THINGS.

THAT'S WHAT I SAID.

IT COULD BE OTHER THINGS.

MAYBE IT IS -- MAYBE IT IS EXACTLY WHAT YOU SUGGEST.

I DON'T KNOW, BECAUSE WE'VE JUST STARTED THE CONVERSATION WITH MASS PORT.

BUT I DID MAKE CLEAR IS WE TAKE MASS PORT'S CONCERNS VERY SERIOUSLY.

>> RIGHT.

>> WE OWN A COUPLE OF ACRES NEAR A VERY SIGNIFICANT INDUSTRIAL SITE OF THEIRS.

THEY'RE MANUFACTURE AUTOMOBILES.

THEY ASSEMBLE AUTOMOBILES THAT COME OFF VESSELS NEARBY.

ESSENTIALLY AN ASSEMBLY FACILITY.

THEY USE OUR PARCEL TO STAGE CARS THAT ARE GOING INTO THIS FACILITY AND EXITING THE FACILITY.

I TAKE THAT VERY SERIOUSLY BECAUSE THERE'S 500 FAMILIES THAT BENEFIT FROM THAT.

THERE ARE 500 JOBS THERE.

AND BEFORE I DISRUPT 500 LIVELIHOODS, WE'RE GOING TO THINK LONG AND HARD, HAVE A CONVERSATION WITH MASS PORT.

WE'RE HAPPY TO HAVE A CONVERSATION WITH YOU.

BUT THE WAY I VIEW THAT CONVERSATION, JUST BEGINNING TO THINK ABOUT IT, WE HAVEN'T MADE ANY DECISIONS AT ALL.

>> RIGHT.

AND THAT THE LEASE IS UP NEXT YEAR IS GREAT THAT YOU'RE STARTING TO THINK ABOUT IT.

AND MORE IMPORTANTLY, I THINK, WHAT THE OTHER QUESTION I HAD

WAS THAT AS YOU'RE HAVING THOSE
CONVERSATIONS AND NEGOTIATIONS
THAT THE PUBLIC WILL BE ABLE TO
BE A PART OF THAT.

AND CORRECT ME IF I'M WRONG, YOU
SAID NO.

>> NO.

SO ONCE AGAIN, THAT IS NOT --
YOU SPECIFICALLY SAID, WILL THE
PUBLIC BE PART OF YOUR
NEGOTIATION WITH MASS PORT?

>> RIGHT.

>> WILL THEY BE PART OF THE
NEGOTIATION?

AND I THINK WE FOLLOWED UP AND
SAID LIKE LITERALLY SITTING AT
THE TABLE AS WE POTENTIALLY
NEGOTIATE A BUSINESS DEAL WITH
MASS PORT?

NO.

NO.

WE CAN HAVE A PUBLIC
CONVERSATION.

WE CAN TALK ABOUT WHAT THE
COMMUNITY WOULD LIKE TO SEE
THERE.

>> OKAY.

>> THAT'S WHAT WE DO FOR A
LIVING.

BUT WHEN YOU SAID WILL THEY HAVE
A SEAT AT THE TABLE, NEGOTIATING
WITH US AND MASS PORT, WE
GENERALLY DON'T FIND THAT THAT'S
A PRODUCTIVE OR CONSTRUCTIVE WAY
TO HAVE A -- HAVE A BUSINESS
NEGOTIATION.

>> RIGHT.

NO.

SO NO.

>> RIGHT, NOT A NEGOTIATION.

BUT COMMUNITY INPUT?

HAD YOU SAID WOULD YOU ENTERTAIN
COMMUNITY INPUT?

ABSOLUTELY.

THAT'S WHAT WE DO FOR A LIVING.
WE'RE INTERESTED IN WHAT PEOPLE
THINK.

AND INTO THE EXTENT WE COULD END
UP SUPPORTING MASS PORT'S DESIRE
TO RETAIN THIS AS A INDUSTRIAL
SITE, AGAIN, ONCE AGAIN, WE ARE
AN INDUSTRIAL DEVELOPMENT
AGENCY.

WE ARE A COMPONENT PIECE OF

STATUTORILY WITH THE ECONOMIC
DEVELOPMENT INDUSTRIAL
CORPORATION.

WE DO INDUSTRIAL DEALS.
IT'S PART OF OUR STATUTORY
MANDATE.

AND THAT MEANS PROVIDING JOBS
FOR THE PEOPLE OF BOSTON.
WE TAKE IT VERY SERIOUSLY.
WE'LL GO OUT TO THE
NEIGHBORHOOD.

WE'LL HAVE A CONVERSATION ABOUT
WHERE THESE JOBS ARE IMPORTANT.
WHETHER OPEN SPACE IS IMPORTANT.
AND WE'LL LISTEN.

WE'LL BE THRILLED TO LISTEN.
>> -- WORKINGIN THOSE JOBS, TOO.
HOW MANY PEOPLE IN BOSTON ARE
ACTUALLY WORKING AT THOSE JOBS
AS WELL?

>> I HAVE NO IDEA.
I DON'T RUN THAT COMPANY.
>> I HAVEN'T HEARD 500 AT ALL AS
THE NUMBER.
>> THANK YOU.

COUNCILOR JANEY?
>> THANK YOU, MR. CHAIR.
I WOULD LIKE TO JUST COME BACK
TO THE IDP AGAIN BEFORE GOING IN
MORE DEPTH AROUND FOLLOWING UP
SOME QUESTIONS I HAD AROUND PLAN
DUDLEY.

SO YOU JUST MENTION THAT IN 2014
IS THE LAST TIME THAT IT WAS
LOOKED AT, AND THAT THIS IS AN
AGREEMENT BETWEEN THE MAYOR, D&D
AND YOUR AGENCY?

>> WELL, NO, I'M SORRY.
THAT'S WHO WAS INVOLVED IN THE
CONVERSATION.
OBVIOUSLY MAYOR'S A HUGE
STAKEHOLDER AND FELT STRONGLY
ABOUT DOING THE BEST WE COULD TO
RELOOK AT THIS POLICY.

THE POLICY'S BEEN REITERATED I
THINK SINCE 2000.
MAYBE THIS IS THE SIXTH
ITERATION, MAYBE THE FIFTH.
>> RIGHT.

AND I GUESS I JUST WONDER IF
THERE'S AN OPPORTUNITY TO REVIEW
IT ONCE AGAIN.
I THINK OUR MARKET HAS CHANGED
DRAMATICALLY, PROBABLY SINCE THE

LAST TIME THAT YOU LOOKED AT IT.

>> YES.

>> I KNOW THE MAYOR EXPRESSED INTEREST IN THIS EARLIER THIS YEAR TO KIND OF LOOK AT THIS AS THE CORRECT AMOUNT.

>> YES.

>> CAN YOU TELL ME WHERE WE ARE IN THAT PRACTICE?

>> SURE.

SO WHEN WE ADOPTED THE NEW NUMBERS IN 2014, I THINK, IT TOOK EFFECT IN '15.

>> 2015.

>> SORRY, IT TOOK EFFECT IN '15, IT WAS THE PROTRACTED CONVERSATION INVOLVING CONSULTANTS TO GET TO THE RIGHT NUMBERS THAT WOULD ACHIEVE THE DESIRED OUTCOMES ON CREATING NEW UNITS.

SO, AT THAT TIME, THE ADMINISTRATION STATED THAT IT WOULD RELOOK AT IN THREE YEARS. SO WE'VE JUST BEGUN THAT PROCESS.

WE'RE LOOKING, NO COMMITMENTS RIGHT NOW, OUTSIDE OF WHAT THOSE NUMBERS MIGHT TURN INTO, OR IF THEY TURN INTO ANYTHING AT ALL. BUT WE'RE GOING TO LOOK AT WHAT IS OUR STANDARD, WHAT'S GOING ON OUT THERE IN THE ECONOMY, AND CAN THIS ECONOMY HANDLE MORE OF A DEMAND ON DEVELOPERS.

>> YES.

I CERTAINLY WOULD APPRECIATE THAT.

>> YES.

>> I THINK IT'S A GOOD TIME TO LOOK AT THAT.

AND ADVISE THAT.

I THINK WE ALSO HAVE OTHER MODELS AS ALREADY STATED, OTHER NEIGHBORING TOWNS THAT HAVE UPPED THE ANTE THERE.

AND I WOULD LIKE BOSTON TO ALSO DO THAT.

WANTED TO COME BACK TO A CONVERSATION AROUND PLAN DUDLEY. I CERTAINLY APPRECIATE YOUR EARLIER COMMENTS AROUND NOT, YOU KNOW, NOT WANTING TO OVERREACH IN TERMS OF DICTATING WHAT

BUSINESSES CAN COME INTO OUR COMMUNITY.

I DO THINK, HOWEVER, IT IS IMPORTANT THAT COMMUNITY VOICE IS LISTENED TO AROUND THE KINDS OF NOT ONLY BUSINESSES, BUT THE TYPES OF JOBS.

IT'S REALLY IMPORTANT THAT WE HAVE JOBS THAT PAY A REAL LIVING WAGE.

NOW, YOU KNOW, I CERTAINLY RECOGNIZE AS CHAIR OF SMALL BUSINESS THAT WE DON'T WANT TO PUT UNNECESSARY HARDSHIPS ON OUR SMALL LOCAL BUSINESS OWNERS, IN TERMS OF WAGES THAT THEY WON'T BE ABLE TO PAY EMPLOYEES.

BUT I THINK REALLY IMPORTANT TO KIND OF CONTINUE THAT CONVERSATION TO ENSURE THAT WE'RE HEARING NOT ONLY FROM THE VOICES OF RESIDENTS IN THE COMMUNITY, THAT WE'RE ALSO ENGAGING OUR BUSINESSES, AND THAT WE CAN COME TO SOME SORT OF UNDERSTANDING OF WHAT WOULD WORK WELL IN PARTICULAR NEIGHBORHOODS.

TO THE EARLIER POINT AROUND TOOLS THAT THE CITY HAS, THAT YOUR AGENCY HAS, YOU KNOW, I WOULD SUGGEST AGAIN, THE RFP PROCESS.

AND WE SAW A PROCESS WITH MASS PORT WITH AN RFP THAT SEEMED TO YIELD SOMETHING BENEFICIAL IN TERMS OF MINORITY OWNERSHIP.

AND I THINK WE HAVE OPPORTUNITIES THROUGH D&D AND THROUGH YOUR OFFICE TO DO THE SAME.

AND SO I'M HOPING, I SAW, AGAIN, I ACKNOWLEDGE AND APPRECIATE THAT THERE IS LANGUAGE IN THE RFP THAT LOOKS AT ANTI-DISPLACEMENT, THAT LOOKS AT MINORITY OWNERSHIP BUT I NOTICE THAT THERE AREN'T REAL WEIGHTS TO THAT.

THE SAME WAY THAT WHEN MASS PORT'S RFP THAT THEY WERE -- HAD REAL WEIGHTS TO THOSE, THOSE 25%.

>> SURE.

>> AND CAN YOU SPEAK TO THAT,
PLACE?
BECAUSE I THINK TO GIVE IT REAL
TEETH, WE PROBABLY HAVE TO MAKE
SURE THAT THERE IS SOME WEIGHT
BEHIND THE SECTIONS, IN THE RFP.
>> SURE.
DO YOU WANT TO CHAT ABOUT THE
RFP?
I'M SORRY, COUNCILOR, ARE WE
TALKING PARCEL 12?
>> NO I'M TALKING PLAN DUDLEY.
>> OH, SORRY.
I'M SORRY.
SO, THERE'S A VARIETY OF WAYS OF
LOOKING AT THIS.
AND AN ENTITY THAT COMES IN WITH
A STRONG MESSAGE ON ONE ASPECT
MIGHT BE FAR MORE APPEALING THAN
STRONG MESSAGES ON ANOTHER
PIECE.
AND SO I THINK THE CONCERN IS
ALLOWING DETERMINATIONS FOR
MAXIMUM FLEXIBILITY.
I THINK WE WANT TO GET, YOU
KNOW, TO THE SAME RESULT
INCLUSIVE OUTCOMES THAT ALLOW
FOR SHARING AND THE BENEFITS OF
DEVELOPMENT FOR A DIVERSE
COMMUNITY.
AND IN THE ATTACHING
PERCENTAGES, ULTIMATELY REDUCES
THE FLEXIBILITY.
IT'S JUST A PHILOSOPHIC CONCERN
THAT WE MIGHT BE ABLE TO WEIGHT
THINGS DIFFERENTLY IN THE
PROCESS.
IF WE ARE ARTICULATE IT, WE'RE
BOUND.
BECAUSE WE DON'T KNOW WHAT'S
COMING IN THE DOOR.
WE DON'T KNOW WHAT THE RESPONSES
ARE GOING TO LOOK LIKE.
SO THE GOAL WAS TO ALLOW MAXIMUM
FLEXIBILITY TO ACHIEVE THE MOST
DESIRABLE OUTCOME AND TO TRY AND
QUANTIFY THAT UP FRONT.
OBVIOUSLY MASS PORT WENT IN A
DIFFERENT DIRECTION.
>> RIGHT.
AND IT HAD A DIFFERENT RESULT,
AND SO I GUESS, YOU KNOW, IF WE
KEEP ON THE SAME TRACK, AND
DON'T TAKE THOSE LESSONS, AND I

WORRY THAT WE DON'T GET TO THE DESIRED RESULT,
>> WE TAKE VERY SERIOUSLY YOUR COMMENT AND MAYBE WE SHOULD HAVE A FOLLOW-UP CONVERSATION BEFORE THESE GO OUT THE DOOR.

>> I WOULD APPRECIATE THAT. I THINK THERE ARE QUESTIONS AROUND IMPACT STUDIES ON TRANSPORTATION, ENVIRONMENT, AND DISPLACEMENT IS YOUR OFFICE LOOKING TO DO THAT IN THIS PROCESS AND THE PLAN DUDLEY PROCESS OVERALL?

WHAT DIFFERENT PROJECTS COULD MEAN IN TERMS OF TRANSPORTATION? I MEAN WE HEARD THAT REPEATEDLY JUST IN THIS HEARING ALONE.

I KNOW WE'VE GOT A HEARING THAT WE'RE TRYING TO GET TO, SO I AM WRAPPING UP, CHAIR.

SO ENVIRONMENT, DISPLACEMENT, THESE ARE JUST IMPORTANT QUESTIONS AND THEN FINALLY, THE QUESTIONS AROUND TRANSPARENCY IN THE PROCESS, YOU KNOW, I BEGAN MY FIRST ROUND OF COMMENTS WITH REALLY WANTING TO TACKLE EQUITY AND ENGAGEMENT BEING A BIG CONCERN AS AGAIN I'M SURE YOU HAVE HEARD THE CONCERNS THAT MANY FOLKS HAVE RAISED. AND THESE HAVE BEEN ONGOING CONCERNS ABOUT THE PROCESS, AS THINGS MOVE QUICKLY THROUGHOUT OUR CITY OF BOSTON, AND CERTAIN NEIGHBORHOODS.

I'M SORRY IS YOUR QUESTION ABOUT --

>> YES, HOW WE MAKE OUR PROCESS MUCH MORE TRANSPARENT, THAT THE INFORMATION THAT RESIDENTS NEED TO MAKE INFORMED DECISIONS IS BEING PUT FORTH, THAT WE UNDERSTAND WHAT THE IMPACT WILL BE IN TERMS OF TRANSPORTATION, ENVIRONMENT, AND ANTI-DISPLACEMENT.

WE DON'T WANT WE DON'T WANT. SO YOU MENTIONED EARLIER THAT BOSTON IS BECOMING, THAT MANY FOLKS WANT TO MOVE TO BOSTON. I CAN APPRECIATE WHAT THAT DOES FOR THE ECONOMY, BUT IT IS

LEAVING MANY FOLKS OUT OF THAT
BECOME, AND THERE IS A DEEP
CONCERN THAT THE CITY OF BOSTON
IS MOVING IN SUCH A WAY TO
ACCOMMODATE THOSE WHO WANT TO
COME AT THE EXPENSE OF THOSE WHO
ARE ALREADY HERE.

AND SO THAT'S WHAT I'M
RESPONDING TO, AND I'M HOPING
THAT WE HAVE, I GUESS, A PROCESS
THAT IS MORE OPEN, THAT IS MORE
INCLUSIVE IN TERMS OF DIVERSITY
AND EQUITY OWNERSHIP, AND ONE
THAT REALLY RESPONDS TO THE
CONCERNS THAT ARE BEING PUT
FORTH AND BY RESIDENTS.

AND SO I GUESS I WILL END HERE,
MR. CHAIR.

I APPRECIATE THAT, AND WELCOME
THE OPPORTUNITY FOR FOLLOW-UP,
AND SINCE ONE OF MY OTHER
COLLEAGUES GAVE SOME PRAISE TO
ONE OF YOUR STAFF, I WOULD LIKE
TO CERTAINLY HIGHLIGHT STACY AND
YOUR OFFICE, ONE OF THE
COMPLIANCE OFFICERS WHO DOES AN
AMAZING JOB, AS YOU KNOW, I
MONITOR CONSTRUCTION JOBS TO
MAKE SURE THAT WE ARE HITTING
THE MARKS IN TERMS OF MBE, WBE,
THAT THE RESIDENTS OF BOSTON ARE
GETTING THESE JOBS, AND SHE'S
ALWAYS VERY PROFESSIONAL, AND
PROVIDES EXCELLENT DATA.

SO I CERTAINLY WANT TO --

>> STACY IS INDEED A WONDERFUL
PERSON.

>> SHE IS.

>> SO THANK YOU FOR THOSE KIND
WORDS.

WE REALLY APPRECIATE THAT.

>> AND I LOOK FORWARD TO
FOLLOWING UP --

>> I LOOK FORWARD TO GETTING TO
A CONVERSATION ABOUT ALL THE
THINGS YOU JUST RAISED.

I LOOK FORWARD TO IT.

I THINK WE HAVE A VERY POSITIVE
STORY.

I JUST DO WANT TO SAY, PLAN

DUDLEY, WE'RE REALLY PROUD OF
IT.

WE THINK IT HAS BEEN A VERY

THOROUGH ENGAGEMENT EFFORT.
AND IN I THINK MOST OF THE
ISSUES YOU JUST MENTIONED
THEY'RE A CENTRAL FOCUS OF SO
MUCH OF WHAT WE'RE DOING
ESPECIALLY WITH REGARD TO
DISPLACEMENT AND IF YOU LOOK AT,
YOU KNOW, WE FOCUSED HEAVILY ON
THE DISPLACEMENT ISSUES IN THE
J.P. ROCKS PLANNING STUDY THAT
WE DID, BEFORE YOUR ARRIVAL
COUNCILOR, BUT WE'RE LOOKING AT
THOSE ISSUES THE SAME WAY WITH
REGARD TO THE PLAN DUDLEY
PROJECT AS WE HAVE IN OTHER
PLACES.

I JUST SAY FINALLY I UNDERSTAND
THE PROTECTION THAT THE BUILDING
BOOM IS SERVING MORE NEW
ARRIVALS THAN NOT.

THAT AFLEWANT NEW ARRIVALS MOVE
TO BOSTON AND THE BOOMING BUILD
IS SERVING THEIR INTEREST.
I'D ARGUE THAT THE INTEREST THAT
IS FIRST AND FOREMOST IN OUR
MIND ARE FOLKS WHO LIVE IN THE
NEIGHBORHOODS, WORKING FOLKS AND
LOW INCOME FOLKS WHO WOULD
OTHERWISE HAVE A MUCH GREATER
RISK OF BEING DISPLACED.

DON'T GET ME WRONG.

I KNOW DISPLACEMENT IS A VERY
REAL ISSUE AND IT'S OCCURRING AS
WE SPEAK.

BUT IT WOULD BE A MUCH BIGGER
PROBLEM IF WE WERE NOT BUILDING
NEW PRODUCT FOR NEW BOSTON.

IS AFLUENT NEW BOSTON ARRIVES.
IF THERE'S NOT NEW PRODUCT FOR
THEM TO GO TO, THE FULL WEIGHT
OF THEIR ECONOMIC POWER NOW
TURNS INTO THE NEIGHBORHOODS.
YOU KNOW, THE TWO AND THREE
DECKER, THE LOWER SCALE
DEVELOPED NEIGHBORHOODS, AND
THAT'S WHERE THE PRESSURE IS ON
THE EXISTING HOUSING STOCK AND
EXISTING FAMILY.

THAT'S WHERE YOU SEE
GENTRIFICATION AND DISPLACEMENT,
IF THERE'S NOT NEW PRODUCT FOR
NEW BOSTONIANS TO GO TO.
IF WE DON'T BUILD FOR GROWING
BOSTON THE DANGER OF

DISPLACEMENT TO PEOPLE IN
EXISTING HOUSING IS FAR GREATER.
>> AGAIN, I WELCOME FOLLOW-UP.
>> THANK YOU, COUNCILOR.
>> LAST QUESTION TO COUNCILOR
WU.
>> 60 SECONDS.
THE LIGHT'S ON THE MICROPHONE
STARTS FLASHING.
MY QUESTION WAS, AROUND
EXPIRATION DATES ON APPROVAL.
SO HAS THE B.R.A. EVER IN THE
PAST OR UNDER WHAT CIRCUMSTANCES
WOULD YOU IN THE FUTURE CONSIDER
SORT OF EXPIRING, OR INTERIM SET
OF APPROVAL BY THE ARTICLE 80 OR
PDA OR ANYTHING LIKE THAT?
>> SURE, I UNDERSTAND, YOUR
QUESTION IS, AT WHAT POINT WOULD
WE SAY THIS APPROVAL IS NO
LONGER OPERATIVE --
>> OR WOULD YOU JUST AT THE TIME
OF APPROVAL SAY THIS IS GOOD
FOR, YOU HAVE "X" NUMBER OF
YEARS TO SHOW IN AND IF NOT,
ANTICIPATING THAT THERE MIGHT BE
A DOWNTURN AT SOME POINT.
>> IT'S A GREAT QUESTION.
IT'S ONE WE HAVEN'T HAD TO
WRESTLE WITH IN A LONG TIME.
USUALLY WHAT WE'RE APPROVING IS
GETTING BUILT, AND THE VAST
MAJORITY OF WHAT WE APPROVED
SEES GROUNDBREAKING FAIRLY SOON
AFTER THE ARTICLE 80 APPROVAL.
THE LAST TIME, I THINK THERE'S
JUST AN ILLUSTRATIVE EXAMPLE OF
WHEN WE EMPLOYED THE THREAT TO
TERMINATE ARTICLE 80 APPROVAL,
WAS AROUND 2011, AND IT FOCUSED
ON THE WHAT IS NOW MILLENNIUM
TOWER, THE OLD SITE, BIG HOLE IN
THE GROUND, SO, 2008 COMES,
GREAT RECESSION --
>> BUT THAT WAS PERMITTED FOR,
WITHOUT AN END DATE ON IT, AT
FIRST, AND THEN IT WAS --
>> YES, AND --
>> AND THEN YOU --
>> WE ALMOST NEVER --
>> HAS IT EVER BEEN A TIME WHERE
SOMETHING'S BEEN ISSUED GOOD FOR
FIVE YEARS?
>> YEAH, ARTICLE 80 BASICALLY

STATES IF THERE'S NOT PROGRESS
ON THE PROJECT, WITHIN THREE
YEARS, THE BPDA AT ITS OPTION
CAN TERMINATE.

SO JUST TO SHOW THAT THE
EFFECTIVENESS OF THAT TOOL, THAT
IT'S ALREADY IN ARTICLE 80,
MAYOR MANINNO AT THE TIME WAS
VERY FRUSTRATED WITH THE FACT
THAT THE HOLE IN THE GROUND --
>> I REMEMBER.

SORRY WE'RE SHORT ON TIME.
>> WE SENT A LETTER SAYING
ARTICLE 80 GIVES US THE RIGHT TO
TERMINATE YOUR PERMITS AND
YOU'VE GOT TO START OVER AGAIN.
HORROR ENSUED.

WITH THE DEVELOPER.
THE DEVELOPER AT THAT TIME IS --
>> YEAH.

>> THE DEVELOPMENT IS SOLD TO
MILLENNIUM.

IT PROMPTED DID

>> RIGHT.

I REMEMBER --

>> MILLENNIUM GOT IT GOING.

>> BUT HAVE YOU EVER ISSUED FOR
EXAMPLE PDA APPROVAL THAT ONLY
LASTS A CERTAIN AMOUNT OF TIME
OR --

>> I DON'T THINK SO, NO.
THE MOST RECENT CASE, I'D SAY IN
THE PAST TEN YEARS, THE ONLY
TIME WHERE WE THREATENED
TERMINATION OF PERMITTING WAS
THE MILLENNIUM TOWER.
THE SITE OF THE MILLENNIUM
TOWER.

FORMERLY THE HOLE IN THE GROUND.

>> THANK YOU.

>> BUT IT IS POTENTIALLY A VERY
EFFECTIVE TOOL AS WE SAW.

>> THANK YOU.

>> GREAT.

THANK YOU ALL VERY MUCH.

I'M NOT GOING TO DELAY THIS ANY
FURTHER.

WE HAVE A BACKUP HERE.

I WANT TO THANK YOU, DIRECTOR
GOLDEN.

YOUR ENTIRE TEAM HERE.

AND THE NINTH FLOOR.

THIS HEARING IS ADJOURNED.

