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; 08/29/18 11:31 PM
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;;;boston city council

>>> GOOD MORNING, EVERYONE.
I'M MICHELLE WU.
I'M HEAR WITH MY COLLEAGUES ED
FLYNN AND TIM MCCARTHY ON
HEARING ON DOCKET 187.
THIS IS BEING RECORDED AND
BROADCAST LIVE ON CHANNEL
COMCAST 8 AND VERIZON 1964 AS
WELL AS THE BOSTON CITY
WEBSITE.
IF YOU COULD SILENCE YOUR CELL
PHONES.
IF YOU WISH TO OFFER TESTIMONY
CHECK THE BOX ON THE SIGN-IN
SHEET.
TODAY'S DOCKET IS DOCKET
NUMBER 1087 SPONSORED BY THE
MAYOR.
I HAVE TO READ THE DOCKET FOR
THE RECORD SO BEAR WITH ME.
DECLARE SURPLUS ON VACANT LAND
AND TRANSFER CARE, CUSTODY,
AND CONTROL TO PUBLIC SAHPHER
-- PUBLIC FACILITIES
COMMISSION.
IT'S INWARD 8 PARCEL NUMBER
0102.
PARCEL NUMBER 8.
AS WELL AS FRONTAGE ROAD
PARCELS 010246, 010-2337.
WOULD EITHER OF MY COLLEAGUES
LIKE TO GIVE AN OPENING
STATEMENT BEFORE WE HAND IT
OVER TO THE ADMINISTRATION?
>> GOOD TO GO.
WE HAVE HAD A FEW HEARINGS
ON SURPLUS.
WE'LL GET MORE INTO THAT.
IT'S THE CITY OWN PROPERTY
WITH THE REQUEST TO TRANSFER
IT TO A COMMISSION THAT WILL
ALLOW FOR DISBURSEMENT.
CHIEF.
>> THANK YOU SO MUCH FOR
OPENING AND CHAIRING.
THANK YOU FOR ATTENDING.
AS YOU SAID, WE ARE HERE AND
SEEKING THE COUNCIL SUPPORT

FOR SURPLUSING THE FRONTAGE
ROAD PARCEL.

WE WOULD LIKE TO CONTINUE THE
EXPLORATION OF THE PROPOSAL
THAT COULD STRAIGHTEN OUR
ABILITY IN THE CITY OF BOSTON
AND STRAIGHTEN TO MAKE MORE
RESILIENCE IN THE CITY.

I'LL GO THROUGH THE BACKGROUND
ON THAT WE HAVE PUT TOGETHER
OVER THE LAST EIGHT MONTHS.
THE PANEL OF THE FIVE OF US
CAN ANSWER YOUR QUESTIONS.

I'M JOINED BY MY
TRANSPORTATION DEPARTMENT.
I HAVE OUR STREET OPERATIONS
AND ALSO THE CHIEF OF STAFF.
IN SHORT, OVER THE NEXT TEN
MINUTES WE'LL TRY TO DO FOUR
THINGS.

WE'LL GIVE BACKGROUND ABOUT
THE FRONT AN ROAD ABOUT WHERE
IT IS AND WHO IS THERE AND HOW
THE SPACE IS USED.

WE'LL TALK ABOUT THE
CHALLENGES THAT PARCEL IS
FACING AND OPPORTUNITIES THAT
WERE IDENTIFIED FOR THE PARCEL
AND THE AREA AROUND IT.

TALK ABOUT THE IS RESEARCH IN
OTHER CITIES THAT ARE
COMPARABLE.

WE'LL TALK ABOUT INITIAL
ALTERNATIVES THAT HAVE BEEN
IDENTIFIED.

WE'LL ALSO TALK ABOUT THE
PROCESS AND PATH AHEAD TO AN
EVENTUALITY DECISION.

SO, STARTING WITH FRONTAGE
ROAD AND WHERE IT IS TODAY.
THERE WE GO.

I REALIZE THIS IS A REPEAT FOR
THE THREE OF YOU.

THIS IS MORE JUST FOR THE
BROADER AUDIENCE.

WE WOULD LIKE TO REALLY POINT
OUT AN FEW THINGS.

WE HIGHLIGHTED ON THE MAP
THREE DIFFERENT PAR PARCELS
WITHIN THE CITY OF BOSTON.
ONE IS AT THE NORTHERN END
WHERE WE ARE TODAY.
THE OTHER IS SOUTH STATION AND
THEN FRONTAGE ROAD.

ONE IS TO GIVE A SENSE OF
SCALE AND THE OTHER IS TO GIVE
A SENSE OF PROXIMITY.
FRONTAGE ROAD IS 18 ACRES.
IT'S A SIZABLE PARCEL.
IN TERMS OF PROXIMITY IT'S
EQUAL DISTRICT TO SOUTH
STATION.
KEYSTONE PARCEL IN COUNCIL
FLYNN'S DISTRICT AT THE
INTERSECTION OF SOUTH BOSTON
AT THE SOUTH END.
SECOND, THE PARCEL IS REALLY,
AGAIN.
THE HEART OF HOW WE VIEW
SERVICE OPERATIONS.
WE HAVE 500 DIFFERENT CITY
STAFF THAT REPORT OUT OF THE
AREA.
MOST OF THEM DON'T WORKDAY
TODAY AT THE LOCATION.
STAY ARE IN OUR NEIGHBORHOODS
DELIVERING CITY SERVICES ON
THE STREET.
I WANTED TO WALK THROUGH WHO
WORKS OUT OF THESE
FACILITIES.
THE NORTHERN END IS WHAT WE
CALL 400 FRONTAGE ROAD.
OVERWHELMINGLY THAT AREA IS
THE PUBLIC WORKS OPERATION
TEAM.
THAT INCLUDES OUR HIGHWAY
OPERATIONS.
EVERYTHING FROM HOW WE PICK UP
RECYCLING BASKETS TO HOW WE
THINK ABOUT SNOWSTORMS AND
HANDLE THEM IN THE CITY OF
BOSTON.
THE SALT PILE IS ALSO ON THIS
LOCATION.
IT'S NOTCHED OUT IN YELLOW ON
THAT IMAGE.
ADDITIONNALLY IS THE DISTRACT
YARD FOR A FEW NEIGHBORHOODS.
MOST OF THEM ARE IN THE
NEIGHBORHOOD.
SOUTH END BACK BAY.
DOWNTOWN NORTH END CHINATOWN
THEY ARE ALL OUT OF THIS
LOCATION.
THIS IS THE HOME TO THE CITY'S
WAIST PRODUCTION AND CODE
ENFORCEMENT GROUPS.

MIKE SAID THIS PARTICULAR DAY
AND WEEKEND IS LIKE A BLIZZARD
FOR OUR WASTE PRODUCTION.
STUDENTS ARE MOVING IN.
MANY OF THEM WORK ON THE WASTE
PRODUCTION.
TEAMS THAT OVERSEE DID
DELIVERING OF TRASH ACROSS THE
CITY OF BOSTON AS WELL AS
ENSURING THAT THINGS LIKE,
LITTER IN PUBLIC SPACES ARE
ADDRESSED.
THERE ARE COMPONENTS OF
SEVERAL PUBLIC WORKS DIVISIONS
HERE BUT THEY ARE NOT ENTIRELY
HERE.
A FRACTION OF OUR
STREETLIGHTING DIVISION IS
HERE.
A FRACTION OF OUR THE CITIES
BUILDING MAINTENANCE IS HERE.
IN ADDITION TO THE PUBLIC
WORKS TEAM THAT'S THE
OVERWHELMING TENANT THIS IS
THE PLACE WERE THE SENIOR
SHUTTLE IS STORED.
THIS IS ALSO HOME IN PART TO
THE POLICE VEHICLE MAINTENANCE
DIVISION AND RADIO AND
TELECOMMUNICATION SHOP.
THE UNIT IS ALSO HOUSED OUT OF
HERE AND RADIO SHOP IS HELD
OUT OF HERE.
THE ELECTIONS DEPARTMENT HAS
STORAGE FOR VARIOUS ARCHIVED
EQUIPMENT.
ALSO ON THE SITE THERE
COMMISSIONER HAS FEDERAL
SERVICES BASED OUT OF THERE.
THIS IS WHERE THE TOW LOT AND
AUCTION LOT IS.
THERE ARE 250 SPACES IN THE
TOW AND AUCTION LOT.
THIS IS WHERE THE UNIT
DISPATCHES OUT OF AND THE
METER SHOP FUNCTIONS OUT OF.
THEY ARE SERVICED OUT OF THIS
LOCATION HERE.
FLIPPING BACK FROM THE ACTUAL
SPACE.
WE LOOKED AT HOW THE SPACE WAS
ACTUAL USED.
THERE IS A MILLION SCARE FEET
OF SPACE.

59% OF THE LAND IS FOR VEHICLE STORAGE.

THAT BREAKS DOWN TO THREE DIFFERENT COMPONENTS.

ONE IS FOR LARGE VEHICLE STORAGE.

A LOT OF PUBLIC WORKS EQUIPMENT.

THAT COULD BE SNOW BLOWERS AND HISTORY OTHER ITEMS.

THE OTHER 19% IS FOR THE TOW LOT AND AUCTION LOT.

THE BALANCE OF THE VEHICLE STORAGE SPACE IS ANOTHER 19% IS DEDICATED TO LIGHT VEHICLE STORAGE.

THAT'S EMPLOYEE PARKING TO CODE ENFORCEMENT VEHICLES AND SMALLER VEHICLES THAT THE CITY MAINTAINS.

ONLY 8% OF THE ENTIRE SITE IS OFFICE SPACE.

THAT'S EVERYTHING FROM OUR HEAD QUARTERS OF OPERATIONS WITH PRODUCTIONS DIVISION TO PARTNER STAFF.

THE REMAINING IS STORAGE AND SHOP SPACE. CENTRAL FLEET, METER SHOP, STORAGE FOR ELECTIONS WAS WELL.

THAT'S THE BROAD CONTEXT OF THE FRONTAGE ROAD TODAY.

ONE THING WE LOOKED AT IS WHAT ARE THE PRESSING CHALLENGES WE CHALLENGES FACING THIS SITE. AND WHAT WE AIMAGE FOR BOSTON 2030.

WE HAVE A SET OF OLD BUILDINGS, WE HAVE RISING TIDES.

THIS SITE IS IN A FLOODPLAIN. THE SPACE IS OUT DATED OR INEFFICIENTLY ALLOCATED.

THE CITY INVESTED \$27 MILLION IN CRITICAL REPAIRS AND INFRASTRUCTURE ON THE CAMPUS. WE NEED IMPROVEMENTS TO THE FRONTAGE ROAD AND PARKING AREA.

WE HAVE SUPPORT FROM JUSTIN WHO IS HERE.

WE HAVE THE BUDGET OFFICE INVESTING ANOTHER \$9 MILLION INTO THE NEXT ROUND OF

NECESSARY AND CRITICAL REPAIRS
WITHIN THE CAMPUS.
THEY MAKE IMPROVEMENTS TO THE
SEWER LINES -- SEWER LINES.
WE NEED ADDITIONAL WORK ON
FLOORS ONE THROUGH FOUR.
THE BUILDING IN TOTAL HAS BEEN
IDENTIFIED AS END OF LIFE.
THE PAYMENTS TO KEEP IT
FUNCTIONING AT SOME POINT WILL
OUT OUTSTRIP THE PAYMENTS TO
BUILD A NEW.
WE ARE GRAPPLING WITH THAT
TODAY.
ONE OF THE FIRST NOTES WE
RECEIVED IS THE
AIR-CONDITIONING IS OUT AT
FRONTAGE ROAD.
THE DAILY OCCURRENCES THAT ARE
HAPPENING AT THE 400 FRONTAGE
ROAD SITE IS UNDER SCORING US
THE NEED TO ACT AND ACT
QUICKLY TO GIVE OUR TEAM THE
RIGHT FACILITY TO WORKOUT OF
EACH DAY.
THE SECOND THING IS THE IMPACT
THE SEA LEVEL WILL HAVE ON
THIS SITE AND ACROSS THE
CITY.
THIS SITE HAS BEEN IDENTIFIED
AS LIKELY TO FLOOD.
IN 2050 WE EXPECT 20 INCHES OF
SEA LEVEL RISE.
THIS ENTIRE SITE WILL LIKELY
BE FLOODED OUT IN A TEN YEAR
STORM.
THE URGENCY OF THIS FRANKLY
WAS POINTED OUT VERY CLEARLY
ON JANUARY 4th OF THIS
YEAR.
WE GOT A SNOWSTORM IN THE CITY
OF BOSTON.
IT WAS A 14-INCH SNOWSTORM.
WHAT ALSO HAPPENED IS BECAUSE
OF THE NOR'EASTER THAT CAME AT
THE SAME TIME WE HAD
SIGNIFICANT FLOODING
THROUGHOUT THE TOW LOT,
FRONTAGE ROAD, AND MUCH OF THE
COOPERATIONAL COOPERATION --
COOPERATIONAL AREA.
THIS IS AN IMMEDIATE THREAT.
THE THIRD THING THAT HAS BEEN
IDENTIFIED.

THIS IS FAMILIAR TO MANY OF
YOU HOW THIS IS JUST A
OPPORTUNITY TO MODERNIZE AND
TAKE A BETTER LOOK AT HOW WE
ORGANIZE OUR CITY SERVICES.
ONE THING THAT'S A CHALLENGE,
AGAIN, WE HAVE A NUMBER OF
SPLIT DIVISIONS.
SOME OF THE TEAM IS OUT OF 200
FRONTAGE ROAD.
SOME OUT OF 12 CHANNEL
CENTER.
SOME IS LOCATED HERE.
SOME OF THE ENGINEERING TEAM
IS IN CITY HALL.
THE REST OF THE TEAM IS AT
FRONTAGE ROAD.
THIS IS A OPPORTUNITY TO HAVE
PEOPLE WHO NEED TO WORK
TOGETHER BE TOGETHER.
THIS IS OF GREAT INTEREST TO
US.
WE ALSO REALIZED FOR THOSE WHO
ARE FAMILIAR WITH THE SITE AT
400 FRONTAGE ROAD WE HAVE A
LOT OF INTERESTING LAYOUTS OF
SPACES.
THERE IS INTERESTING USAGE OF
THE WAY THE CURRENT FLOORPLANS
ARE USED.
AT THE SOUTHERN END OF THE
SITE WE HAVE OVER 200 PEOPLE
WORKING OUT OF A SMALL
BUILDING.
THE REAL OPPORTUNITY FOR US TO
IMPROVE THE SPACE.
THESE ARE SOME OF THE BROAD
CHALLENGES IDENTIFIED.
PRIOR TO THE WORK THAT
HAPPENED OVER THE COURSE THIS
YEAR THERE WAS WORK DONE
THROUGH IMAGE BOSTON 2030 FOR
THE CITY'S LONG-TERM AND
VISION.
THAT IDENTIFIED INTERESTING
OPPORTUNITIES FOR THIS
PARCEL.
IN IMAGE BOSTON 2030 THERE ARE
FIVE BROAD GOALS IDENTIFIED.
GOALS AROUND MIXED USE
DOWNTOWN CORE.
AROUND EMBRACING THE
WATERFRONT AND CONNECTING
OPPORTUNITY.

WHAT'S INTERESTING ABOUT THIS PARCEL IT SHOWS UP IN THREE OF THE FIVE IMAGE GOALS.

ONE OF THOSE MAYOR GOALS WAS THINKING ABOUT HOW WE EXPAND OUR NEIGHBORHOOD AND THINK ABOUT PLACES THAT ARE WELL SEVERED BY TRANSIT TODAY.

MOST PEOPLE MENTAL MAP DON'T SEEM LIKE PART OF THE CITY.

I WANT TO BE CLEAR FOR GINA, MIKE, AND I FEEL LIKE THIS AREA IS PART OF THE CITY.

SOME PEOPLE FEEL LIKE THIS IS A HOLE IN THE URBAN FABRIC AND IDENTIFY THERE IS A OPPORTUNITY HERE TO THINK ABOUT THE NORTHERN END OF THE SITE THAT CONNECTS WITH WEST FOURTH STREET.

WE CAN THINK ABOUT HOW TO REDEVELOP THIS PARCEL TO FORM MORE OF A CONNECTION BETWEEN THOSE TWO NEIGHBORHOODS.

THIS SITE HAS A NATURAL ADVANTAGE OF BEING JUST AN FIVE MINUTE WALK FROM A RED LINE STOP AND FIVE MINUTE WALK FROM A CIVIL LINE STOP.

IT'S CENTRAL ORIENTED BECAUSE OF IT'S LOCATION.

IT'S AHEAD OF THE FOUR POINT CHANNEL.

IT ALSO IS PART OF THE WATERFRONT AND RESILIENCY STRATEGY.

THEY ARE PUTTING A LOT OF FOCUS ON THE FAIRMONT CORRIDOR.

AS WE THINK ABOUT CONNECTING EVERYBODY ALONG THE FAIRMOUNT LINE THIS IS A ROLE THE PARCEL MAY BE ABLE TO PLAY.

AS WE DID THIS REVIEW OVER THE COURSE OF THE LAST YEAR ABOUT THIS PARTICULAR PARCEL.

GIVEN THE CHALLENGES THAT THIS PARCEL IS FACING FROM OUT DATED BUILDINGS AND WATER RISE.

GIVEN THE OPPORTUNITIES IN IMAGE BOSTON 2030.

WE GAVE IT TO THE CONSULTANT TEAM TO LOOK AT THE BEST

PRACTICES AND HOW OTHER MAN
NICE NICE -- MUNICIPALITIES
ARE THINKING ABOUT INVESTMENTS
AND IMPROVING THE
NEIGHBORHOODS AND HELP US
IDENTIFY NOT AN COMPLETE LIST
OR FINAL LIST BUT ARE THERE
ALTERNATIVE WAYS TO IMAGE OUR
OWN FOOTPRINT THAT WILL ALLOW
US TO CONTINUE GREAT
SERVICES.

ON THE BEST PRACTICES SIDE ONE
WAS AROUND IDENTIFICATION.
THIS WAS CLEAR IN PLACES LIKE
THE CITY OF BOSTON WE ARE
SEEING LAND VALUES AT A
PREMIUM.

ININCREASE -- INCREASING
DEVELOPMENT IS CREATING HIGH
DENSITY.

IN THE CITY OF L.A. AND
NEW YORK CITY THEY HAVE DONE
THIS THROUGH THEIR
TRANSPORTATION TEAM.

THEY TAKE LOWER DENSITY
BUILDING AND ADMINISTRATOR
SERVICE PARKING AND REDESIGN
THE SPACE AND MAKE A HIGHER
DENSITY BUILDING.

THAT'S ONE BEST PRACTICE THEY
IDENTIFIED.

THE SECOND ONE WAS
MODERNIZATION AROUND
TECHNOLOGY ONE USES TO
ACTUALLY DELIVER SERVICES.

THIS WAS CLEAR AROUND
INVENTORY MANAGEMENT.
THERE IS A LOT OF INVENTORY WE
MANAGE LIKE SIGNS AND PARKING
METERS, ALL OF OUR
STREETLIGHTING EQUIPMENT.

FINDING BETTER WAYS TO HANDLE
THE INVENTORY AND MANAGE OUR
INVENTORY MORE EFFECTIVELY.

THIRD, THERE ARE CONFLICTING
MODELS HERE.

THE CITY HAS TAKEN TWO
DIFFERENT APPROACHES AROUND
REORGANIZE.

CHARLOTTE TOOK AN APPROBATION
REPORT OF DECENN DE -- DE
CENTRALIZATION.

THIS IS HOW MANY PUBLIC SAFETY
DO.

MANCHESTER TOOK THE ALTERNATIVE APPROACH WHERE THEY BROUGHT TOGETHER MANY OF THEIR CITY SERVICES IN ONE SINGLE FACILITY.

THESE ARE THE THREE BEST PRACTICES THE TEAM BROUGHT TO US.

AS PART OF THE OVERALL EFFORT THEY BEGIN TO TAKE A LOOK AT ARE THERE ALTERNATIVE WAYS WE CAN EITHER REORGANIZE ON THE FRONTAGE ROAD SITE OR ENTIRELY OFF THE FRONTAGE ROAD SITE WERE WE CAN STILL AFFORDABLY AND EFFICIENTLY DELIVER SERVICES.

THIS LEAD THEM TO WHAT YOU SEE ON THE LEFT SIDE OF THE SCREEN.

AGAIN, I WANT TO SAY THIS IS NOT SUPPOSE TO BE AN EXHAUSTIVE LIST OR IN ANY WAY AN FINAL LIST.

THE INTEND WAS TESTING THE FEASIBILITY OF CAN WE REORGANIZE SERVICES AND STILL DO A GREAT JOB.

ONE OPTION WAS CONSOLIDATE ON A SINGLE SITE.

TWO OPTIONS WERE IDENTIFIED. ONE IS THE SOUTHERN HALF OF FRONTAGE ROAD.

THE AREA ABOVE THE BRIDGE. THE AREA IS CLOSER TO THE BROADWAY T STOP AND REDEVELOP THAT FOR OTHER PURPOSES AND USE THE SOUTHERN HALF WITH A SLIGHTLY DENSER BUILDING.

THE POSTERIOR PLACE WE LOOKED AT FOR CONSOLIDATION WAS REED STREET.

THAT'S NEAR THE BOSTON WATER AND SEWER FACILITY.

ON A THREE ACRE SITE YOU CAN IMAGE BRINGING ALL SERVICES UNDER ONE ROOF DELIVER CITY SERVICES.

THE SECOND SET WERE THREE DIFFERENT LOCATIONS.

FRONTAGE ROAD, A CITY OWNED PROPERTY AND THE READ REED STREET PARCEL.

WE WANTED TO BE IN BOTH

SITES.

HAVING TRANSPORTATION AT ONE LOCATION AND PUBLIC WORKS AT ANOTHER LOCATION.

THAT'S THE SECOND SET OF OPTIONS THEY LOOKED AT.

THE THIRD SET IS THE CHARLOTTE MODEL OF DECENN

TRADITIONALLIZATION. DE -- DECENTRALIZATION.

ACROSS THE BOARD SORT OF THE OVERALL FINDING AND THE KEY REASON WE ARE HERE IS THAT, EACH OF THESE ARE EXPENSIVE AND THE OVERALL COST IS 150 TO 175 MILLION DOLLARS TO PURSUE ANY OF THESE OPTIONS.

IT'S LIKELY LESS EXPENSIVE FOR US TO ACTUALLY REDUCE OUR FOOTPRINT ON THE FRONTAGE ROAD SITE THEN TO REMAIN IN OUR CURRENT AREA.

IF WE WERE TO RECONSTRUCT ON OUR EXISTING FOOTPRINT WE RUN INTO AN OPERATIONAL CHALLENGE ON DELIVE DELIVERING BASIC SERVICES.

SECOND BY ACTUALLY REDESIGNING OUR FACILITIES OVERALL WE HAVE A GOOD OPPORTUNITY TO THINK ABOUT HOW WE CAN REAL ALIGN FROM OUR DIVISIONS.

HAVE OUR ENTIRE STREETLIGHTING DIVISION TOGETHER.

WE CAN BE EFFECTIVE AND MAKE SURE OUR TEAM IS OUT THERE EVERY SINGLE DAY DELIVERING SERVICES IN THE STREET AND THEY HAVE THE RIGHT TYPE OF SPACE TO MANAGE INVENTORY AND STORE THEIR VEHICLES.

GIVEN THE ALTERNATIVES WE ARE AT THE MOMENT WERE WE HAVE NOT A DECISION BUT PATH TO MAKING A DECISION.

THAT'S BASICALLY WHAT WE WANT TO WALK THROUGH AND THAT'S WHY WE ARE HERE TODAY.

FROM OUR WORK OVER THE LAST EIGHT MONTHS THERE IS URGENCY HERE.

WE HAVE SEEN FRONTAGE ROAD FLOOD DURING A STORM.

WE HAD TO RESPOND TO 14 INCHES OF SNOW IN BOSTON.

WE SAW IT IN JANUARY AND
MARCH.

WE WERE REMINDED THAT THE
CURRENT FACILITIES ARE JUST
REACHING THE END OF LIFE.
THERE IS URGENCY IN ACTING.
WE CAN'T DO NOTHING AND
CONTINUE DELIVER BASIC
SERVICES IN THE CITY OF
BOSTON.

WE KNOW THIS WOULDN'T BE AN
INEXPENSIVE EFFORT.

ABOUT \$150 MILLION WILL BE
REQUIRED TO REINVEST IN OUR
CITY'S CAPACITY.

YOU ARE FAMILIAR WITH THE
IMPLICATIONS OF WHAT THAT
MEANS.

THE ENTIRETY OF THE CAPITAL
BUDGET ANNUALLY IS ROUGHLY \$40
MILLION.

WE ARE TALKING ABOUT THE
ENTIRETY OF OUR SPENDING ON
THE STREETS FOR FOUR YEARS TO
BASICALLY REBUILD OR REINVEST
IN OUR BASIC CITY SERVICES
CAPACITY.

BECAUSE OF THE WORK THAT'S
BEEN DONE WE THINK THERE IS AN
INTERESTING OPPORTUNITY HERE.
WE COULD REDUCE OUR FOOTPRINT
AT FRONTAGE ROAD OR RELOCATE
OFF OF FRONTAGE ROAD.

WE COULD GO TO THE NORTHERN
SITE.

AS WELL AS, GET ADDITIONAL
FUNDING HELP US REINVEST IN
BASIC CITY SERVICES AND
INFRASTRUCTURE IN THE CITY OF
BOSTON.

FOR US WHAT THAT LOOKS LIKE
ARE THESE THREE STEPS.

FIRST IS THE STEP WE HAVE BEEN
TAKING OVER THE COURSE OF
2018.

BACKGROUND RESEARCH ABOUT WHO
IS AT FRONTAGE ROAD, HOW IS
THE SPACE BEING USED, ARE
THERE FEASIBLE ALTERNATIVES
AND REQUEST YOUR SUPPORT IN
SURPLUSSING THE PROPERTY.
SHIFT IT FROM ONE DEPARTMENT
TO ANOTHER.

STEPS TWO A AND TWO B ARE VERY

IMPORTANT PLANNING EFFORTS.
ONE WILL BE LEAD IN BPDA AND
ONE WILL BE LEAD BY PROPERTY
AND CONSTRUCTION MANAGEMENT
TEAM.

ONE OF THE STEPS WE ARE
CALLING HERE STEP 2A IS A DEEP
DIVE INTO IDENTIFYING THE
LOCATION IN THE CITY OF BOSTON
WHERE IT'S AT FRONTAGE OR
OTHER PLACES.

WE'LL DO THAT THROUGH AN
PUBLIC PROCESS.

WE'LL GO INTO REAL DETAILS OF
WHAT MAKES SENSE.

WHAT ARE THE DESIGNS AND
LAYOUTS OF THE BUILDING.
THAT'S SECTION TWOA.

SECTION 2B IS A JOINT EFFORT
BETWEEN THE CITY AND BPDA TO
EXPLORE OPPORTUNITIES AT THE
NORTHERN END OF THE FRONTAGE
ROAD PARCEL.

THIS WILL BE THROUGH AN PUBLIC
RFD.

THIS WILL FOLLOW A 30B
PROCESS.

ALL EXPENSES UNUSED WILL GO
BACK TO THE CITY.

NO AWARD WOULD BE MADE UNTIL
WE ARE COMFORTABLE WITH WHAT
CAME OUT OF 2A.

THIS WILL LEAD US TO A
DECISION MOMENT BEFORE THE
CITY COUNCIL AND THE THE BPA
BOARD.

WE WOULD NEED THE SUPPORT OF
CITY COUNCIL TO MOVE FORWARD
ON THE BASIC CITY SERVICES
ANNOUNCE THIS IS WHY WE ARE
HERE.

FUNDAMENTALLY WE ARE LOOKING
AT THE CHALLENGE TO PROVIDE
GREAT SERVICES IN THE CITY OF
BOSTON AND HOW WE REALIGN OUR
FOOTPRINT AT THE FRONTAGE
ROAD SITE.

ALSO THINK ABOUT HOW WE CAN
STRAIGHTEN OUR NEIGHBORHOODS.

THAT'S THE BROAD CONTEXT.

I APOLOGIZE FOR GOING ON AS
LONG AS I DID.

I'M HAPPY TO ANSWER QUESTIONS
I HAD.

>> THANK YOU VERY MUCH.
IT'S VERY HELPFUL TO
UNDERSTAND THE CONTEXT AND
WHAT HAPPENED ALREADY.
I WOULD LIKE TO RECOGNIZE OUR
COLLEAGUE DISTRICT SIX CITY
COUNCILMEMBER HAS JOINED US AS
WELL.

SO, IT SEEMS CLEAR TO ME THAT
THERE HAS BEEN A GOOD DEAL OF
BACKGROUND WORK ON THE NEED
FOR SOME DECISION AS WELL AS
THE FEASIBILITY OF THE CITY
SERVICES SIDE CONSOLIDATING OR
LOSING THIS SITE OUT OF CITY
OWNERSHIP.

I'LL GET INTO THAT MORE
LATER.

MY BIGGEST SET OF QUESTIONS IS
WHAT ARE THE PLANS FOR THE
SITE AFTERWARDS.

I WOULD LIKE MORE CONTEXT ON
THIS.

IT FEELS LIKE THERE ARE FEW IF
ANY PARCELS LIKE THIS LEFT
WHERE THE CITY HAS POTENTIAL
MAJOR DEVELOPMENT
OPPORTUNITY.

WE SAW THE SQUARE HAPPEN
RECENTLY.

THERE IS COURT STREET.
THIS, YOU KNOW, THERE IS
ALREADY A BUILDING SO IT'S A
DIFFERENT SCALE OF
CONVERSATION.

WHAT IS THIS -- HOW MANY SITES
LIKE THIS ARE LEFT IN CITY
OWNERSHIP THAT WE WOULD HAVE
THIS SCALE OF DEVELOPMENT
CONVERSATION OVER?

>> SO, I THINK YOU ARE RIGHT
THERE ARE NOT MANY CITY OWNED
PARCELS THAT HAVE THE SCALE
AND ATTRIBUTES.

THERE MAY BE A HANDFUL BUT
THIS IS A SMALL SET.

THE INTEREST LIES WERE THE
CITY IS PURSUING AN APPROACH.
THE PROCESS WOULD BE THE THAT
THE CITY WOULD SIGN AN MOA.
BPDA WOULD BE THE LEAD.

WE WOULD MAKE CLEAR IN THE MOA
FOR ALL OF THE REASONS YOU
SITE, THIS IS SUCH A CRITICAL

PARCEL THAT THE PROCESS HAS TO FOLLOW A CERTAIN PROCEDURE. THE PROCEEDS GO BACK TO THE CITY OF BOSTON.

NO DETERMINATION OR AWARD IS MADE WITHOUT A PLAN FROM BASIC CITY SERVICES AND THE RFB IS BREAD.

THIS IS A COMPELLING OPPORTUNITY.

WE WOULD LIKE TO MAKE SURE THAT COMING OUT OF IMAGE BOSTON 2030 WE ARE ACTUALLY CASTING A WIDE NET FOR GREAT IDEAS ABOUT WE CAN STRAIGHTEN THE AREA AND NEIGHBORHOOD OF THE CITY AND RESPOND TO CLIMATE CHALLENGES THIS PARCEL FACES.

>> YOU WANT TO FOLLOW THE SAME THING AS IT SQUARE.

>> WE WILL OVERSEE AND OPEN COMPETITIVE DISPOSITION PROCESS THAT WILL BE KICKED OFF WITH REQUESTS FOR PROPOSALS.

WE WOULD LIKE TO CAST THE NET WIDE SO WE CAN OPEN IT UP AND GET THE WIDEST RANGES OF PROPOSALS AND EVALUATE ON A SET OF CRITERIA.

>> HOW MANY ACRES IS THE SQUARE?

>> I THINK IT WAS UNDER ONE ACRE.

>> SO THIS IS A MASSIVE SITE. THIS IS 18 ACRES.

>> RIGHT, AGAIN, ONE OF THE FEW OPPORTUNITIES OPPORTUNITIES TO TAKE ADVANTAGE OF AN OPEN AREA.

I KNOW WE TALKED A LOT ABOUT IMAGE BOSTON 2030.

HAS THERE BEEN SPECIFIC WORK ON THIS PARCEL ABOUT WHAT YOU WOULD REQUIRE OR PLAN IN TERMS OF OPEN SPACE, HEIGHT, AFFORDABILITY, ANYTHING LIKE THAT?

>> THERE HASN'T BEEN ANY AND SPECIFIC PLANNING.

THE NEW MARKET AREA WAS HIGHLIGHTED AS AN AREA OF EXPANDED GROWTH.

THAT PLANNING INITIATIVE WOULD BE KICKED OFF NEXT YEAR IN 2019 WITH THE PLANNING DEPARTMENT.

THEY ARE AWARE OF THIS AND WILL ABOUT THE HELPING US CRAFT THE RFP.

THE PLANNING PROCESS MAY COHEN GO ALONG WITH THIS PROCESS. THEY WILL BE COORDINATED TOGETHER.

IB 2030 SAID THIS WAS AN AREA OF EXPANDED GROWTH.

THIS WILL INCREASE CONNECTIVITY BETWEEN THE SOUTH END AND SOUTH BOSTON.

WE'LL LOOK AT ALL OF THOSE PARAMETERS.

>> ALSO AFFORDABILITY.

IF THERE WAS HOUSING THAT WAS PROPOSED WE WOULD LOOK FOR MIXED INCOME OBVIOUSLY.

WE HOPE TO CAST THE NET WIDE AND REALLY GET A WIDE RANGE OF PROPOSALS WE CAN EVALUATE.

>> WOULD THE PLAN BE TO THEN CHOSE A PROPOSAL, MAKE SURE IT'S CARED WITH PLANS FOR CITY SERVICES AND REZONE THE PARCEL?

>> THE REZONING WOULD PROBABLY HAPPEN SIMILAR TO LARGE SCALE PROJECTS ACROSS THE CITY.

IT'S PLAN DEVELOPMENT ELIGIBLE.

FOR A PARCEL OF THIS SIZE AND PROJECT OF THIS SCALE THIS MIGHT BE THE RIGHT TOOL TO USE.

THEY WOULD NEED BPA BOARD APPROVAL.

I DON'T THINK WE ANTICIPATE REZONING THE SITE AHEAD OF ANY DEVELOPMENT PROPOSAL.

THAT WOULD HAPPEN CONCURRENTLY WITH A LARGE PROCESS.

>> HAS THERE BEEN AN APPRAISAL OF THE SITE?

>> THERE HAS NOT.

WE ANTICIPATE DOING AN APPRAISAL BEFORE ASKING FOR ANY FUNDS.

THIS WILL BE DONE FOUR TO SIX WEEKS BEFORE GOING TO PUBLIC

FACILITIES FOR A VOTE SO WE
HAD AN ACCURATE EVALUATION.
>> OKAY.

HAVE YOU CONSIDERED OTHER
PLANS BESIDE DISPOSING OF THE
WHOLE SITE.
FOR EXAMPLE AN 99 YEAR LEASE
WERE THE CITY RETAINS
OWNERSHIP OR CARVING IT UP.
IF THERE WAS A PLANNING
PROCESS FIRST THIS IS ONE OF
THE FEW LAST OPPORTUNITIES FOR
OPEN SPACE THAT WOULD HELP
WITH THE CLIMATE CHANGE
CONCERNS TO RESERVE THAT IN
CITY OWNER SHIP AND ONLY
DISBURSE PART OF, YOU KNOW, A
SUB DIVIDED PORTION OF THE
SITE.

>> NOT SPEAKING FOR THE CITY.
THEY WOULD BE OPEN TO A SALE
OR LEASE.

WHICHEVER MADE MORE SCENES.
WHERE AND WHEN THEY WILL BE
LOCATED AND HOW THE PROCESS
PLAYED OUT.

WE HAVE NOT HAD ANY ISSUES TO
SUB DIVIDING THE PARCEL.
THAT'S SOMETHING WE COULD
CONTINUE DISCUSSION ON.
I THINK THE INITIAL THOUGHT
WAS PUT-UP ONE RFP FOR THE
ENTIRE SITE AND SEE WHAT
PROPOSALS CAME BACK.

>> OKAY, I KNOW MY COLLEAGUES
HAVE OTHER QUESTIONS.
I'LL SAY THAT THE ONLY -- I
THINK IT'S GREAT THE CITY IS
THINKING AHEAD AND PLANNING
AND TRYING TO BRING THIS
TOGETHER.

THE CONNECTIVITY, CLIMATE
CHANGE, AND OPPORTUNITIES.
THE ONLY PROBLEM I HAVE IS
WITH THE ORDER OF THE PROCESS
IN TERMS OF COUNCIL
PARTICIPATION ENDING WITH THE
SURPLUS DECISION WHEN WE DON'T
HAVE APPRAISAL FIGURES, WE
DON'T KNOW LEASE OR SALE.
WE DON'T KNOW WHAT THE
AMENITIES WOULD BE.

I WOULD BE COMFORTABLE WITH
PLANNING HAPPENING FIRST

THROUGH THE RFI, RFP AND
COUNCIL MAKING A DECISION
LATER ON.

WE HAVE A GOOD EXAMPLE IN
TERMS OF HOW THAT PLAYS OUT.
SO WE HAVE THE OPPORTUNITY TO
REFLECT ON THAT AND WHAT WE
COULD HAVE DONE DIFFERENTLY TO
INCORPORATE SOME THINGS.

>> THANK YOU, COUNCIL WU.

THANK YOU TO THE PANELIST FOR
BEING HERE AND PRESENTING THE
PROPOSAL.

IF I COULD START FOR THEM.
CHIEF, THE FACILITY AT
FRONTAGE ROAD SERVICES THE
ENTIRETY OF MY DISTRICT AND
PROVIDES HIGH QUALITY BASIC
CITY SERVICES TO MY
CONSTITUENTS AND OTHER CITY
COUNSELORS AS WELL.

I WANT TO MAKE SURE THE BASIC
CITY SERVICES CONTINUE.

LAST NIGHT I WAS IN CHINA
CHINATOWN FOR THREE HOURS.
WE HAD THE WATER WORKING.
THE PUBLIC WORKS WAS THERE.
THE BOSTON FIRE WAS ON SCENE.
MY POINT IS ALL OF THE CITY
DEPARTMENTS WORKED TOGETHER
AND WORKED HARD.

I JUST WANT TO MAKE SURE THE
IF THERE ARE CHANGES, I EXPECT
THERE WILL BE CHANGES.

WHAT IMPACT WILL THEY HAVE ON
BASIC CITY SERVICES.

AS I SAID, THAT'S MY TOP
PRIORITY.

>> YEP, SO THAT'S ALSO MY TOP
PRIORITY.

IT'S ABSOLUTELY ALL OF OUR TOP
PRIORITIES.

THERE IS NO QUESTION ABOUT
THAT.

IT'S CLEAR WE WON'T MOVE
FORWARD WITH ANY PLAN UNLESS
IT SUSTAINS AND STRAIGHTENS
BASIC CITY SERVICES.

MIKE AND GINA CAN TOUCH MORE
ON THIS.

DOING NOTHING WILL LEAD US TO
A PLACE WHERE WE WON'T BE ABLE
TO SERVICE YOUR CONSTITUENTS
LIKE WE DO TODAY.

WHETHER IT'S A SNOWSTORM
COMING IN AND A TEAM COMING IN
TO HANDLE AND GET VEHICLES OUT
ON THE STREET.

TO KEEP DOING WHAT YOU WANT US
TO DO EVERY SINGLE DAY CHANGE
HAS TO COME AND WE WANT TO
PLAN FOR IT PROACTIVELY.

>> I WILL SECOND THAT.

MY SMALL ROLE IS TO MAKE SURE
BASIC CITY SERVICES FROM THE
PUBLIC WORKS AS, AS YOU KNOW,
IS CODE ENFORCEMENT AND STREET
LIGHTNING IS OUR BASIC NEED.
OUR TOP GUY SAID WHATEVER
HAPPENS WE NEED TO BE BETTER.
THIS TOUCHES US AS WELL.
WE WILL BE BETTER THROUGH THE
PROCESS.

>> OKAY, ALSO, CHRIS, CAN YOU
TALK ABOUT THE SITE ITSELF
FLOODING IN THE AREA INTO
SOUTH BOSTON.

I WAS OVER THERE IN JANUARY
DURING IF FLOODING.

I DID WITNESS THE FLOODING
OVER AT THE FRONTAGE ROAD
AREA.

WHAT IMPACT WILL THAT HAVE ON
THE -- DURING THE PROCESS OF
TRANSITIONING.

WHAT IMPACT WILL THAT HAVE ON,
YOU KNOW, IF YOU DO AN RFP
HAVING FACTORED THAT IN THE
PLAN AS WELL?

>> ABSOLUTELY, THE CLIMATE
READY BOSTON TEAM.

INSTEAD OF PLANNING EFFORTS
RIGHT NOW, THIS PARCEL IN
THEIR EYES IS A CRITICAL ROLE
IN THINKING ABOUT STORM
PREVENTION IN THE FUTURE.
THERE WILL BE WORK THEY ARE
LOOKING AT THAT'S FARTHER TO
THE NORTH.

THIS WILL PLAY A SECONDARY
ROLE.

NO MATTER WHAT WE DO, EITHER
ON THE BASIC SERVICE SIDE.
WE'LL MAKE SURE WHAT WE ARE
BUILDING IS MORE RESILIENT.
WE HAVE THE OVERALL RESELL --
RESILIENCY.

>> NOTHING TOOK PLACE IF WE

DID NOTHING.

WE WOULD CONTINUE TO
ADMINISTRATOR AND MORE CITY
MONEY AND CAPITAL MONEY INTO
FRONTAGE ROAD.

>> AGAIN, WE WERE GOING TO
SPEND AROUND \$9 MILLION.
RIGHT NOW \$9 MILLION IS THREE
TIMES OUR BUDGET.

THIS IS A SIGNIFICANT AMOUNT
OF MONEY WE ARE USING TO DO
BASIC THINGS LIKE REPAIR A
CURTAIN WALL.

IT'S REAL BRED AND BUTTER
THINGS.

OUR CONCERN IS THERE IS A HUGE
RISK IN THE FUTURE.

IN IS A BETTER DECISION THAN A
PATCHWORK APPROACH.

>> I HAVE ONE MORE QUESTION
THEN I'LL LET ME COLLEAGUES
ASK SOME.

>> I KNOW YOU HIGHLIGHTED
SEVERAL DEPARTMENTS THAT ARE
IN FRONTAGE ROAD AND THAT WILL
BE IMPACTED.

THE PROBLEMS THAT ARE NOT AT
FRONTAGE ROAD WHAT TYPE OF
COMMUNICATION WILL YOU HAVE
WITH THEM DURING THE PROCESS
AND CAN WE MAKE SURE IF THE
PROJECT GOES FORWARD A LOT OF
THE CITY DEPARTMENTS IS PART
OF THE PROCESS.

ONE REASON I ASKED OVER THE
WEEKEND I WAS IN CHINATOWN
WATCHING CHINESE MEN AND WOMEN
PLAY VOLLEYBALL AT THE WONG
FACILITY.

THAT IS SCHEDULED TO BE
SHUTDOWN.

IT'S A STATE OWNED PROPERTY.
MY POINT IS WE ARE DOING A
HUGE PROJECT LIKE THIS.

IS THERE A OPPORTUNITY FOR
KIDS FROM CHINATOWN ORCHIDS
FROM THE SOUTH END THAT NEED
OPEN SPACE, THEY NEED PARKS.

WE WANT TO CONTINUE THE
VOLLEYBALL PROGRAMS.

WHAT IMPACT WILL THIS TYPE OF
PROJECT HAVE ON THEM?

>> THERE IS A OPPORTUNITY TO
THINK ABOUT HOW THIS BE ECOMES

A GREAT ASSET WITHIN THE CITY
OF BOSTON.
I'M BIAS BECAUSE I THINK IT'S
A GREAT ASSET ALREADY.
THERE ARE A LOT OF THINGS THAT
YOUR CONSTITUENTS WOULD WANT
TO SEE IN THEIR NEIGHBORHOOD
THAT WE MIGHT BE ABLE TO
PROVIDE.
THIS IS AN INTERESTING
OPPORTUNITY.
THERE ARE INTERESTING
ADJACENCY OPPORTUNITIES.
WE HAVE SOME ELEMENT OF A
FOOTPRINT ACROSS.
YOU DO FORM THAT SORT OF
CLOSER ADJACENCY WITH PARKS
AND ISD.
IF YOU THINK ABOUT BEING
CLOSER TO WATER AND SUER.
THERE IS A OPPORTUNITY FOR US
TO GO THROUGH PHYSICAL
PROXIMITY.
WE HAVE A CLOSER
RELATIONSHIP.
THAT WAS THE SORT OF THINGS WE
WANTED TO WRESTLE WITH OVER
THE COURSE OF THE YEAR.
WE MUST BECOME BETTER.
>> THANK YOU.
COUNCIL.
GOOD AFTERNOON, EVERYBODY.
THE ONE THING I WILL SAY AS
SOMEONE WHO HAS BEEN IN THAT
BUILDING MANY TIMES AND SPENT
MANY HOURS IN THE BUILDING IT
MIGHT HAVE TO HAVE A COUNCIL
ROAD TRIP.
WE SHOULD GO OVER AND TAKE A
LOOK AT THE BUILDING FOR
REAL.
UNLESS YOU HAVE BEEN IN THERE
YOU DON'T UNDERSTAND THE
USELESS AREAS THAT BUILDING
CONTAINS AND HOW MUCH BETTER
THAT BUILDING COULD BE IF YOU
MADE IT SMALLER AND MORE
EFFICIENT.
\$27 MILLION JUST AN FEW YEARS
AGO.
NOW WE ARE LOOKING AT ANOTHER
21 IT COMPLETELY MAKES NO
SENSE TO SINK MONEY IN THE
BUILDING SINCE THE BUILDING IS

SINKING AND WE'LL LOSE IT
ULTIMATELY.
JUST AN FEW THINGS, I THINK
THE OPPORTUNITY IS HUGE HERE.
I THINK THE REALTY IS A TRUE
BASIC CITY SERVICES TEAM.
I KNOW THE CHIEF AND I TALKED
ABOUT THIS BEFORE WERE
EVERYBODY IS UNDER ONE
UMBRELLA IS MUCH MORE
EFFICIENT.
I THOUGHT ABOUT THE DISTRICT'S
YARDS BEING RECONSTRUCTED.
IF WE MAKE MONEY OUT OUT OUT
OF THE DEAL IF WE HAD A
MAINTENANCE FACILITY WOULD BE
CHEAPER THAN MAINTAINING
WHAT'S THERE NOW.
THE YARDS COULD BE REDONE.
YOU COULD HAVE PUBLIC WORKS,
PARKS DEPARTMENT, CODE
ENFORCEMENT, AND TRAFFIC
ENFORCEMENT OFFICERRERS AT THE
YARDS.
AS A DISTRICT FIVE CITY
COUNSELOR IF I CALL FOR A
PARKING ISSUE.
IF TRAFFIC ENFORCEMENT
OFFICERS HAVE TO LEAVE
FRONTAGE ROAD AT 7:00 A.M.
GOOD LUCK.
IT WILL TAKE YOU AN HOUR AND
HALF.
BY THE TIME THEY GET THERE
EVERYBODY ILLEGALLY PARKED IT
WILL MOVED.
IF YOU HAD TRAFFIC ENFORCEMENT
OFFICERS, BPD REPORTING TO A
NICE YARD THAT WAS UPGRADED
WITH ELECTRONICS AND TOP 06
THE LINE WE WOULD HAVE A
BETTER BASIC CITY SERVICES
TEAM.
NO ONE CAN SPEAK ABOUT IT
BETTER THAN MIKE CAN.
CONTRACTORS ARE COMING FOR
SNOW.
WE GIVE THEM NOW MAPS AND
HIGHLIGHTERS.
YOU CAN'T SAY GO PAST STOP AND
SHOP.
IF THE GUYS AND WOMEN ARE
ALWAYS IN THE SAME
NEIGHBORHOOD THEY KNOW THE

NEIGHBORHOOD BETTER THAN
ANYBODY AND GET BETTER
SERVICE.

I WAS ON THE SOUP BOX THERE
BUT IT'S A GREAT OPPORTUNITY.
A FEW OPPORTUNITIES REGARDING
THE SITE ITSELF.

AS COUNCIL WU STATED THE
THOUGHT OF SLINKING SLINK --
SHRINKING THE SITE DOWN.
WHAT WILL HAPPEN TO THE
CLINIC?

>> THAT'S 300 FRONTAGE ROAD
THAT'S KNOW THE ADMINISTRATIVE
OFFICE.

THAT'S MOVED OUT.

>> OKAY.

THAT WAS A BUILDING IN THE
MIDDLE OF THE FRONTAGE ROAD
SITE.

>> OKAY, SECONDLY, AS FAR AS
THE CITY TOW LOT HOW WOULD WE
WORK THAT OUT.

IF YOU SHRUNK DOWN THE LOT
AREA WOULD WOW BUILD A GARAGE
THAT WOULD HOUSE MORE CARS IN
A SMALLER AREA?

>> THAT'S ONE OF THE THINGS WE
COULD TAKE A LOOK AT.

IT IF WE HAD STRUCTURE PARKING
WE WOULD HAVE A LOT OF BETTER
AREAS.

WE HAVE GOOD FINANCIAL PAY
BACK.

THIS IS SOMETHING FOR US TO
DIVE INTO.

>> OKAY, GREAT.

I'LL KEEP A CLOSE EYE ON THE
PROCESS.

AS I STATED, I BELIEVE WE
SHOULD HAVE A ROAD TRIP OVER
THERE AND LET THE COUNCIL SEE
IT'S AWFUL.

IF YOU THINK CITY HALL IS BAD
IT HAS NOTHING ON CITY HALL,
THAT'S FOR SURE.

>> THANK YOU COUNCIL
MCCARTHY.

COUNCIL O'MALLEY.

>> I WANTED TO SPEAK ABOUT
CITY HALL BEING BAD.

I ADORE THIS PIECE OF ART.

I WANTED TO THANK YOU.

I WANT TO APOLOGIZE MY

TARDINESS.
I JUST WANTED TO ECHO
SENTIMENTS MADE BY ALL THREE
OF MY COLLEAGUES.
STARTING WITH COUNCIL
MCCARTHY.
20 YEARS INTERNED.
IT'S NOT A HEALTHY CONDUCIVE
PLACE TO WORK.
IT NEEDS A LOT OF HELP.
WE HAVE CONTINUOUSLY PUT MONEY
INTO IT.
I CELEBRATE THIS OPPORTUNITY.
I THINK YOU ARE GOING THE
RIGHT WAY.
IT'S VITAL THE COUNCIL
CONTINUE TO PLAY A ROLE.
I APPRECIATE THIS OPPORTUNITY
AND AS WE GO FORWARD WE
CONTINUE TO HAVE A SEAT AT THE
TABLE AND WORK
COLLABORATIVELY.
THIS COULD BE A REMARKABLE
OPPORTUNITY FOR OUR CITY.
FOR BEING INNOVATIVE AND
THOUGHTFUL AS IT RELATES TO
CLIMATE CHANGE AND BUILDINGS.
I'LL BE PUSHING FOR, IF A NEW
BUILDING OR FACILITY IS BUILT
THERE I WOULD LIKE ZERO
CARBON.
THAT'S SOMETHING WE CAN DO AND
I'M CONSIDERING.
THERE IS A LOT OF LAND THERE.
THERE WOULD BE A WAY TO BUILD
SOMETHING KNEW AND
INNOVATIVE.
WE CAN OFFSET THE COSTS WITH
THE SURPLUS LAND.
IT'S A HUGE PEACE PIECE OF
REAL ESTATE.
I DON'T HAVE ANY QUESTIONS BUT
THIS REALLY REPRESENTS A GOOD
OPPORTUNITY FOR THE CITY.
FOR NOT ONLY CREATING A MORE
EFFICIENT WORKPLACE TO SEVER
OUR RESIDENCE AND CONSTITUENTS
WITH THE EXCEPTIONAL SERVICE.
AT THE SAME TIME YOU ARE
FINANCIALLY RESPONSIBLE AND
TURNING AN PROFIT FOR THE
TURNING POINT FOR THE CITY.
>> JUST THE IDEA OF MULTIPLE
GOALS AND MOVING PIECES.

ARE YOU SAYING THAT IN ORDER TO MOVE TOWARDS REVITALIZATION AND CONSOLIDATION OR IMPROVEMENT THAT WE NEED FUNDING FROM THE SALE TO BE ABLE TO AFFORD TO DO THAT OR COULD THAT PIECE COME FIRST. IT SOUNDS LIKE THERE IS URGENCY SEPARATE FROM THE DISPOSITION.

>> IT'S NOT A REQUIREMENT BUT IT'S A COMPELLING OPPORTUNITY. SO THE REALITY IS OBVIOUSLY WE NEED TO REINVEST.

WE CAN REDUCE OUR FOOTPRINT. YOU CAN ACTUALLY FUND THAT REINVESTMENT BY THINKING ABOUT HOW THE DEVELOPMENT CAN HELP SUPPORT THAT.

THAT IS WHY THESE TWO THINGS IN SOME WAYS LINKED TOGETHER.

>> DOES THE SCALE OF REINVESTMENT DEPEND ON WHAT ENDS UP HAPPENING WITH THE DISPOSITION?

FOR EXAMPLE, IF THE AMOUNT OF MONEY THAT COMES IN IF IT GOES TO LUXURY CONDOS THEN THERE'S A DIFFERENT OUTPUT WITH A PUBLIC WORKS VERSUS OPEN SPACE.

>> SO I'LL WAIT FOR JUSTIN TO YELL SOMETHING BUT AT THE END OF THE DAY, TO YOUR POINT, THERE IS A SEPARATE PURSUIT BECAUSE WE THINK THAT'S BEST FOR THE TAXPAYERS.

THAT'S A WAY WE CAN DO THIS WITHOUT CROWDING OUT OTHER THINGS FROM OUR CAPITAL BUDGET WHICH IS ALREADY PRETTY CONSTRAINED AND WHY THINGS ARE MOVING TOGETHER.

THAT SAID, IF THE MOST COMPELLING OPPORTUNITY THAT COMES FROM THE PROCESS WHICH DOES NOT COVER THE COST AND THERE'S A NEED TO KEEP PROVIDING BASIC CITY SERVICES I THINK WE'RE BASICALLY -- WE WILL FIND A WAY TO DELIVER SERVICES AND SOMETHING FOR THE NEIGHBORHOOD AND PARCEL.

>> HELPFUL TO KNOW THERE'S NOT PRESSURE ON OTHER PARTS OF THE

BUDGET BUT YOU DON'T NEED TO
ACHIEVE A CERTAIN LEVEL OF
FUNDING FOR THE PUBLIC SERVICES
SITE.

AND IN TERMS OF LOCATION, DO YOU
HAVE ANY COST ESTIMATES FOR THE
SIX ALTERNATIVES.

>> WE PUT TOGETHER ESTIMATES
BETWEEN \$160 MILLION AND \$175
MILLION.

I THINK THE \$175 MILLION IS FOR
THE REBUILD OF THE SIME -- SAME
SIZE FOOTPRINT COST SO A
COMPARABLE RANGE.

IT WAS TO PROVE FEASIBILITY TO
GO FORWARD AND THE DESIGN AND
PROFESSIONAL AND PROGRAMMING IS
THE PHASE 2-A WHICH WILL GET TO
ACTUAL NUMBERS.

>> SO WHAT'S LIKELY TO DRIVE
THAT 2-A PROCESS?

IS IT NEGOTIATING WITH
COMMUNITIES WHO WILL RECEIVE THE
NEW LOCATIONS AND YARDS
POTENTIALLY OR SOMETHING ELSE?

>> THE MECHANICS TO BE LED WITH
THE TEAM AND IN COLLABORATION
WITH US ENGAGING WITH THE
PROGRAMMING AND PROCESS.

THAT IS CERTAINLY A PUBLIC
PROCESS TO ENGAGE ALL OF YOU IN
FIGURING OUT WHERE CAN WE DO A
FEW KEY THINGS AND DELIVER
SERVICES AND BE A GREAT NEARBY.
-- NEIGHBOR.

AS THE ARE THE THINGS WE WANT TO
BE THAT ARE CRITICAL FOR THAT SO
WE WANT TO DIVE IN THE DETAILS
OF THE SYNERGIES AND FIND GOOD
NEIGHBORHOOD AND HAVE GOOD
NEIGHBORHOOD CONVERSATIONS TO
ENSURE WHAT WE ARE BUILDING
MAKES SENSE.

I WAS ADD IN THE SIX
ALTERNATIVES EXPLORED, FOUR HAVE
SOME PORTION OF THE FRONTAGE
ROAD SIDE REMAINING AS A PORTION
WHICH WILL PROBABLY HAVE LESS OF
A COMMUNITY PROCESS BECAUSE
RIGHT NOW WE WANT TO BE ABLE TO
ENGAGE LARGELY WITH THE
CONVERSATION AND ALL OF YOUR
CONSTITUENTS.

>> ONE OF THE CONSOLIDATION

ALTERNATIVES AND THE
DISTRIBUTION --

>> CORRECT.

>> SO 2-A DOES NOT DEPEND ON THE
PARCEL BE SURPLUSED THEN IN SOME
WAYS BECAUSE THIS IS A
CONVERSATION WITH CITY SERVICES
IT HAS TO HAPPEN ANYWAY, THEY'RE
ALREADY PROCEEDING IN THINKING
ABOUT THE FUNDING AND DESIGN AND
CONSULTANTS.

>> IN THE VALUE OF THE
TRANSPARENCY OF IT LEGALLY 2-A
PROCEDURALLY DOES NOT DEPEND ON
THAT.

>> SO THE CULTANTS --
CONSULTANTS WOULD BE IN NEXT
FISCAL YEAR'S BUDGET?

>> JUSTIN CAN WEIGH IN HERE BUT
WE CAN SEE IF WE CAN START THAT
IN CALENDAR YEAR 2019 SO FY20 OR
FY19 BUDGET IS SOMETHING WE'D
LIKELY TAKE ON FOR THE CALENDAR
YEAR.

>> DO YOU HAVE ANY ESTIMATES FOR
HOW MUCH THE CONTRACT WOULD BE
AT THIS POINT?

>>

[INDISCERNIBLE]

>> WE'RE STILL IN THE PROCESS OF
SCOPING THE SERVICES OBVIOUSLY.
THERE'LL BE A GREAT EFFORT WITH
WORKING WITH PUBLIC WORKS AND
TRANSPORTATION AND THE OTHER
AGENCIES OUT THERE TO DETERMINE
EXACTLY WHAT KIND OF OPERATIONAL
IMPACTS WE CAN HAVE SO THAT --
THOSE DECISIONS WILL DRIVE SPACE
NEEDS AND SO IT MAY EVEN BE A
PHASED CONTRACT.

I'M JUST NOT SURE YET.

>> AND THAT WOULD COME FROM THE
PUBLIC FACILITIES BUDGET?

>> ONE OF OUR BUDGETS.

[LAUGHTER]

>> OKAY.

BUT BECAUSE WE'VE ALREADY
APPROVED THE BUDGET FOR THE
FISCAL YEAR, IF IT NEEDS TO BE
MOVED AROUND -- ALL RIGHT.
AND 2-3 THE ACTUAL DEVELOPMENT
PROCESS.

CAN WE TALK A LITTLE BIT ABOUT
THE TIMING OF SURPLUS COMING

FIRST VERSUS R.F.P. SOME SURPLUS HEARINGS WE'VE HAD WE'VE BEEN TOLD THE CITY MOVED FORWARD WITH R.P.F.s WITHOUT THE VOTE FOR EXAMPLE THE PLAN AT DUDLEY.

>> YOU CAN WEIGH IN, THE PREFERENCE PROCEDURALLY IS TO SURPLUS BEFORE THE R.F.P. AND IT GIVES A GREATER DEGREE OF CERTAINTY AND WE GET MORE RESPONSE IF THEY KNOW THE CITY AND COUNCIL ARE SERIOUS ABOUT EXPLORING.

A BENEFIT WE WOULD SEE FROM TAKING SURPLUS ACTION PRIOR TO THE R.F.P. RATHER THAN POST.

>> THOUGH, AT THAT POINT I WOULD GUESS THERE ARE HOW MANY OTHER OPPORTUNITIES THERE ARE GOING TO BE TO ACCESS AN 18-ACRE SITE. IT SEEMS LIKE AN ATTRACTIVE OPPORTUNITY AS LONG AS THE CITY IS THINKING ABOUT IT.

AND IS THERE ANY THOUGHT -- I MEAN, I GUESS, GOING BACK TO THE IDEA THAT WE'RE IN THE PROCESS, AT CERTAIN POINTS IN THE PROCESS IT DID FEEL BECAUSE THE DEVELOPER -- A SPECIFIC DEVELOPER WAS CHOSEN AND INVOLVED BEFORE ALL THE PROCEDURAL PIECE INVOLVED, THAT ADDED DIFFERENT PRESSURES AND DIFFERENT OPPORTUNITIES FOR COMMUNITY FEEDBACK AND ENGAGEMENT.

MY CONCERN IN DOING THE R.F.P. THIS WAY BEFORE EVERYTHING IS PLANNED OUT TO A CERTAIN DEGREE OF SPECIFICITY IS WE LOSE OUT ON THE GUARANTEE THAT THERE'LL BE A CERTAIN AMOUNT OF OPEN SPACE. A CERTAIN NUMBER OF UNITS OF AFFORDABLE HOUSE AND LEAVE IT TO THE DEVELOPER TO SUGGEST THAT AS BUT THERE'S NO PRO-ACTIVE WAY TO DETERMINE THE BENEFITS.

>> WE COULD RUN THROUGH WHAT OUR ANTICIPATED TIME LINE IS AND WHERE THE OPPORTUNITIES FOR ENGAGEMENT BOTH FROM THE COUNCIL AND CONSTITUENTS AND MEMBERS OF THE PUBLIC.

THE SURPLUS VOTE IS WHAT WE'RE

ASKING FOR NOW AND THEN WORK ON
A DRAFT MEMORANDUM BETWEEN THE
CITY AND BOSTON PLANNING
DEVELOPMENT AGENCY.

THAT ACTUALLY WOULD NEED TO GO
TO OUR BOARD OF DIRECTORS PRIOR
TO EXECUTION.

THAT'S OBVIOUSLY AN OPPORTUNITY
FOR THE COUNCIL TO FORMALLY
WEIGH IN EITHER VERBALLY OR IN
WRITING.

WE THEN EXECUTE THE M.O.A.
WE OBVIOUSLY HAVE EXPERIENCE
HAVING DONE THAT THROUGH THE
WINTHROP SQUARE PROCESS SO WE'RE
NOT WORK FROM SCRATCH THERE AND
I THINK PEOPLE WERE SORT OF
PLEASED WITH HOW THAT AGREEMENT
WAS STRUCTURED INITIALLY.

WE WOULD THEN GO TO THE B.P.D.A.
BOARD FOR AUTHORIZATION TO ISSUE
THE R.F.P.

THIS IS PRIOR TO THE PUBLIC
FACILITIES

[INDISCERNIBLE]

SO THE GOAL IS TO HAVE THE
SELECTION PROCESS TAKE PLACE
BEFORE PUBLIC FACILITIES SO WHEN
IT GOES FOR A VOTE TO PUBLIC
FACILITIES, WE HAVE AN IDEA, TO
YOUR POINT, COUNCILOR, WHO THE
DEVELOPMENT TEAM AND THE PROJECT
PROPOSAL AND THE BENEFITS AND
JUST A BETTER UNDERSTANDING ALL
AROUND OF WHAT WE'RE HOPING TO
SEE ON THE SITE.

AND SO I THINK HAVING THE
PROCESS GO IN THAT ORDER, WILL
ALLOW FOR MORE CLARITY FORMALLY
BEFORE ANY VOTE IS TAKEN.

>> AND THAT'S THE ORDER.

>> CORRECT.

>> WITH THE SAME EXACT
OPPORTUNITIES OF FEEDBACK OR NO
FEEDBACK FROM THE COUNCIL.
THEY'LL PROCESS YOUR IMAGINING
FOR R.F.P.s AND CHOOSING ONE
DEVELOPER OR ONE CONCEPT AND
MOVING FORWARD AND WORKSHOPING
THAT BASICALLY THE EXACT SAME --
>> CORRECT.

>> OKAY.

ANY FURTHER QUESTIONS FROM MY
COLLEAGUES?

COUNCILOR FLYNN.

>> THANK YOU.

THANK YOU, COUNCILOR WU.

AS I HIGHLIGHTED EARLIER THIS IS AT THE HEART OF MY DISTRICT NOT ONLY SOUTH BOSTON, SOUTH END, CHINATOWN AND THE LEATHER DISTRICT IS IN THAT AREA.

THEREFORE, BECAUSE IT IMPACTS ALMOST MY ENTIRE DISTRICT I'D LIKE TO BE A KEY PLAYER AS IT RELATES TO WORKING CLOSELY WITH YOU, MY COLLEAGUES, KEEPING MY CONSTITUENTS AND COUNCILORS AWARE OF THE SITE AND I THINK IT'S IMPORTANT AS A KEY ROLE WORKING WITH YOU AS A CITY DISTRICT COUNCILOR.

I WANT YOUR ADVICE AND SUGGESTIONS ON MY COMMENTS.

>> I THINK -- AND HEATHER CAN AMPLIFY THIS, I THINK THERE'S A NUMBER OF OPPORTUNITIES FOR ENGAGEMENT.

OBVIOUSLY THIS HEARING THERE'S AN OPPORTUNITY TO WEIGH IN AND THE M.O.A. ON THE PROCESS OF THE B.P.A. BOARD'S RELEASE, THE PUBLIC PRESENTATIONS AND ANY SUBSEQUENT VOTE OF THE BOARD AND THERE'S OPPORTUNITIES TO WEIGH IN AT EACH OF THOSE MOMENTS AND YOUR OPINIONS ON THIS AND I THINK THERE'S -- ONE SLIGHT DISTINCTION BETWEEN THIS PROCESS AND THE WINTHROP SQUARE PROCESS IS THE NATURE OF THE CITY BASIC SERVICES COMPONENT ON THIS.

WE WILL NOT MOVE FORWARD IF WE DON'T HAVE A GREAT BASIC SERVICES PLAN.

THERE'S NOT ANOTHER USE OF WINTHROP SQUARE UNTIL THERE'S A LARGE ROLE THE COUNCIL IS PLAYING ON THE BASIC CITY SERVICES SIDE WHICH IS THE KEY COMPANION PROCESS TO ANY TRANSFORMATION ON THE B.P.D.A. AND R.F.P. PROCESS.

I KNOW YOU'D AGREE, WITH OR WITHOUT THE SQUARE PROCESS WE'D BE ABLE TO INVEST IN A NUMBER OF PARKS ACROSS THE CITY AND THAT IT'S BEEN A GOOD EXAMPLE OF HOW

A PUBLIC ASSET CAN ACTUALLY
YIELD GREATER PUBLIC BENEFITS
THROUGH A PUBLIC PROCESS THAT
WAS LED BY THE B.P.D.A.

>> HEATHER, I JUST WANT TO
STRESS IN THAT THIS IS IMPORTANT
TO ME.

IT'S IMPORTANT TO MY DISTRICT.
I WOULD NEED TO BE UPDATED, BE
BRIEFED AS OFTEN AS POSSIBLE ON
WHAT'S HAPPENING IN MY DISTRICT.
I ALSO HAVE AN OBLIGATION TO
INFORM MY COUNCILORS AND OTHER
CONSTITUENTS AS WELL, BUT I'D
LIKE TO PLAY A KEY ROLE AND
DIALOGUE IN A CLOSER ROLE WITH
YOU AND THAT'S SOMETHING I'D
TAKE SERIOUSLY.

>> WE LOOK FORWARD TO DOING THAT
FORMALLY OR INFORMALLY.

WE'LL KEEP THE LINES OF
COMMUNICATION OPEN ANDS YOU
SAID, YOU CAN -- AND AS YOU
SAID, YOU CAN SHARE WITH OTHER
COUNCILORS ALONG THE WAY.

>> AND WHAT OTHER OPPORTUNITIES
WOULD THERE BE FOR CONSTITUENT
TO WEIGH IN ON THIS?

WILL THEIR VO1

IF THEY ARE HEARD, WHAT ARE YOU
THINKING ABOUT COMMUNITY
MEETINGS OR FEEDBACK FROM
RESIDENTS?

HOW WOULD THEY WEIGH IN ON THE
PROCESS?

>> I CAN SPEAK TO THAT.

SO ONCE WE RECEIVE THE RESPONSES
TO THE R.F.P. THEY'LL GO ON OUR
WEBSITE FOR THE PUBLIC TO VIEW
SIMILAR TO WINTHROP SQUARE AND
WE HELD A SERIES OF OPEN HOUSES
AND ALLOWED FOR INTERESTED
GROUPS TO WEIGH IN AND GIVE
FEEDBACK TO OUR STAFF.

ONCE WE WEIGH THE PROPOSALS AND
MAKE A RECOMMENDATION TO OUR
B.P.D.A. BOARD AS FAR AS A
DESIGNATION, THAT BOARD ACTION
IS OBVIOUSLY AN ACTION THAT'S
WELL NOTICED AND PEOPLE ARE ABLE
TO SORT OF COMMENT ON IN
WRITING, ETCETERA.

WE ANTICIPATE A THOROUGH AND
OPEN PROCESS LEADING UP TO ANY

SELECTION INCLUDING CONVERSATION WITH THE COUNCILORS AND THEN IT WOULD GO THROUGH A LARGE PROJECT REVIEW.

I THINK THE REVIEW HAS WEIGHED IN ON PROJECTS IN YOUR TIME HERE, YOUR FAMILIAR WITH THE PROCESS BUT A LETTER OF INTENT WOULD BE FILED AND IMPACT ADVISORY GROUP WOULD BE FORMED WITH YOU AS FAR AS WHO THE MEMBERS ARE AND WE WOULD ANTICIPATE A SERIES OF FILINGS FROM THE DEVELOPMENT TEAM WHICH WOULD HAVE THEIR OWN SERIES OF ANALYSIS IN-HOUSE WITH CITY STAFF AND ALSO THEIR OWN PUBLIC PROCESS AND PUBLIC MEETINGS AND MEETING WITH NEIGHBORHOOD GROUP DISCUSSIONS WITH AN IMPACT ADVISORY GROUP REGARDING IMPACT AND MITIGATION AND THE LIKE. THAT WILL PLAY OUT AS ANY OTHER PROJECT IN AND AROUND THE CITY THAT WOULD NEED A VOTE FROM THE B.P.D.A. BOARD AS WELL.

THAT BOARD MEETING THAT AGENDA ITEM WILL MORE LIKELY THAN NOT BE A PUBLIC HEARING GIVEN THE SIZE AND SCOPE OF THIS PROJECT AND THE POTENTIAL ZONING PECKNISM THAT -- MECHANISM THAT MAY BE USED SO PUBLIC CAN SPEAK AND GIVE FORMAL FEEDBACK AND POST-B.P.D.A. BOARD AND THE ZONING ACTION WITH ITS OWN HEARING.

MANY OPPORTUNITIES FORMALLY AND INFORMALLY FOR THE COUNCIL TO WEIGH IN AND MEMBERS OF THE PUBLIC TO WEIGH IN, ENGAGE WITH STAFF AND GIVE FEEDBACK. AND WE LOOK FORWARD TO THAT PROCESS AND OUR STAFF IS OBVIOUSLY WELL VERSED IN THAT REGARD.

>> I APPRECIATE YOUR COMMENTS. B.P.D.A. BEING AS TRANSPARENT AS THEY CAN, COULD I ASK O MAKE A REQUEST DURING THIS PROCESS THIS CLOSE TO WEST BROADWAY WITH A HIGH CONCENTRATION OF SPANISH SPEAKING, IT'S VERY CLOSE TO CHINATOWN AND HIGH CONCENTRATION

OF MANDARIN AND CANTONESE
SPEAKING -- THE CATHEDRAL AS
WELL HIGH CONCENTRATION OF
SPANISH SPEAKING AND VILLA
VICTORIA COULD WE MAKE SURE THAT
WHEN WE'RE DOING COMMUNITY
OUTREACH THAT WE HAVE NECESSARY
TRANSLATORS AND WE HAVE AND HAVE
MEETINGS SPECIFICALLY IN THOSE
LOCATIONS SO IT MAKES IT EASIER
FOR SOME OF THOSE RESIDENTS TO
PARTICIPATE IN THE PROCESS AS
WELL AND MANY IN CHINATOWN,
ESPECIALLY THE ELDERLY, DON'T
USE COMPUTERS OFTEN, SO IF WE
CAN ALSO COMMUNICATE WITH THEM
DIRECTLY.

>> ABSOLUTELY.

>> I CAN HELP IN THAT PROCESS.

>> ABSOLUTELY.

>> THE FINAL QUESTION I HAVE,
MIKE, I KNOW THE PRINCIPLE OF
SALT TILE SAT FRONTAGE ROAD,
WHEN THAT IS EVENTUALLY MOVED,
WHAT IMPACT WILL IT HAVE OR WHAT
ARE YOU THINKING ABOUT IN TERMS
OF LOCATING THE SALT TILE TO
ANOTHER LOCATION THAT MAKES IT
EASY FOR EVERY NEIGHBORHOOD TO
ACCESS IT?

>> CURRENTLY RIGHT NOW IN THAT
FOOTPRINT WHEN WE START FILLING
IT UP, WHICH GETS TO 17,000 TONS
BY FIRST OF -- OCTOBER 1st THAT
HITS CHARLESTOWN AND BACK BAY,
BAY VILLAGE, PORTIONS OF OUR
CITY WIDE THOROUGHFARES WE CALL
MAIN ROUTES.

IT'S A CONCERN WHERE THAT PILE
GOES.

IT'S A CONCERN OF MINE HOW WE
CAN STILL PROVIDE THE SAME
TREATMENT OF TELEGRAPH HILL AS
WE CAN BUNKER HILL, AS WE CAN
OTHER LOCATIONS.

IT'S PROBABLY THE BULKIEST MOVE
AS FAR AS THE BASIC CITY SERVICE
PIECE.

IT'S SALT.

IT'S NOT GLORIOUS AND CUMBERSOME
BUT MANY OPTIONS ARE APPEALING
TO ME AS A BASIC CITY SERVICE
PROVIDER, SOME MORE THAN OTHERS,
BUT MY CARE WILL BE WHERE THE

FOUR AND FIVE MONTHS OF THE YEAR SERVICE IS PROVIDED OUT OF AND HOPEFULLY THROUGH THIS PROCESS TO OUR POINTS EARLIER IT WILL BE A BETTER OPERATION WHETHER IT BE A BETTER FACILITY FROM WHICH TO LOAD AND DELIVER FROM.

WE'VE SEEN GREAT EXAMPLES OF SILOED -- WE DON'T NEED FRAME LOADERS.

THAT'S ONE LESS HEAVY MACHINERY WE HAVE TO STAFF AND CAN BE DISPERSED THAT WAY BUT THROUGH THE PROCESS, MY CHIEF CONCERN IS JUST THAT QUESTION AND WE WILL NOT PROVIDE A WEAKER SERVICE WHEN IT COMES TO THE FOUR TO FIVE MONTHS OF THE YEAR.

IT WILL BE A MAIN POINT AND MY SMALL ROLE IN THIS.

>> THANK YOU, MICHAEL.

I GUESS MY FINAL QUESTION, SORRY I'M ASKING SO MANY QUESTIONS BUT TO THE COMMISSIONER, DO YOU HAVE COMMENTS ON DURING THIS PROCESS WHAT IMPACT WILL TRANSPORTATION PLAY AS WE NAVIGATE TRUCKS COMING INTO FRONTAGE ROAD AND LEAVING FRONTAGE ROAD AND HOW ARE WE GOING TO NOTIFY THE NEIGHBORHOOD OF WHAT CHANGES ARE TAKING PLACE AS IT RELATES TO TRAFFIC?

ARE WE ABLE TO -- IF TRUCKS ARE GOING INTO FRONTAGE ROAD FREQUENTLY AND THROUGHOUT THE NEIGHBORHOODS, ARE WE ABLE TO TAKE A LOOK AT WHAT ROADS THESE TRUCKS WILL TRAVEL IN AND MAYBE DECREASING THE SPEED LIMIT OF TRUCKS WHILE THEY'RE PASSING THROUGH THE NEIGHBORHOOD OR JUST LONG-TERM PLANNING OR THINKING ON YOUR BEHALF ON WHAT YOU EXPECT?

>> WE WOULD CERTAINLY WORK WITH THE COMMUNITY AS WELL AS WITH MASS D.O.T. AND BPDA IN HOW TO MANAGE THE WORK THAT NEEDS TO BE DONE ON THE SITE IN TERMS OF WHATEVER HAPPENS IF THERE IS A CONSTRUCTION PHASE AND MINIMIZE THE DISRUPTION TO THE COMMUNITY AND GENERAL PUBLIC BOTH WITH THE

WEIGHT AND SIZE OF VEHICLES AND IDENTIFY WHAT WOULD BE SAFE FOR THE VEHICLES AND FOLKS WORK ON THE SITE AS WELL AS THE RESIDENT AND THE GENERAL PUBLIC THAT NEED TO NAVIGATE THE ROADWAYS.

>> THANK YOU, COMMISSIONER.

>> COUNCILOR McCARTHY.

>> ON THE BEST PRACTICES SLIDE, IS THERE A CHANCE I CAN GET A LIST OF THE FACILITIES YOU LOOKED AT JUST BECAUSE I LIKE TO GET MY HANDS ON THINGS LIKE THAT.

SECONDLY, WHEN YOU GO AHEAD THROUGH THE FIRST PROCESS, ARE YOU TAKING THEM BOTH AS ONE HUGE LOT, 400 AND THEN 200 AND 300 OR SEPARATING THE YELLOW AND RED LIKE YOU DO NOW?

JUST TO SHOW -- BECAUSE I LOOK EIGHT AND I'M THINK INNING MY OWN MIND, IF YOU BUILT YOUR NEW FACILITY AT 200 AND 300, IF YOU MOVE THE COMMISSIONER'S STUFF OVER AND THEN MOVED IT BACK WHEN IT WAS COMPLETED, YOU WOULDN'T HAVE ANY LAPSE OF SERVICE AND THEN YOU'D BE ABLE TO MOVE 400 FRONTAGE ROAD THROUGH THE PROCESS.

>> THAT ESSENTIALLY IS CONSOLIDATION OPTION OF THE SOUTH END OF FRONTAGE ROAD.

>> THE BUILDING IS THE BUILDING CLEARLY BETTER FOR WHATEVER DEVELOPMENT YOU'RE LOOKING FOR, RIGHT, WHETHER IT'S HOTELS OR A NEIGHBORHOOD OR WHATEVER.

>> RIGHT.

THE NORTHERN END HAS THAT ACCESSIBILITY AND LINK BETWEEN NEIGHBORHOODS AND HAS MORE STRUCTURAL CONCERNS.

THE SOUTHERN END IS EXPERIENCING FLOODING AND SERIOUS OPERATION LIMITATIONS WITH THE SPACE.

>> AND COUNCILOR ASKED THE QUESTION WITH THE SALT AND WE'LL PROBABLY GO TO THE SILOS AT SOME TIME BUT IF WE SUNK MONEY INTO THE DISTRICT YARDS WE MAY BE ABLE TO TAKE THAT PILE DOWN A DECENT PERCENTAGE POINT.

IT WILL BE AN INTERESTING PATH.

>> THANK YOU, COUNCILOR
McCARTHY.

I HAD PUT OUT A NOTICE ON SOCIAL
MEDIA THAT T':)q IS HAPPENING AND
GOT SOME QUESTIONS DURING THE
HEARING SO I WANT TO TOUCH ON
SOME OF THOSE CONSTITUENT
QUESTIONS.

IS THERE CHAPTER 91?

>> THE 50,000 SQUARE FOOT ARE
WITHIN THE CHAPTER 91 AREA AND
GOING THROUGH THE CHAPT ER 91
PROCESS.

>> SOUTH BAY HARBOR TRAIL IS
THAT PART OF THE CONSIDERATION
FOR THE PLANNING?

>> YES.

I THINK THERE'S AN INTERESTING
OPPORTUNITY TO THINK ABOUT -- AS
YOU KNOW, WE'RE DOING A STRETCH
ON THE SOUTH BAY TRAIL WHICH
WOULD BE ADJACENT SO THE PARCEL
AND CROSSING TO WEST 4th STREET
AND BRIDGES AND THE CONNECTION
UP TOWARDS THE GILLETTE SITE.

I THINK WE HAVE AN INTERESTING
OPPORTUNITY HERE TO THINK ABOUT
WHAT THE ALBANY TO FRONTAGE ROAD
TO SOUTH BOSTON CONNECTION LOOKS
LIKE.

IF YOU THOUGHT ABOUT THE PARCEL
IN A DIFFERENT WAY AND IT WAS
PERMEABLE OPPOSED TO TODAY AND
THE PUBLIC WORKS HERE.

>> AND THEN A QUESTION ON THE
LARGER WYNNETTE CIRCLE PLAN AND
THE PORTION THAT'S BEEN TALKED
ABOUT.

>> SO AS I MENTIONED EARLIER,
THIS WOULD BE ITS OWN INITIATIVE
WE HOPE TO LAUNCH NEXT YEAR.

>> HOW LARGE IS THAT ONE?

>> I'M NOT SURE THEY HAVE THE
SITE BOUNDARY IDENTIFIED.

I THINK WE KNOW THE GENERAL
PARAMETERS BUT AS FAR AS THE
GEOGRAPHIC PARAMETERS WE'RE NOT
THERE YET.

>> AND ON THE TIMING OF COUNCIL
AND SURPLUS VOTES, SO LEGALLY,
THE COUNCIL WOULDN'T NEED TO --
I MEAN, THERE'S A PREFERENCE FOR
GREATER CERTAINTY TO HAVE THIS

DONE BEFORE THE R.F.P. GOES OUT BUT LEGALLY THE COUNCIL WOULD NOT NEED TO SURPLUS UNTIL THE PUBLIC UTILITIES VOTE, IS THAT CORRECT?

>> RATHER THAN -- THE REASON WE'RE PURSUING THIS APPROACH IS WE THINK THERE'S A NUMBER OF BENEFITS AND A PREFERRED PROCEDURE AND HAS INTERNAL TRANSPARENCY AND GIVES GREATER CERTAINTY TO THE R.F.P. PROCESS AND KNOW WE WANT TO MOVE ON THE BASIC SERVICES SIDE. IT'S SOMETHING WE WANT TO WRESTLE WITH AND THINK IT ALLOWS US TO TAKE THE STEP MORE CONCRETELY WHICH IS WHY IT'S STEP NUMBER ONE.

>> AND MOVING FORWARD WITHOUT THE SURPLUS VOTE IN PLACE.

>> SO I THINK TO YOUR EARLIER QUESTION THE DUDLEY PARCEL, MY UNDERSTANDING IS THE ONLY PARCEL NOT SURPLUSED WAS THE MUNICIPAL LOT BECAUSE THERE'S DIFFERENT REGULATIONS THAN THE PUBLIC FACILITIES BOARD.

I THINK THE OTHERS ARE NOT GONE OUT AND THE ONE NOT SUR MRUFD -- SURPLUSED IS THE LOT AND HAS ITS OWN REGULATIONS WHICH NEED TO OISHG PREVENTING THE SURPLUS FROM TAKING PLACE.

>> MY GENERAL FEEDBACK IS I THINK IT'S IMPORTANT FOR THE CITY AND BECAUSE THERE'S SO FEW OPPORTUNITIES LEFT NOR -- FOR THE CITY LEFT TO BE TALKING ABOUT AND THE COUNCILOR IS TO BE THE VOICE FOR CONSTITUENTS AND SPECIFICALLY OUR ROLE TO OVERSEE ANY APPROPRIATION AND THE FINANCING AND SPENDING THE CITY DOES.

SO THERE'S PIECES HERE THAT DO IMPLICATE THAT VERY CLEARLY WHETHER AS THE CONSULTANTS BEING BROUGHT IN AND HOW MUCH CIVIC BENEFIT ARE WE REQUIRING FROM THIS.

I WOULD PUSH VERY STRONGLY FOR DETAILED PLANNING TO HAPPEN BEFORE THE R.F.P. GOES OUT.

MY BIGGEST PROBLEM WITH THE WINTHROP SQUARE PROCESS IS THE DEVELOPER DROVE THE ENTIRE VISION FOR THE SITE.

I GUESS IN THAT PROCESS YOU COULD ARGUE THE VISION GENERALLY WAS ALWAYS IT WOULD BE A DOWNTOWN OFFICE BUILDING AND THERE WAS A QUESTION OF HOW HIGH AND WHERE AND DETAILS.

THIS PRESENTS EVEN MORE OF A LIMITLESS OR LESS LIMITED SCOPE OF WHAT COULD BE POSSIBLE HERE. SO RATHER THAN HAVING A DEVELOPER OR A NUMBER OF RESPONDENTS TO AN R.F.P. DRIVE THAT, THE CITY HAS THE CAPACITY OF STAFF AND RESPONSIBILITY TO DO THE PLANNING FIRST AND FIGURE OUT WHAT EXACTLY WHAT CIVIC AMENITIES AND BENEFITS WE WANT TO GUARANTEE COMING OUT OF THAT. WE'RE IN THE MIDST OF A HOUSING CRISIS AND OPIOID CRISIS AND PUBLIC TRANSPORTATION GROWING CHALLENGE THAT ALL THOSE PIECE HAVE -- PIECE HAVE TO BE LINED UP IN THE EYES OF THE PUBLIC BEFORE ENGAGING A SPECIFIC DEVELOPER.

THAT'S MY FEEDBACK.

THERE'S OTHER COUNCILORS HERE SO UNLESS YOU ALL HAVE ANY RESPONSE OR OTHER COMMENTS I THINK WE'RE GOOD IN TERMS OF THE HEARING.

ANY OTHER LAST STATEMENTS?

>> WE APPRECIATE YOUR TIME AND ENGAGEMENT.

THERE ARE MANY STEPS AHEAD. WE AGREE WITH YOU ABOUT THE IMPORTANCE OF THIS FROM THE NEIGHBORHOOD SIDE AND LOOK FORWARD TO WORKING WITH UPON ALL STEPS AHEAD.

>> THANK YOU ALL VERY MUCH.

THIS WILL COME TO A CLOSE THE HEARING ON DOCKET 1087 PARCELS OF VACANT LAND ALONG FRONTAGE ROAD.

THIS HEARING IS ADJOURNED.