

New Boston Food Market Development Corporation

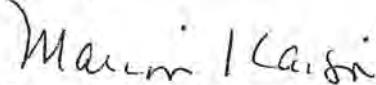
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employees in our co-op is safe. The use of Widett Circle as a layover site would displace our businesses and the jobs our businesses provide, and would require the demolition of all existing buildings.

Although as it is stated in the DEIR, "it is assumed that these affected businesses would be relocated within the immediate project vicinity in the Boston area, and that no long-term loss of employment would occur," we have no understanding of how, where and when our businesses would be relocated and affected. And, as stated above, we know of no other location in the City of Boston where all of our transportation and space needs could possibly be met. 17.1

We believe MEPA must consider our businesses during this evaluation process and urge you to engage in an active dialogue with our organization if Widett Circle is indeed being considered seriously as one of the layover sites. The continued success of our businesses, and the well-being of our 700 employees, depend on it. We are enclosing a recent story from the Boston Globe regarding our marketplace, the jobs and service that we provide and the challenges we face. 17.2

Sincerely,


Marion Kaiser, Aquanor Marketing Inc.
Director
New Boston Food Market
Board of Directors


Jeffrey Corin, Robbins Beef
Director
New Boston Food Market Corp.
Board of Directors

Enc. - 6 pages

cc: Dr. Beverly Scott, General Manager, MBTA
Congressman Stephen Lynch
Mayor Martin Walsh
Jerome Smith, Mayor's Office of Neighborhood Services
Senator Linda Dorcea Forry
Representative Nick Collins
City Councilor Bill Linehan

Olympic proposal adds to worries at Boston food complex



WENDY MAEDA/GLOBE STAFF

New Boston Food Market vendors are worried about being forced off of their valuable Boston real estate to make way for a stadium.

By [Callum Borchers](#) | GLOBE STAFF DECEMBER 02, 2014

In the predawn hours, before commuters have brought traffic on nearby Interstate 93 to a standstill, workers in white butcher smocks cleave cuts of beef and chicken, fillet fresh cod, and cold-pack oysters and other seafood for many of New England's top restaurants and supermarkets.

This is the New Boston Food Market, a cooperative of some two dozen meat and seafood wholesalers on the edge of South Boston.

CONTINUE READING BELOW ▼

The 20-acre site — with easy access to the highway and spectacular views of the downtown skyline — is largely unnoticed by passing motorists, but it has caught the eye of the group trying to bring the Summer Olympics to Boston in 2024 as a possible site for a 60,000-seat stadium.

Though the site is barely a long javelin throw from Boston's more celebrated business neighborhood, the Innovation District, meatpackers and fishmongers worry that their livelihood is now at risk because their jobs lack the cachet of tech entrepreneurs.

"Maybe we need to rename ourselves," said Marion Kaiser, chief executive of Aquanor Marketing Inc., a seafood wholesaler: "New Boston Innovation Center."

CONTINUE READING IT BELOW ▼



[View Gallery](#)

Photos: New Boston Food

Market

Wholesale food businesses in South Boston are contending with a possible Olympic stadium.

Monday marked the deadline for the local organizing committee to submit its proposal to the US Olympic Committee for how Boston would host the 2024 games; the city is among four US finalists.

Even though an Olympic stadium on their property is far from a sure thing, Kaiser and her neighbors are already gripped by a sense that powerful interests have seized control of their fate — again. The food market was evicted from Quincy Market in 1969, when Boston turned the old “meatpackers row” into the shopping strip it is today.

The New Boston Food Market also finds itself the bullseye of a wide area targeted for development.

On one side of its Widett Circle property is Boston’s municipal tow lot, where Robert Kraft, owner of the New England Revolution, reportedly is considering building a soccer stadium.

On an abutting parcel to the east is a cold storage facility that Boston-based Celtic Recycling wants to turn into a transfer station, raising fear of contamination among the food sellers.

“You look next door at the Seaport and all the new construction is nice for a lot of folks, but I’m not sure how good it is for the guys on the wharf,” said Bobby McGrath, the food market’s operations supervisor. “We can feel the redevelopment creeping closer and closer.”

The food market is a bustling industry in its own right. Every day, tens of thousands of pounds of meat, poultry, and seafood move through its warehouses, and chances are most restaurant patrons in Boston have dug into a ribeye steak or savored fresh lobster

supplied by one of its vendors. It employs about 700 workers and anticipates that revenues in 2014 will approach \$1 billion.



DAVID L. RYAN/GLOBE STAFF

The 20-acre site of New Boston Food Market, where meats and seafood are prepared for restaurants and supermarkets.

Though surrounded by other dowdy industrial sites, their second home is now hugely valuable; the assessed value alone of the three connected parcels owned by New Boston Food Market is \$21 million.

The Olympics group, which calls itself Boston 2024, could make an offer for the property, but a sale would require unanimous approval of the cooperative's 18 shareholders, said Jeffrey Corin, president of New Boston Food Market.

His snap assessment is that the shareholders would not be eager to sell.

As a private entity, the Olympics group lacks the authority to force out the wholesalers if they refuse to sell. However, the city could take the properties by eminent domain and allow Olympic organizers to build an arena there, as it did 45 years ago when it

cleared the meatpackers out of Quincy Market.

A spokeswoman for Mayor Martin J. Walsh said it is too early to discuss a land taking, with so many hurdles for Boston to clear to be named the Olympic host.

The Boston 2024 committee includes some of the city's most prominent business leaders, including construction magnate John Fish, Putnam Investments head Robert Reynolds, former Massachusetts economic development chief Dan O'Connell, and Bain Capital managing director and Boston Celtics co-owner Steve Pagliuca.

The committee declined to discuss the Widett Circle property and its owners' concerns.

"No final decisions have been made with respect to any of the venues for the proposed 2024 Games in Boston," Boston 2024 executive vice president Erin Murphy Rafferty said in a statement.

"Should Boston 2024 move on to the next phase, there will be a full community review process before any final decisions are made. We are committed to working with any potentially impacted neighbors in a full and transparent manner if and when we move forward in the process."

If the city decided to take the vendors' second home, too, there would be little they could do besides sue for maximum compensation, said Joel Faller, an attorney with McLaughlin Brothers in Boston, a law firm specializing in eminent domain.

"A land owner having their property taken by eminent domain can challenge whether it's for a public purpose, but it's very likely that this would survive a legal challenge," Faller said. "The courts give great deference to public authorities to determine what's a public necessity."

New Boston Food Market vendors are accustomed to being asked about their property. Private developers periodically approach the vendors about selling, Corin and Kaiser said, but the answer is always the same: Not interested.

And in 2001 the Massachusetts Bay Transportation Authority considered taking the land by eminent domain to build a warehouse for storing trains but quickly dropped the idea when then-mayor Thomas M. Menino objected.

“We’re usually able to shrug it off,” said food market property manager John Kennedy. “But this time feels different.”

Boston is one of four US cities — along with Los Angeles, San Francisco, and Washington — on the US Olympic Committee’s short list of prospective hosts for 2024. The committee is expected to pick one early next year but could still decide not to bid for the Games at all.

Even if Boston were to gain the US Olympic Committee’s backing, it would still need to beat out several cities on other continents in an international selection process that will produce a winner in 2017 — seven years before the Games. In all that time, Olympic planners could pick another site for the stadium.

Corin, who is also president of Robbins Beef Co., said even the uncertainty about the future of the property makes it difficult to plan for upkeep and new projects.

Corin said the New Boston Food Market should be included in any talks about the city’s Olympic bid.

“I think we are being left out a little bit, and I don’t know why,” Corin said. “Even if they don’t have anything to say, it would be nice to be involved in the process. It’s a little disconcerting.”

More from today's paper

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Callum Borchers can be reached at callum.borchers@globe.com. Follow him on

The Chamber[®]
Greater Boston Chamber of Commerce
Connect & Grow.

December 17, 2014

Secretary Maeve Vallely Bartlett
Executive Office of Energy and Environmental Affairs
MEPA Office, Attn.: Holly Johnson, EEA # 15028
100 Cambridge St., Suite 900
Boston, MA 02114

Dear Secretary Bartlett:

On behalf of the Greater Boston Chamber of Commerce, I submit this letter of support for the South Station expansion project. The Chamber is a broad-based association representing more than 1,500 businesses of all sizes from virtually every industry and profession in our region. Based on the findings in the Draft Environmental Impact Report, we respectfully request the issuance of a Massachusetts Environmental Policy Act (MEPA) Certificate for this project by December 31, 2014.

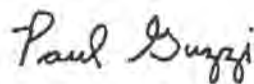
An expanded South Station will increase rail connections to the west of Boston, to the South Coast, and to Amtrak destinations throughout the Northeast. It will promote expansion of Silver Line services, which connect Boston neighborhoods, employment centers, and Logan airport and it will facilitate new waterfront development along the Fort Point Channel.

In a report issued last December, the Chamber recommended that Greater Boston's business leaders and local government leaders work with state and federal officials to secure South Station's expansion. When completed it will transform public transit in Boston, and make new regional connections possible. This project will assure that key economic centers in Boston are not strained due to congestion and lack of appropriate access for a commuting workforce.

The Draft Environmental Impact Report details the environmental impact of the South Station expansion projects and identifies alternative build plans and mitigation proposals. Furthermore, MassDOT will continue working towards a final Environmental Impact Report (FEIR) and will prepare an Environmental Assessment (EA), which will allow for further review and public comments on the projects and its environmental impact.

The Chamber sincerely thanks the Executive Office of Energy and Environmental Affairs for considering our support of this important transportation project. Should there be any questions, or need for additional information, please contact me directly or Erin Trabucco, Senior Policy Advisor at 617-557-7344 or etrabucco@bostonchamber.com.

Sincerely,



Paul Guzzi
President and CEO



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

December 23, 2014

Secretary Maeve Valley Bartlett
 Attn: Holly Johnson
 MEPA Office
 Executive Office of Energy and Environmental Affairs
 100 Cambridge Street, Suite 900
 Boston, MA 02114

Re: Comments on the Draft Environmental Impact Report for the South Station Expansion Project (MEPA #15028)

Dear Secretary Bartlett:

I am writing on behalf of the Medical Academic and Scientific Community Organization (MASCO) in response to the South Station Expansion Project Draft Environmental Impact Report (DEIR). MASCO is a non-profit which serves 21 member organizations in the Longwood Medical and Academic Area (LMA) neighborhood of Boston which is the destination of over 100,000 patients, visitors, students, and employees each day. MASCO provides employee shuttle bus service between the LMA and the commuter rail network serving South Station through connections to Yawkey Station, Ruggles Station, and JFK/UMass Station. Over 50% of the employees in the LMA rely on commuter rail service and other forms of public transportation for their trips to work.

We strongly support the plan to expand South Station. It would provide benefits to both the LMA and the metropolitan region as a whole. Construction of additional tracks and platforms at South Station will improve on-time performance; facilitate increased commuter rail service on the existing commuter rail lines and enable future expansion of the system.

We request that the Final Environmental Impact Report (FEIR) evaluate the potential impact that the added non-revenue trips between South Station and the planned layover facility at Beacon Park Yard will have on commuter rail service along the Worcester/Framingham Line and identify ways to mitigate any impacts. Thank you for your consideration of our comments. If you have any questions, please contact me at (617) 632-2778. 19.1

Sincerely,

Paul Nelson
 Senior Transportation Planner, Area Planning and Development

Member Institutions

Beth Israel Deaconess Medical Center
 Boston Children's Hospital
 Brigham and Women's Hospital
 Dana-Farber Cancer Institute
 Emmanuel College
 Harvard Medical School
 Harvard School of Dental Medicine
 Harvard School of Public Health
 Isabella Stewart Gardner Museum
 Joslin Diabetes Center
 Judge Baker Children's Center
 Massachusetts College of Art and Design
 Massachusetts College of Pharmacy and Health Sciences
 Massachusetts Department of Mental Health
 Simmons College
 Temple Israel
 Wentworth Institute of Technology
 Wheelock College
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Associate Members

Blue Cross Blue Shield of Massachusetts
 Harvard Vanguard Medical Associates
 Merck Research Laboratories



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

cc: Sarah Hamilton, Vice President, Area Planning and Development
Frank DePaola, Acting Secretary, MassDOT
David Mohler, MassDOT
Matthew Ciborowski, MassDOT



December 22, 2014

HJ
RECEIVED

DEC 23 2014

MEPA

MEPA Office

Attn: Holly Johnson, EEA# 15028
100 Cambridge Street, Suite 900
Boston, MA 02114

Dear Ms. Johnson:

I am writing on behalf of the Massachusetts Chapter of the Sierra Club as Chair of its Transportation Committee, in response to the South Station Expansion Project Draft Environmental Impact Report (DEIR) recently issued by MassDOT. While there are some aspects of the proposal that we find of merit—most notably, the reopening of the Dorchester Avenue bridge to the public to better link Downtown with South Boston, and the associated rebuilding of the adjacent streetscape and extension of the Harborwalk along Fort Point Channel—we deem the overall project fundamentally flawed by its basic design assumptions, rendering it incapable of providing a permanent solution to the problem of the Station's congestion so long as it remains a stub-end terminal. I attach the Chapter's Resolution on South Station Expansion, passed by our Executive Committee at its May 2014 meeting.

Absent from the DEIR is any recognition that building yet more dead-end tracks into South Station would be, at best, a temporary solution—one that will likely be eclipsed once again by the anticipated growth in passenger traffic. MassDOT should revisit, instead, its long-shelved plans for a direct rail connection between South and North Stations, which would allow for the through running of Amtrak and commuter trains without the wasteful backup moves that are now a major cause of congestion, and without the air and noise pollution at both terminals caused by the idling diesel locomotives.

A DEIS for the Rail Link was completed in June 2003 and immediately dropped by the Romney Administration, citing cost estimates that many of the proponents of the direct rail connection argue were inflated, and ignoring the operational and fiscal benefits of that project. At this time the Massachusetts Transportation Bond Bill includes \$2 million designated for completing work on the North/South Rail Link environmental studies. We contend that these important studies should be completed before any South Station Expansion Project expansion be allowed to proceed.

After a long post-World War II decline that had reduced its capacity from 28 tracks to 10 and brought it perilously close to demolition during the late 1960s, South Station was finally acknowledged as Boston's preeminent ground transportation hub, and its headhouse was restored and rebuilt two decades later. It was then expanded in the mid 1990s with the addition of several tracks and platforms to accommodate new commuter rail services to the South Shore and Worcester, and by construction of the city's new bus station. Currently the Commonwealth is planning to increase yet again the capacity of this busy terminal by taking the South Postal Annex and putting at least seven more tracks on its site, for a total of 20 tracks and 11 platforms. The Commonwealth touts the project as "[a] rare chance to remove a major chokepoint and unlock greater regional mobility and growth." The planned extensions of commuter rail service to Fall River and New Bedford, and expansion of the existing service to Worcester, are being used to drive this project.

In April 2013 the Chapter submitted its comments on MassDOT's recently released Environmental Notification Form (ENF) for the South Station Expansion project. In addition to the proposal's unexamined assumption that the operational problems encountered by a congested, growing terminal could simply be resolved by adding yet more tracks and platforms, we criticized several other aspects of the proposal. A layover yard to store and service train sets would be sited in one of three locations adjacent to heavily populated Boston neighborhoods—Widett Circle between South Boston and the South End, Beacon Park Yard in Allston, or Readville-Yard 2—and trains



Massachusetts Chapter

South Station Expansion DEIS – 12/22/14 – p. 2

20.1 would shower yet more fumes and particulates on the city's residents. A butters to any layover yard would also be
20.2 subjected to the constant noise of the locomotives, especially from overnight idling during the winter months. We
argued that the MBTA should instead reconsider its decision of several years ago not to begin electrifying its
commuter rail lines, which would reduce air pollution most particularly near any layover facility and in adjacent
neighborhoods that now suffer some of the worst air quality in the Commonwealth.

20.3 The DEIR also glosses over the operational issues of a large terminal with many stub-end tracks and limited
space for an adequate "throat" of tracks and switches connecting the platforms with the approach tracks from the
west and south, and with the Southampton Street yards. Incredibly, it seems to believe that this project will have a
20.4 negligible—or even slightly beneficial—effect upon the air quality in and around South Station (page 1-10). Yet the
"Maximum Build" option for this project would entail construction of several high-rise office and apartment build-
ings adjacent to and above the site. Already, commuter trains (whose locomotives are pointed away from the termi-
nal) must stop far from the headhouse to avoid concentrating the diesel fumes due to the bus station directly above
the tracks, forcing passengers to walk a long distance to and from their trains. The proposed air rights development
would likely concentrate pollution in the platform area, making it even worse than the conditions that currently exist
in Back Bay Station. Air quality alone might impel electrification, for the sake of the commuters and the surround-
ing neighborhood.

Similarly, the DEIR's chapter "Response to Comments on the ENF" ignores the substance of the Chapter's
criticisms. While it at least acknowledges our observation that the project would have no benefit for travelers com-
ing into Boston from the north, it sidesteps our contention that it would provide at best a temporary benefit to trav-
elers from the south, until the terminal once again becomes congested due to the projected growth of traffic (pages
9-274, 9-275). Also lacking was any acknowledgement of the benefit of having our commuter and passenger rail
function as one unified system providing through service from one side of the metropolitan area to the other and
allowing the better distribution of passengers throughout the downtown core, particularly if an intermediate com-
muter rail station is built in the vicinity of State Street. The Rail Link's 2003 DEIS had estimated that it would take
about 50,000 cars off the region's highways, also diverting thousands of commuters from our overstressed subway
system (especially from the Orange Line).

We believe that a far more responsible approach to expanding South Station would be to put its new platforms
underground, allowing the tracks to be extended north at a later date. While the proponents of the present expan-
sion proposal claim it is an "incremental" improvement (page 9-274) and deny that it would preclude later construc-
tion of the Rail Link, the high cost of what critics have called a "billion dollar band-aid" might well prevent the Link
from ever being built. Regrettably, voters in November voted to repeal the indexing of Massachusetts' gas tax to the
rate of inflation, a move that will create an estimated \$1B gap in the Commonwealth's transportation budget over
the next decade. That prospect, however, provides us with the opportunity to reevaluate what proposals make eco-
nomic and operational sense—and which do not. By this standard, the current plan for South Station is severely
deficient.

Respectfully submitted,

John Kypert, Transportation Chair
Sierra Club, Massachusetts Chapter
jkypert47@gmail.com

Enclosure



Chapter Resolution on South Station Expansion.

The Massachusetts Chapter of the Sierra Club is opposed to the expansion of South Station as a stub-end terminal as currently proposed. Completely absent from the present plan is any recognition that building yet more dead-end tracks into South Station is, at best, a temporary solution—a “billion dollar band-aid”—that will be eclipsed, once again, by the anticipated growth in rail passenger traffic.

Instead, MassDOT must revisit its long-shelved plans for a direct rail connection between South and North Stations that will allow for the through running of Amtrak and commuter trains, eliminating the wasteful backup moves that are now a major cause of congestion at both terminals. A first step is to build underground station platforms at South Station as Phase 1 of the North-South Rail Link, thereby accommodating service on Amtrak’s electrified Northeast Corridor while allowing the tracks to be extended north at a later date.

The current proposal, moreover, fails to address the issues of greenhouse gas emissions and climate change, the central challenge of our time. We must make bold moves that had heretofore seemed beyond our means, which would maximize reduction of these emissions while creating more efficient transportation options. According to its DEIR Summary written a decade ago, the Rail Link would result in over 55,000 auto trips diverted daily onto public transportation. An expanded South Station *with* a connection to North Station would be more efficient—and less polluting—than the current plan.

Approved by Sierra Club Massachusetts Chapter Executive Committee

May 18, 2014.