



December 8, 2022

To: Boston Planning and Development Agency

From: Southwest Corridor Park Management Advisory Committee (PMAC)

Re: Building 2 Mildred Haley Phase 1 Development proposal.

We are emailing to comment on the proposal for Building 2 of the Mildred Haley Phase 1 Development. We reviewed the proposal at our most recent Southwest Corridor Park Management Advisory Committee (PMAC) meeting, and raise the following observations, suggestions and concerns:

[1.] We value the Southwest Corridor Park's role as a linear park that connects communities from Back Bay to Forest Hills yet the Park isn't mentioned in the proposal except as a resource for the new building's occupants.

[2.] PMAC reviewed the Mildred Hailey Phase 1 Master Plan in October, 2020. We met with Juwana N. Brown and Laura Martin of The Community Builders and had good dialog at the time about how the landscaping and pathways connect to the Southwest Corridor Park. The PMAC chair also met with the Community Builders to review the plans with respect to the space needs for the children's gardening and youth programming that we provide within the Mildred Hailey Development. Following these meetings with PMAC members, the developers have also met with the DCR External Affairs and Engineering staff.

During these discussions, these were some of our observations and recommendations:

- The bike path on the Southwest Corridor Park is a major commuting route for bicyclists (and other modes such as scooters), as documented in the Phase 1 PNF, and the Jackson Square MBTA station is a major commuting point for the neighborhood. The development will add more foot traffic to and from the MBTA station, as well as additional residents who will use the bike path to commute.
- Currently, the space between the busway, the paths, and the T station is not particularly well designed or clearly marked.

- As part of the re-development project, we suggest that the developers collaborate with DCR to provide re-paving and path striping and stenciling on the Southwest Corridor Park bike/walking paths to clarify lines of travel for bicyclists and pedestrians.
 - Because of increased foot traffic across the bike path and because of ongoing concerns about the proximity of the playground to the bike path, we suggest that the bicycle and pedestrian paths be reversed, putting the faster-moving bicycle traffic on the path further from the playground and development.
 - The bollard that now sits at the entrance to the path near Centre St is dangerous to riders because of the congestion of pedestrians by the sidewalk.
 - We suggest that the Blue Bikes station should be moved. The current Blue Bike station location narrows both pedestrian and bike access on the path. There is a good location under the Jackson station canopy that wouldn't block access to the station.
- Fencing and plantings along the border of the park and development should be designed to accentuate the importance of the park.
 - We know that one of the goals of the redevelopment has been to address public safety concerns within the development. In that spirit, the narrow SWCP path area next to the T station has been a point of concern, with many public safety incidents occurring along that section of the path. As part of the re-development, the landscaping design should emphasize clear views with low shrubs or taller trees that place the canopy above rider height. Lighting could be added that lights the entire path passing the Mildred Hailey Development and gives 24-hour visual security.
 - We would like assurance that both DCR and PMAC to be informed of any encroachment onto the Park during the construction by fencing, construction, or equipment.

[3.] As we review the plans for Building 2, we note an awkward layout where one corner of the building points toward the park at an angle, possibly creating a blind spot for people walking or cycling along the Southwest Corridor. We would be interested in seeing any drawings that show how the building affects the sight lines on the path and into the resident courtyards and have an opportunity to discuss how the building layout and surrounding landscaping relates to the bike path.

[4.] We suggest that there be a meeting with the developers, DCR staff and PMAC leadership team members to re-connect to review the landscaping and layout of this next phase.

Respectfully,

Southwest Corridor Park Management Advisory Committee (PMAC)