

District Wide Emerging Community Vision

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| Statement of Intent | While a consensus vision continues to emerge, community meetings and surveys to date have brought forth shared principles and examples of ideal development for the community. This statement is an attempt to provide a shared basis for ongoing conversations, and should be treated as a living document to be refined based on additional community input. |
| Emerging Principles | Based on community input to date, the Forest Hills Improvement Initiative envisions growth that supports the neighborhood in five key ways |

Principles

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| Improved Traffic Patterns | Improvements will reduce car dependency; minimize any additional automobile traffic to and through Forest Hills and result in smoother, safer flow for cars, pedestrians, and bicycles. All new buildings and uses should promote pedestrian, bicycle, and public transit use, with only the minimum parking necessary to allow retail stores and residential uses to flourish. Better pedestrian and bicycle connections throughout Forest Hills--especially north-south connections--are a priority. |
| Vibrant Mixed Use District | Improvements will increase the number and range of local retail and service businesses and community uses for area residents while recognizing area commuters also contribute to local businesses. New residential development should add to the existing mix of rental and ownership housing in the area. Affordable rental and ownership housing, services and programs for the elderly, and facilities and programs for youth are particularly important. |
| Community Orientation | Improvements should provide opportunity for community ownership and interaction by creating spaces for public gatherings and markets, artist exhibits, and locally owned retail and service businesses. The Forest Hills community values its diversity (age, socioeconomic, and race and ethnicity); all new growth and uses including retail, commercial, and housing should support and continue that diversity. |
| Green / Sustainable Development | Forest Hills should be a model for green / sustainable development including healthy, energy efficient buildings and transit-oriented, neighborhood-scaled development that reduces building and transportation based pollution and carbon emissions. |
| Green Space Assets | Access to Forest Hill's numerous green space assets including the Arboretum, Southwest Corridor, Franklin Park, Forest Hills Cemetery and Station area should be increased by better connections and improved with new landscaping. |

District Wide

Sustainable Development and Green Buildings

**Community
Expression**

The Community's Vision is that Forest Hills should be a model for sustainable development and green building including healthy, energy efficient buildings and transit-oriented, neighborhood-scaled development that reduces building and transportation based pollution and carbon emissions.

Guidelines

**Sustainable
Development**

The redevelopment of these parcels should enhance the overall sustainability of the Forest Hills neighborhood through a careful mix of new uses and compact, low impact development strategies.

Each project site must comply with the US Green Building Council (USGBC) Leadership in Energy & Environmental Design for Neighborhood Development (LEED - ND) standards. While projects must at minimum meet the "certified" level, the Community's vision is for model practices and a goal of LEED-ND Gold or better.

**Green
Buildings**

All new buildings are to be Green Buildings and comply with City of Boston Green Building Zoning Article 37 and be designed and constructed to meet the most appropriate USGBC LEED standard at the Certified level or better and comply with DND Healthy Homes Standards.

USGBC Certification is highly encouraged but not required.

Specific Green Building strategies should include a focus on the following:

- On-site Renewable Energy
- Distributed Generation
- Energy Efficiency
- Transportation Demand Management
- Stormwater Management & "Green Streets"
- Sustainable Landscaping

District Wide Housing and Affordability

Community Expression The community has expressed an interest in creating housing that serves a mix of incomes reflective of the existing community and includes both rental and ownership housing. Recommendations for affordable housing range from as little as 15% to as much as 75% with broad community support of a goal of 50% of new units.

Guidelines

Publicly Owned or Sold Land The community’s goal is that 50% of all new housing units built on publicly owned or sold land are to be deed restricted affordable homes. The City plans to seek State Chapter 40R funding for infrastructure improvements for Forest Hills; projects must comply with Chapter 40R requirements including that at least 20% of all new units be affordable. All projects must comply with the Boston Inclusionary Development Policy requirements including that at least 15% of all new housing units be affordable homes.

Note: This guideline does not apply to the Arborway Yard site, since a prior agreement between the City, the MBTA, and the CPCAY states that any housing developed on the site will be affordable.

Privately Owned Land The community’s goal is that 30% of all new housing units built on privately owned land are to be deed restricted affordable homes. The City plans to seek State Chapter 40R funding for infrastructure improvements for Forest Hills; projects must comply with Chapter 40R requirements including that at least 20% of all new units be affordable. All projects must comply with the Boston Inclusionary Development Policy requirements including that at least 15% of all new housing units are affordable homes.

Affordability Range New housing should be affordable to a broad range of income earners with household incomes between 60% - 100% Area Medium Income.

Ownership / Rental Mix Both rental and ownership housing is desired with a slight preference for ownership housing. On large development sites include a mix of both rental and ownership housing.

Unit Type Provide a mix of unit types with a focus on “family housing”; include Studios, 1, 2, 3 and 4 bedroom units in the mix. Units must conform to the BRA Minimum Neighborhood Unit Size as follows: Studio – 500 SF, One Bedroom – 750 SF, Two Bedroom – 900 SF, and Three Bedroom – 1200 SF.

Open Space Each building and site should include dedicated out door open space for family and children and provide active play spaces and structures.

- Quality Design** All new buildings, including housing, must be well designed and be of high quality materials and construction. Affordable units should be indistinguishable from market rate units.
- Submission Information** Respondents should provide detailed information on the number and percentages of affordable units, level of affordability and project financially feasible.

District Wide

Vehicle Parking & Service Access

Community Expression The community has expressed an interest in reduced car dependency by requiring the minimum parking necessary to allow retail and residential uses to flourish and the provision of spaces for car sharing that are easily accessible to local area residents and commuters. The community also encourages shared parking strategies to maximize off-hours use of commuter parking spaces and to minimize the overall need and cost for off street parking.

Guidelines

Off Street Parking The following are use specific requirements; fewer parking spaces may be provided for unique uses with low car ownership such as senior residential development.

- **Residential:** Min. 0.75 to max. 1.0 spaces per dwelling unit and, for building with more than 10 units, 1 visitor space per 10 dwelling units. "Jamaica Plain Resident Parking Permits" will not be available for new residents.
- **Retail / Services:** Business spaces less than 5,000 Sq. Ft. – curb side only; businesses spaces greater than 5,000 Sq. Ft. – min. 0.75 spaces to max. 1.0 per 1,000 Sq. Ft.
- **Commercial / Non-retail:** Min. 0.75 to max. 1.0 spaces per 1,000 Sq. Ft.

Car Sharing A set-aside for dedicated parking spaces for shared vehicles (such as Zipcar) accessible to the general public (including local residents and commuters) is required.

Demand Management Develop programs to encourage tenant / owner use of public transit, bicycling and walking for transportation including free or subsidized T passes, unbundling of parking from housing sales/leases, bicycling or walking bonuses and other strategies that discourage use of personal vehicles.

Loading & Service Access All service loading and unloading facilities should be located off-street and designed to prevent truck back-up maneuvers in the public right-of-way.

District Wide Bicycle Storage

Community Expression The community has expressed an interest that all new buildings and uses should promote pedestrian, bicycle, and public transit use. Better pedestrian and bicycle connections throughout Forest Hills--especially north-south connections--are a priority.

Guidelines

Bicycle Racks and Storage The following are use specific requirements which may vary for unique uses.

- **Residential:** Minimum of one (1) accessible, indoor, secure bicycle storage space per dwelling unit. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10 dwelling units but no less than four (4) bike spaces per site.
- **Retail:** At minimum, the greater of one (1) accessible, indoor, secure bicycle storage space per 10,000 SF of net building area, or fraction thereof, or one (1) bicycle storage space per 10 parking space. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10,000 SF but no less than four (4) bike spaces per site.
- **Commercial Non-retail:** At minimum, the greater of one (1) accessible, indoor, secure bicycle storage space per 10,000 SF of net building area, or fraction thereof, or one (1) bicycle storage space per 10 parking space. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10,000 SF but no less than four (4) bike spaces per building.

