

# MBTA Communities Compliance

*Mass Housing Partnership Technical Assistance*  
Town of Milton

Planning Board Meeting Update  
September 28, 2023

# Agenda

Planning Board Meeting  
September 28, 2023

- 1. Background**
  - a. Timeline
  - b. Summary of Feedback
  - c. Detailed Compliance Model Changes & Refinements
- 2. Summary of Revised Subdistricts Considered**
- 3. Buildout Visualizations**
- 4. Suggested Pathway to Compliance**
- 5. Next Steps**

# Summary of Feedback from 9/14 Planning Board Meeting

**Establish two viable paths to compliance with alternative approaches to the Transit Area - Transit Area Triplex vs. Tiered Transit Area.**

- 1. Existing small-lot residential neighborhoods** (e.g. Transit Area Triplex and Blue Hills Parkway Corridor)
  - a. Transit Area Triplex: 9/7 boundary (removing historic properties to the East) w/ 7,500sf min lot size and 3 units
  - b. Tiered Transit Area: 9/14 boundary w/ tiered 7,500sf min lot size and 3 units / 10,000sf min lot size and 4 units
- 2. Granite Ave**
  - a. Prioritize reduction in building and parking coverage percentage to arrive at a site plan with more breathing room
  - b. 6 story at northern parcel / 4 story on all other parcels
- 3. Milton Station**
  - a. 6 story at eastern edge / 4.5 story on all other parcels
- 4. Mattapan Station**
  - a. Shift small parcels into Blue Hill Parkway Corridor Subdistrict
  - b. Allow 6 stories on remaining large parcel
- 5. Brush Hill Road (last resort)**
  - a. Test middle parcel only (on Brush Hill Rd, Fuller Village) at 15 units/acre or whatever is needed to help overall compliance
- 6. Buildout Scenarios & Zoning Parameter Refinement**
  - a. Show Granite Ave buildout scenarios with new parameters in mind
  - b. Confirm heights for mixed-use

# Detailed Compliance Model Changes & Refinements

## Two new key concepts

### 1. Subdistrict Acreage vs. Density Denominator

- a. Certain types of land are excluded (e.g. wetlands).
- b. Because this has a negligible impact in Milton, we were not including it previously when we were at a conceptual level.
- c. Now that we are getting into greater detail, we have added this parameter to give you a more precise understanding of compliance.
- d. The Density Denominator is used to calculate your density in lieu of the simple District Acreage.

### 2. Mandatory Mixed Use (MMU) Unit Capacity “Offset” Interpretation

- a. 3A Districts must meet compliance targets in every way except the unit capacity.
- b. There was initially quite a bit of confusion about how to calculate this.
- c. Because of the widespread confusion, EOHLIC hosted a one-hour session last Friday (9/22) to clarify expectations and correct procedures with all consultants. We attended and asked critical clarification questions with Milton's context and considerations in mind.
- d. At that 9/22 EOHLIC session, we learned that the way we calculated density for scenarios with MMU previously was incorrect in one key way, and therefore MMU was incorrectly serving as a density booster. Now that we have corrected the calculation method to align with the latest State guidance, you'll see that it is more challenging to meet the density targets.
- e. We have still found pathways to compliance with this adjustment.

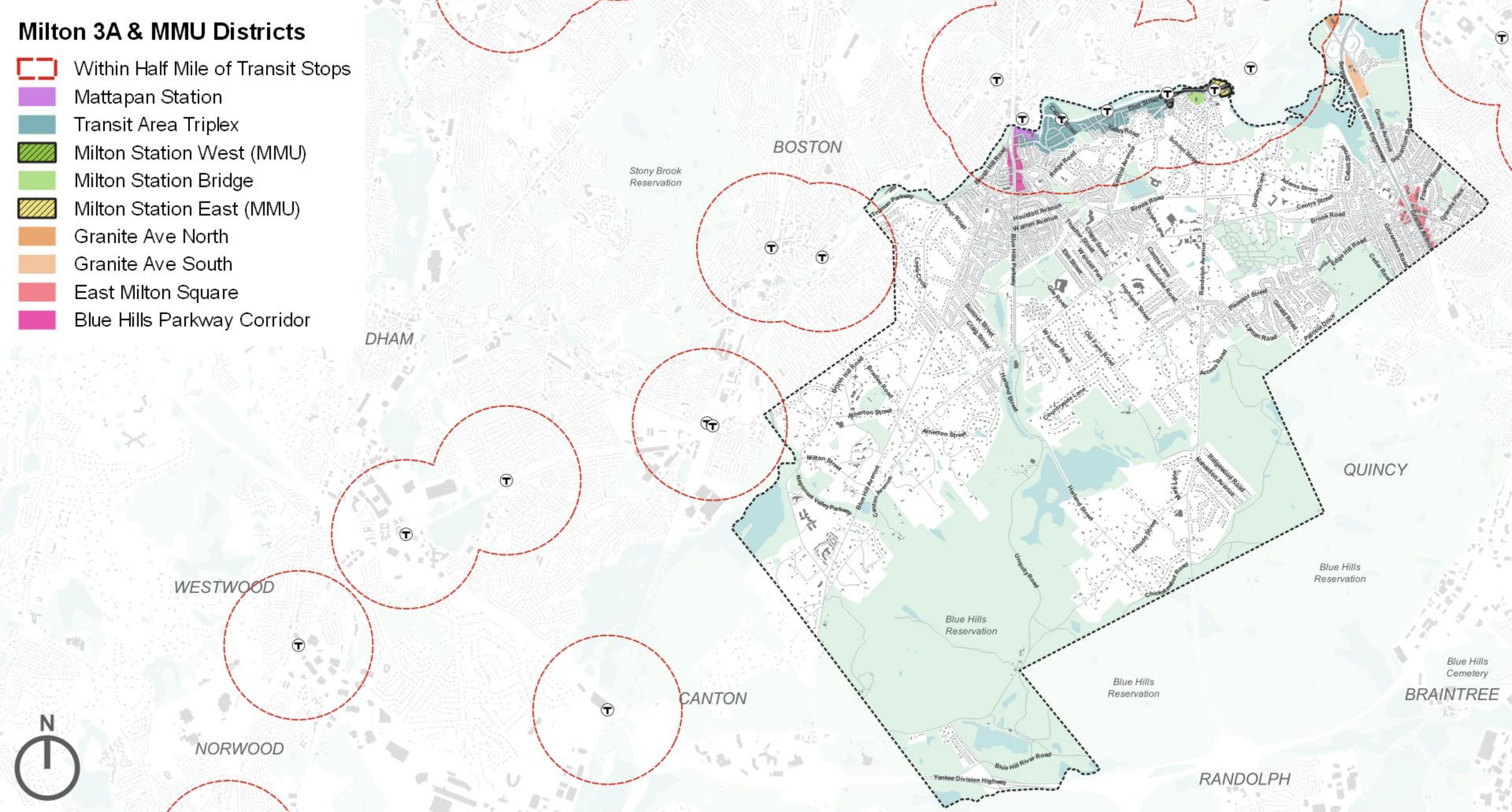
# Summary of Revised Subdistricts Studied

Townwide Summary

Individual Subdistricts Aerial Zoom-Ins

## Milton 3A & MMU Districts

- Within Half Mile of Transit Stops
- Mattapan Station
- Transit Area Triplex
- Milton Station West (MMU)
- Milton Station Bridge
- Milton Station East (MMU)
- Granite Ave North
- Granite Ave South
- East Milton Square
- Blue Hills Parkway Corridor



# Milton 3A & MMU Districts

- Within Half Mile of Transit Stops
- Mattapan Station
- Transit Area Triplex
- Milton Station West (MMU)
- Milton Station Bridge
- Milton Station East (MMU)
- Granite Ave North
- Granite Ave South
- East Milton Square
- Blue Hills Parkway Corridor



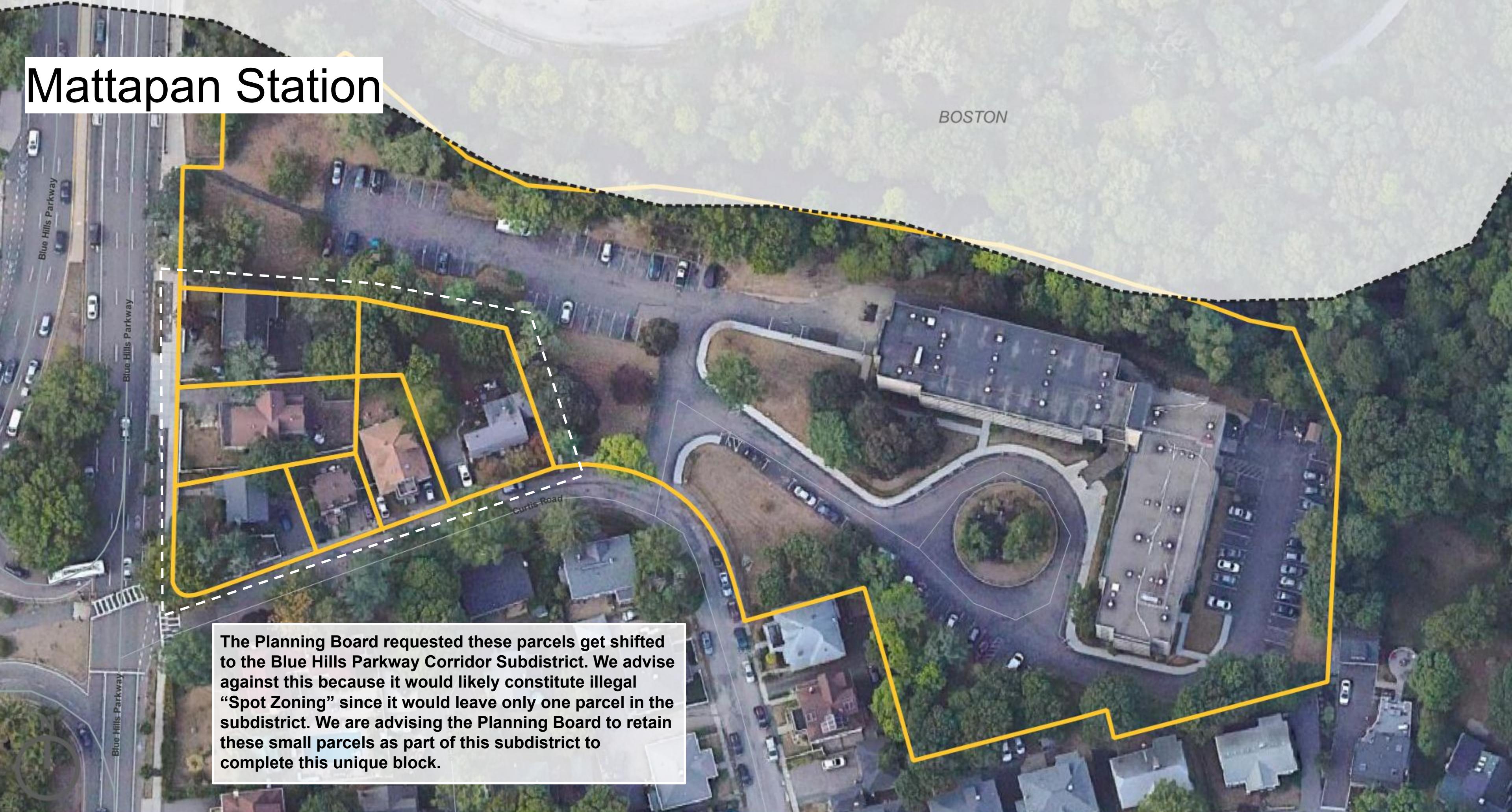
# Granite Ave



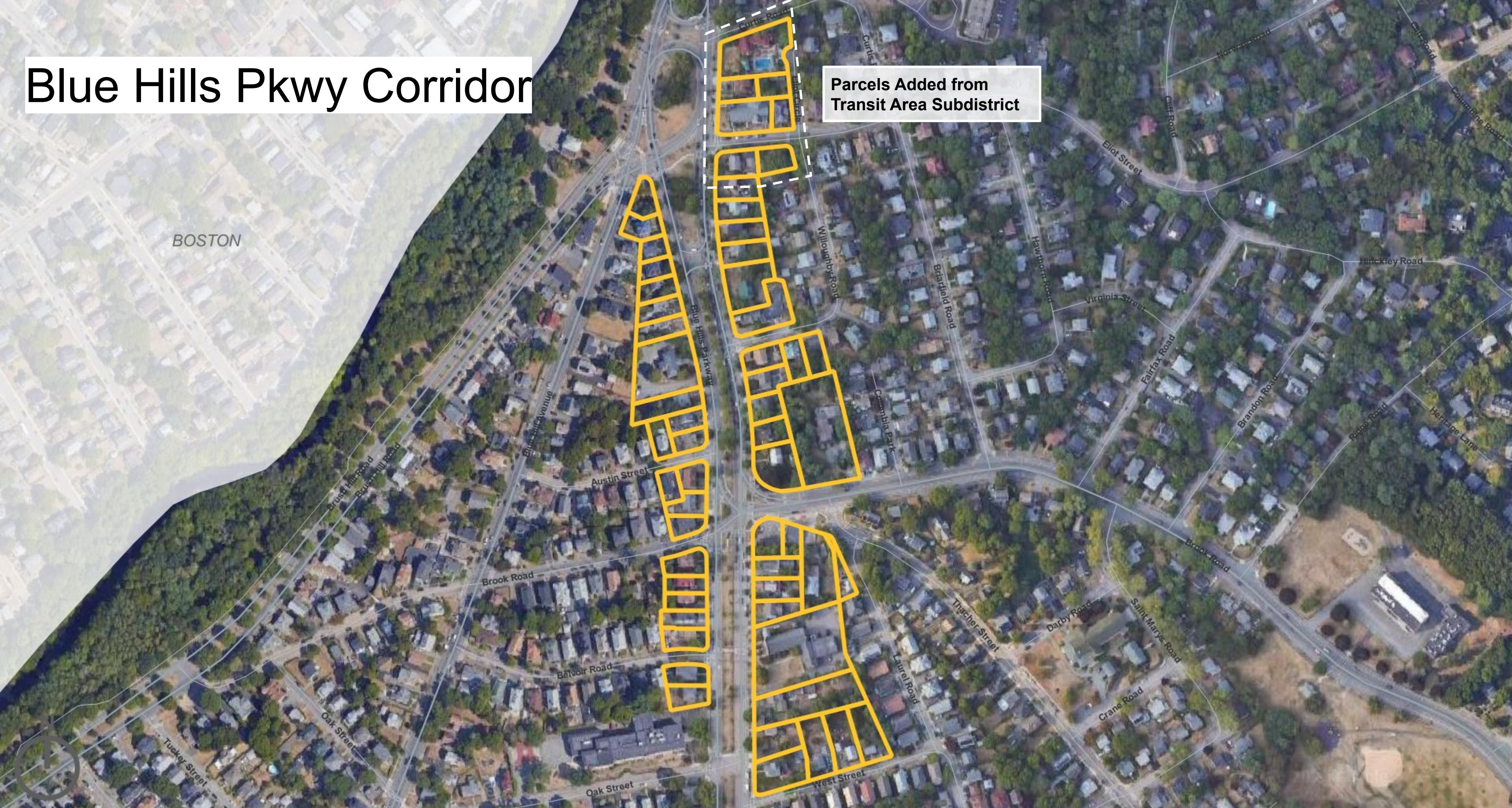
# Milton Station



# Mattapan Station



# Blue Hills Pkwy Corridor



# Transit Area Alternatives

Transit Area Triplex

Tiered Transit Area

Transit Area Fourplex (not preferred by PB)

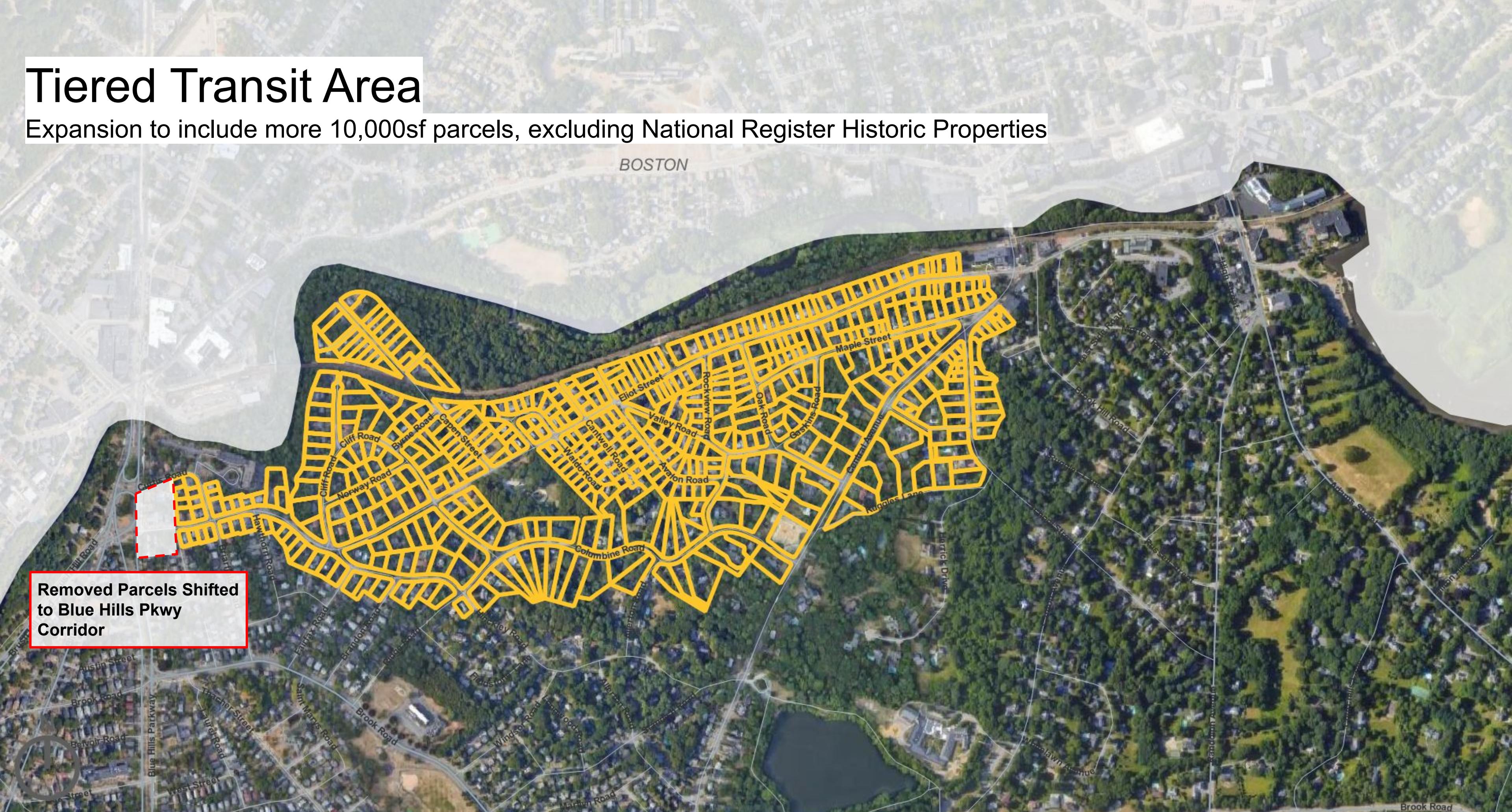
# Transit Area “Triplex”

Mattapan Trolley 1,000ft Catchment Area less National Register Historic Properties



# Tiered Transit Area

Expansion to include more 10,000sf parcels, excluding National Register Historic Properties

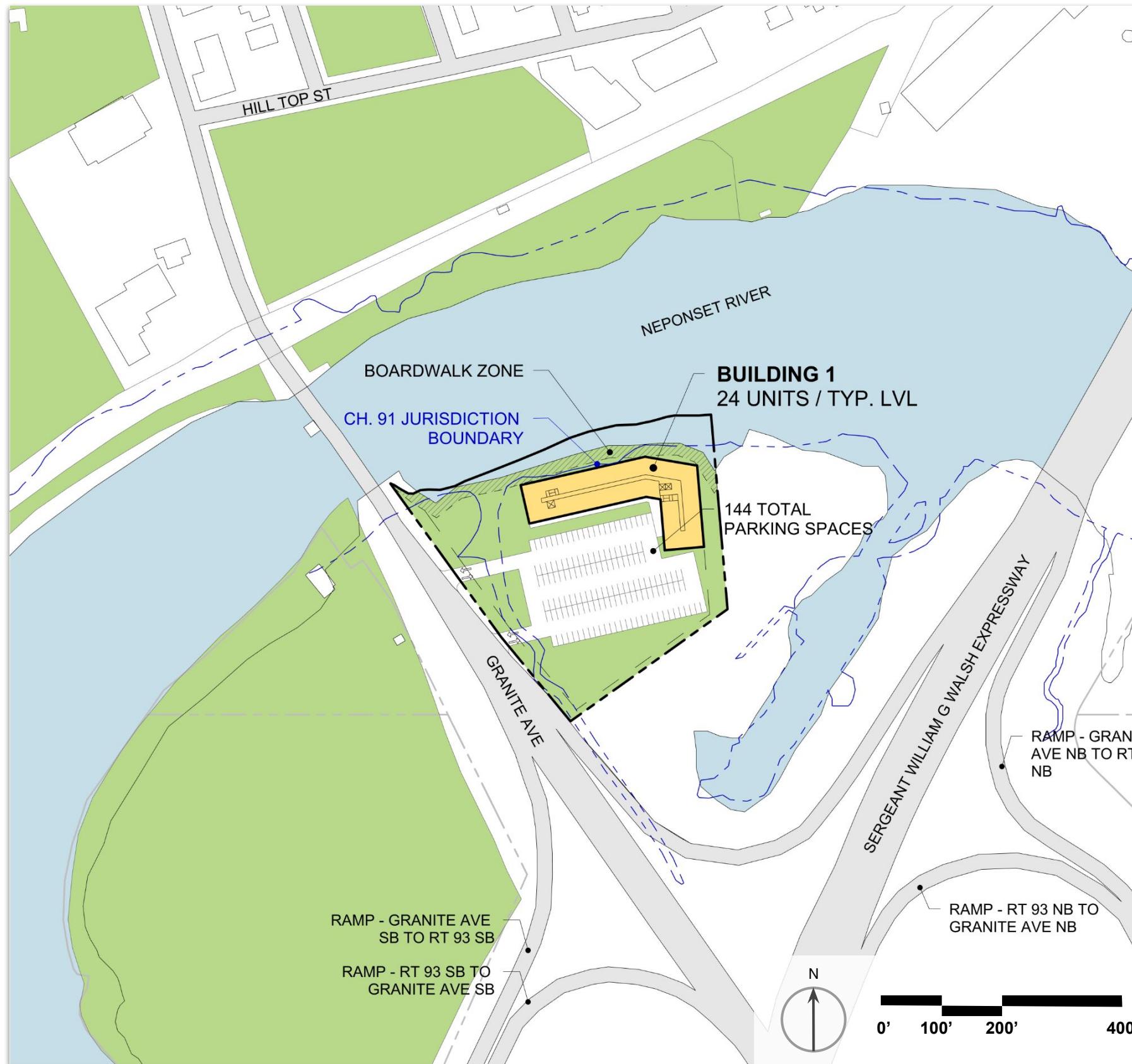


# Buildout Visualizations

Small-Lot Existing Residential  
Granite Ave

# Granite Ave Buildout

## Granite Ave North Site Plan Test-Fit



Scenario	Retail	# Dwelling Units	Gross Density* (units/acre)	# Parking Spaces	Bldg + Parking Coverage
<b>6 story all-resi</b>	no	144 units	41.4 Units/Acre	144 spaces	50.7%

### Key Model Parameters:

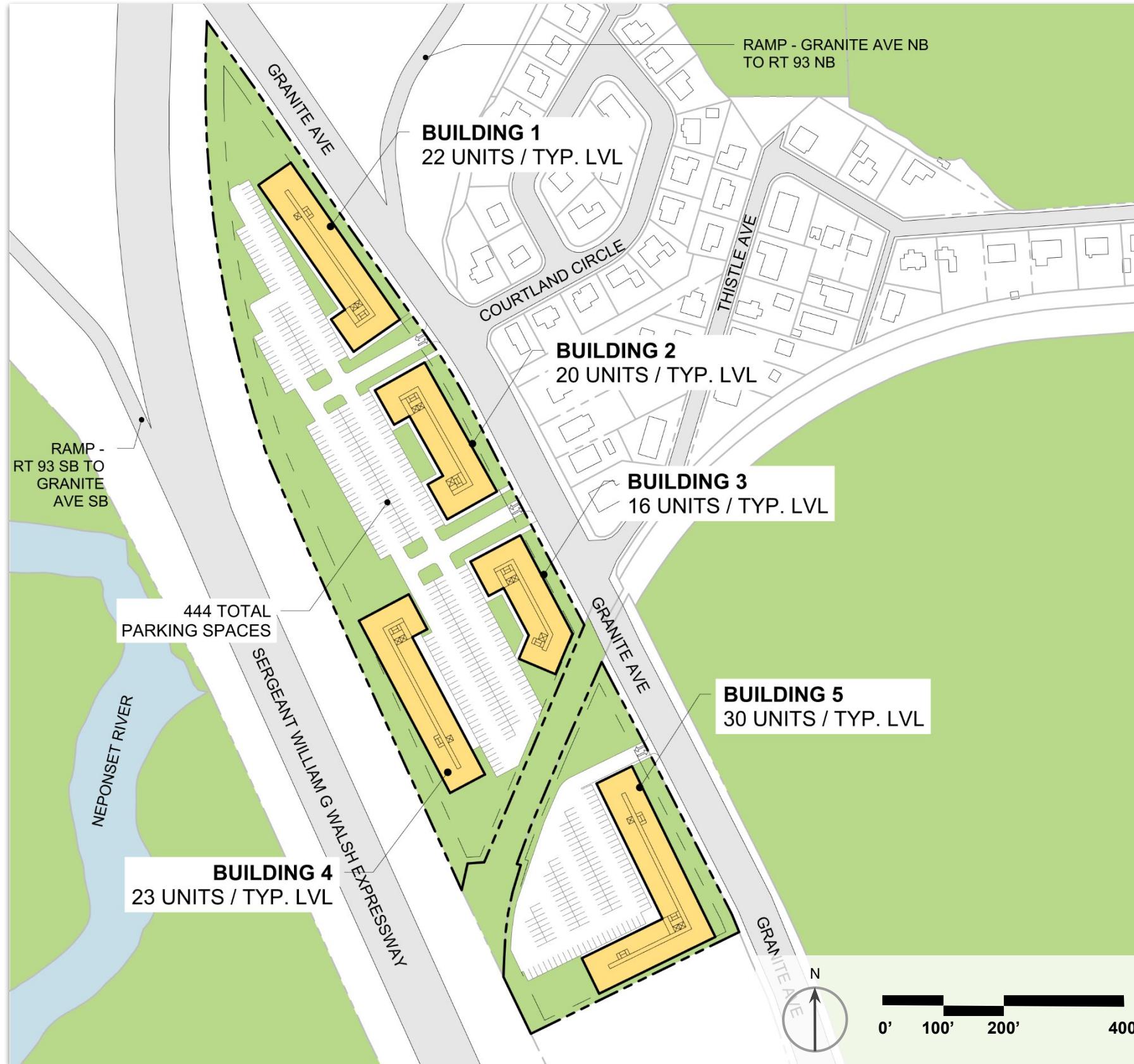
- Max Units/Acre: 40 units/acre
- Max Height: 6 stories
- Max Building & Parking Coverage: 60%
- Setbacks:
  - Front: 20'
  - Sides: 10'
  - Rear: 30'

\* Parcel area measured up to coastline.

Image: Test-fit plan depicting site layout & typical level for all-resi.scenario

# Granite Ave Buildout

## Granite Ave South Site Plan Test



Scenario	Retail	# Dwelling Units	Gross Density (units/acre)	# Parking Spaces	Bldg + Parking Coverage
<b>4 story all-resi</b>	no	444 units	40.1 Units/Acre	444 spaces	59.3%

### Key Model Parameters:

- Max Units/Acre: 40 units/acre
- Max Height: 4 stories
- Max Building & Parking Coverage: 60%
- Setbacks:
  - Front: 20'
  - Sides: 10'
  - Rear: 30'

Image: Test-fit plan depicting site layout & typical level for all-resi.scenario

# Suggested Pathway to Compliance

We are only presenting one pathway to compliance.

Based on Planning Board request, we tried a variety of parameters to arrive at two compliant scenarios (one with Tiered Transit Area, one with Transit Area Triplex), while retaining key priorities we heard previously:

- Milton Station as Mandatory Mixed Use
- East Milton Square as no more than 2.5 stories
- Transit Area minimum lot size of no less than 7,500sf
- Not letting the total units come in too far above the 2,461 minimum multifamily unit capacity

It was not possible to get to compliance with the Tiered Transit Area while meeting all of these priorities. The closest option we got to would have created over 3,000 units, would have had 45-50 units/acre on most of our denser subdistricts, and still would not have gotten to the 15 units/acre (it was at 14.3 units/acre when we ceased our attempts).

## Milton 3A & MMU Districts

- Within Half Mile of Transit Stops
- Mattapan Station
- Transit Area Triplex
- Milton Station West (MMU)
- Milton Station Bridge
- Milton Station East (MMU)
- Granite Ave North
- Granite Ave South
- East Milton Square
- Blue Hills Parkway Corridor



# Option 1n - Compliance Model Summary

NOTE: Red text indicates a parameter we added or altered in this option since the prior meeting.

## Mandatory Mixed Use (MMU) + Transit Area Triplex

Subdistrict	Key Model Inputs						Model Outputs							
	Max. units/acre	Max. unit/lot	Min. Lot Size	Min. Parking Spaces per Unit	Max. Bldg Height (stories)	Max. % Bldg + Parking Coverage	Unit Capacity	Acreage	Density Denominator	Modeled Density	% Land in Contiguous Subdistricts	% Land in Transit Area	% Units in Transit Area	% Unit Target Met by 3A District Alone
Granite Ave North (6)	45	n/a	n/a	1	6	60%	171	3.6	2.6	65.1		contributing	contributing	3A
Granite Ave South (4.5)	45	n/a	n/a	1	4.5	60%	530	11.7	11.4	46.4				3A
Mattapan Station	40	n/a	n/a	1	6	60%	220	4.9	4.1	48.1	contributing	contributing	contributing	3A
Milton Station East (6)*	40	n/a	n/a	1	6	60%	325*				contributing	contributing	contributing	MMU
Milton Station Bridge (4.5)	40	n/a	n/a	1	4.5	60%	185	4.8	4.8	38.9	contributing			3A
Milton Station West (4.5)*	40	n/a	n/a	1	4.5	60%	108*				contributing			MMU
East Milton Square	30	n/a	n/a	1	2.5	60%	423	22.2	22.2	19.0				3A
Transit Area Triplex	n/a	3	7,500 sf	1	2.5	60%	480	82.2	82.1	5.9	contributing	contributing	contributing	3A
Blue Hills Pkwy Corridor	30	n/a	7,500 sf	1	2.5	50%	175	16.9	16.9	10.3	contributing	contributing	contributing	3A
<b>TOTAL</b>							<b>2,617</b>	<b>146.3</b>	<b>144.1</b>	<b>15.2</b>	<b>74.4%</b>	<b>76.8%</b>	<b>56.2%</b>	<b>88.7%</b>
<b>COMPLIANCE TARGET</b>							<b>2,461</b>	<b>50</b>	<i>n/a</i>	<b>15</b>	<b>50%</b>	<b>50%</b>	<b>50%</b>	<b>Min. 75%</b>

\* In this option, we are assuming the **Milton Station East and West Subdistricts** will make use of the new mixed-use provision as described in [the most recent guidance from the State](#), issued on 8/17/2023. Mandatory Mixed Use (MMU) subdistricts count towards meeting 3A unit capacity requirements but do not count towards any other 3A requirements. The calculations in this sheet reflect that.

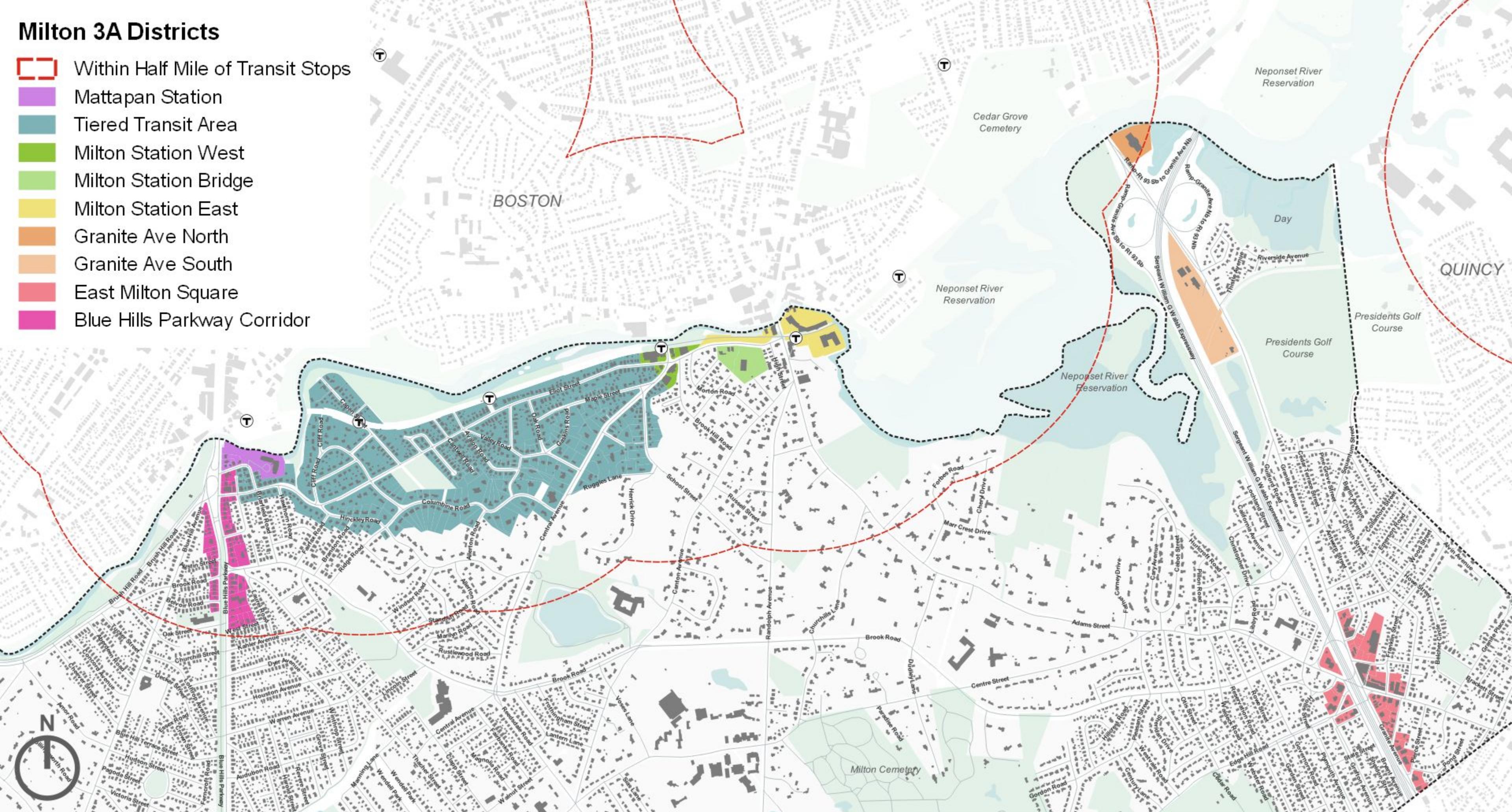
# Option 1n - Detailed Zoning Parameters

## Mandatory Mixed Use (MMU) + Transit Area Triplex

Subdistrict	Setbacks				Coverage	Height		Min. Parking Spaces per Unit	Max Units per Acre	Max Units per Lot	Min Lot Size
	Min. Front Setback	Min. Side Setback	Min. Both Side Setbacks	Min. Rear Setback		Max. % Bldg + Parking Coverage	Max. Bldg Height (stories)				
Granite Ave North (6)	20'	10'	20'	30'	60%	6	75'	1	45	n/a	n/a
Granite Ave South (4.5)	20'	10'	20'	30'	60%	4.5	60'	1	45	n/a	n/a
Mattapan Station	15'	5'	20'	30'	60%	6	75'	1	40	n/a	n/a
Milton Station East (6)*	15'	5'	20'	30'	60%	6	75'	1	40	n/a	n/a
Milton Station Bridge (4.5)	15'	5'	20'	30'	60%	4.5	60'	1	40	n/a	n/a
Milton Station West (4.5)*	15'	5'	20'	30'	60%	4.5	60'	1	40	n/a	n/a
East Milton Square	15'	5'	20'	30'	60%	2.5	42'	1	30	n/a	n/a
Transit Area Triplex	15'	5'	20'	20'	60%	2.5	35'	1	n/a	3	7,500 sf
Blue Hills Pkwy Corridor	20'	5'	20'	20'	50%	2.5	35'	1	30	n/a	7,500 sf

## Milton 3A Districts

- Within Half Mile of Transit Stops
- Mattapan Station
- Tiered Transit Area
- Milton Station West
- Milton Station Bridge
- Milton Station East
- Granite Ave North
- Granite Ave South
- East Milton Square
- Blue Hills Parkway Corridor



# Option 1p - Compliance Model Summary

**NOTE:** Red text indicates a parameter or subdistrict geography we added or altered in this option since the prior meeting.

## Tiered Transit Area, No Mandatory Mixed Use

Subdistrict	Key Model Inputs						Model Outputs							
	Max. units/acre	Max. unit/lot	Min. Lot Size	Min. Parking Spaces per Unit	Max. Bldg Height (stories)	Max. % Bldg + Parking Coverage	Unit Capacity	Acreage	Density Denominator	Modeled Density	% Land in Contiguous Subdistricts	% Land in Transit Area	% Units in Transit Area	% Unit Target Met by 3A District Alone
<b>Granite Ave North (6)</b>	<b>50</b>	n/a	n/a	1	<b>6</b>	60%	190	3.6	2.6	72.3		contributing	contributing	3A
<b>Granite Ave South (4.5)</b>	<b>45</b>	n/a	n/a	1	<b>4.5</b>	60%	530	11.7	11.4	46.4				3A
<b>Mattapan Station</b>	<b>45</b>	n/a	n/a	1	<b>6</b>	60%	220	4.9	4.1	53.5	contributing	contributing	contributing	3A
<b>Milton Station East (6)</b>	<b>45</b>	n/a	n/a	1	<b>6</b>	60%	367	9.5	8	45.7	contributing	contributing	contributing	3A
<b>Milton Station Bridge (4.5)</b>	<b>45</b>	n/a	n/a	1	<b>4.5</b>	60%	208	4.8	4.8	43.7	contributing	contributing	contributing	3A
<b>Milton Station West (4.5)</b>	<b>45</b>	n/a	n/a	1	<b>4.5</b>	60%	122	3.7	3.1	38.9	contributing	contributing	contributing	3A
<b>East Milton Square</b>	<b>35</b>	n/a	n/a	1	<b>2.5</b>	60%	493	22.2	22.2	22.2				3A
<b>Tiered Transit Area</b>	n/a	<b>3</b> <b>4</b>	<b>7,500 sf</b> <b>10,000 sf</b>	1	<b>2.5</b>	60%	1,136	158.1	158	7.2	contributing	contributing	contributing	3A
<b>TOTAL</b>							<b>3,266</b>	<b>218.5</b>	<b>214.2</b>	<b>15.2</b>	<b>80.6%</b>	<b>84.4%</b>	<b>68.5%</b>	<i>n/a</i>
<b>COMPLIANCE TARGET</b>							<b>2,461</b>	<b>50</b>	<i>n/a</i>	<b>15</b>	<b>50%</b>	<b>50%</b>	<b>50%</b>	<b>Min. 75%</b>

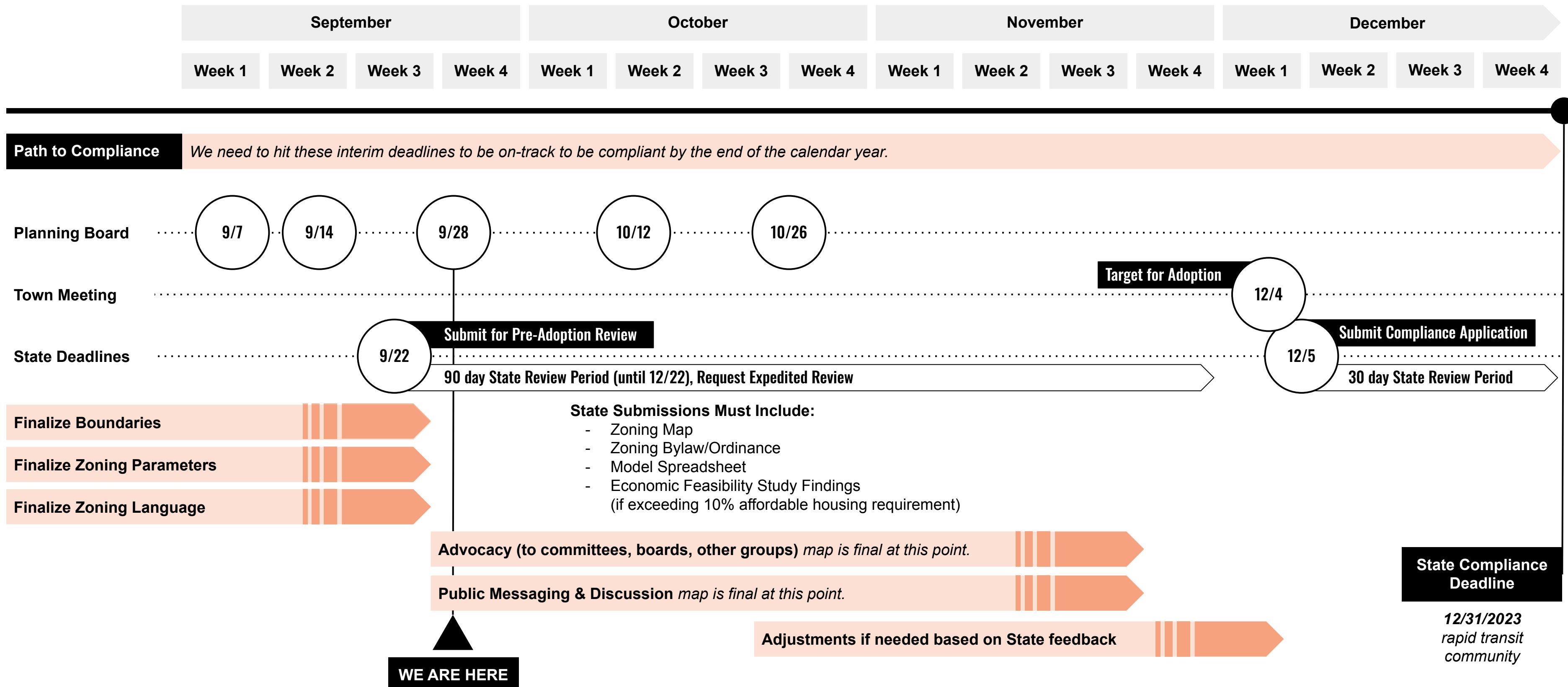
# Option 1p - Detailed Zoning Parameters

Tiered Transit Area, No Mandatory Mixed Use

Subdistrict	Setbacks				Coverage	Height		Min. Parking Spaces per Unit	Max Units per Acre	Max Units per Lot	Min Lot Size
	Min. Front Setback	Min. Side Setback	Min. Both Side Setbacks	Min. Rear Setback		Max. % Bldg + Parking Coverage	Max. Bldg Height (stories)				
Granite Ave North (6)	20'	10'	20'	30'	60%	6	75'	1	50	n/a	n/a
Granite Ave South (4.5)	20'	10'	20'	30'	60%	4.5	60'	1	45	n/a	n/a
Mattapan Station	15'	5'	20'	30'	60%	6	75'	1	45	n/a	n/a
Milton Station East (6)	15'	5'	20'	30'	60%	6	75'	1	45	n/a	n/a
Milton Station Bridge (4.5)	15'	5'	20'	30'	60%	4.5	60'	1	45	n/a	n/a
Milton Station West (4.5)	15'	5'	20'	30'	60%	4.5	60'	1	45	n/a	n/a
East Milton Square	15'	5'	20'	30'	60%	2.5	42'	1	35	n/a	n/a
Tiered Transit Area	15'	5'	20'	20'	60%	2.5	35'	1	n/a	$\frac{3}{4}$	7,500 sf 10,000 sf

# Next Steps

# Reminder: Milton's Compliance Timeline



# Thank You!



# Small-Lot Existing Residential Buildout

5,000 sf Parcel, 3 Units

## Recommended Zoning Parameters

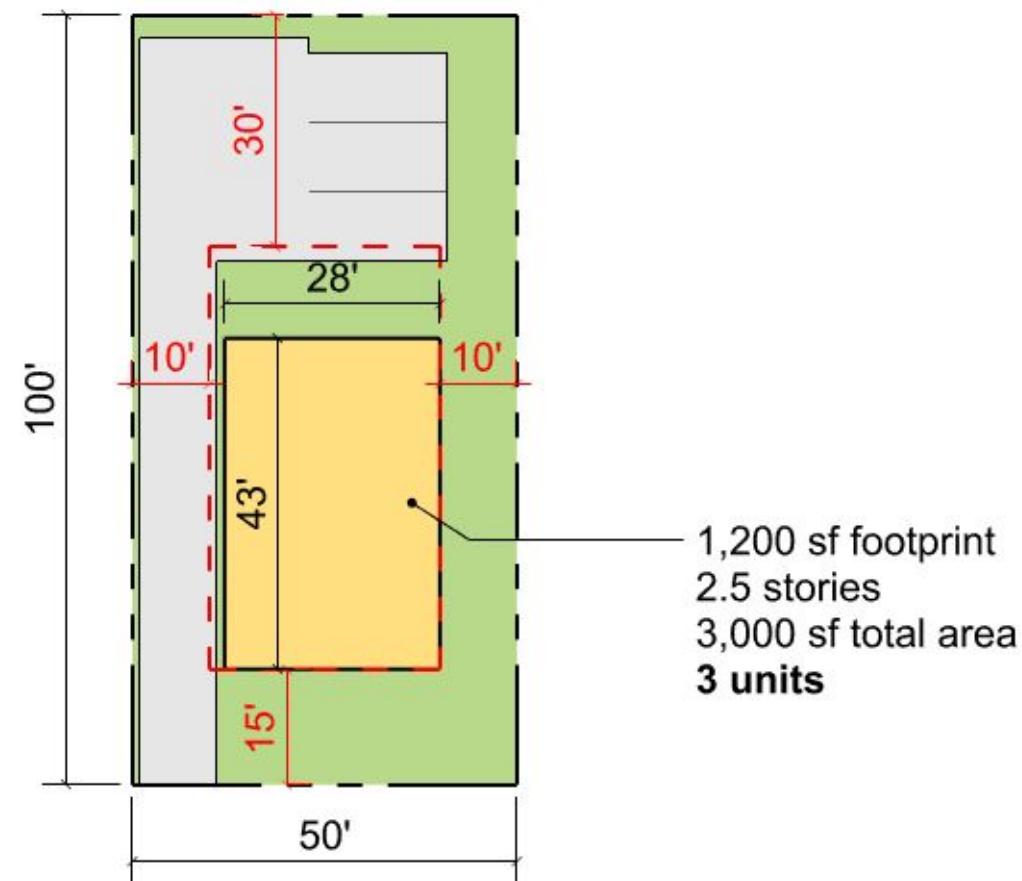
Front Setback: 15'

Side Setbacks: 5' min. on either side, 20' min. total for both sides

Rear Setback: 30'

Max. Bldg Height: 2.5 stories

Min. Parking Spaces: 1 per unit

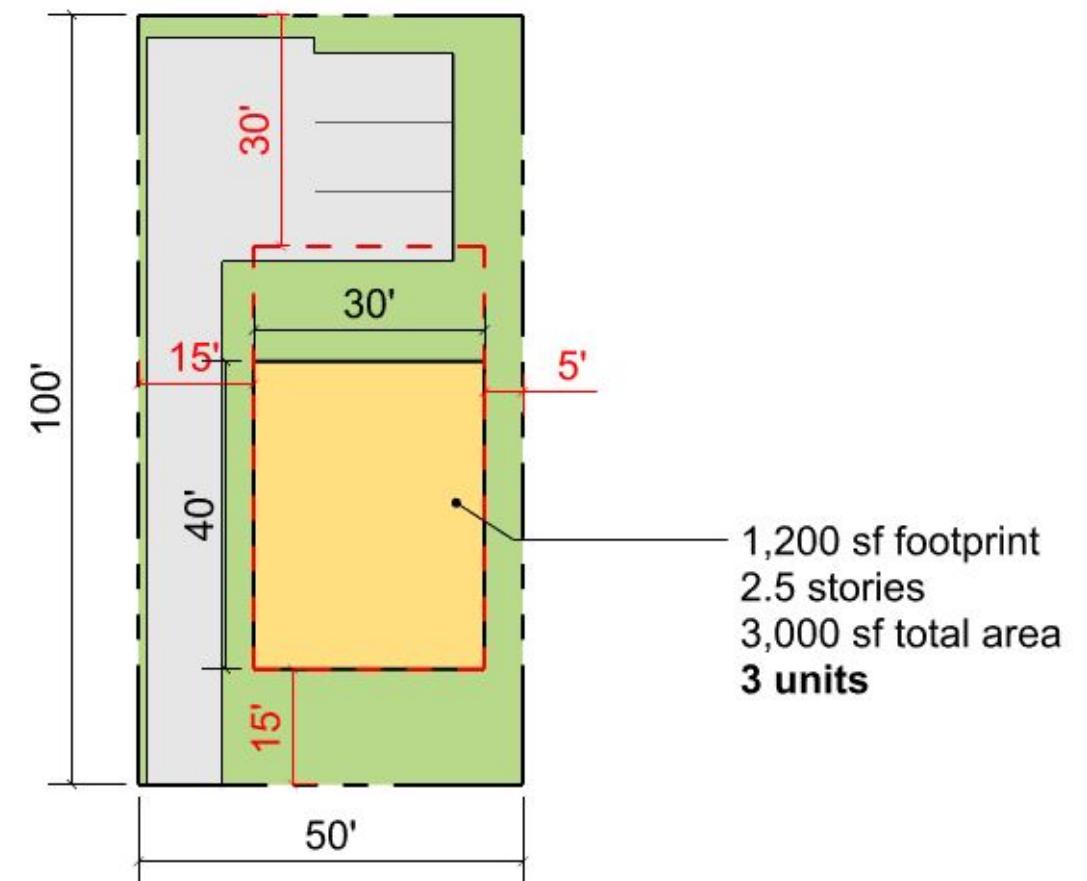


## 1 Building - Symmetrical Side Setbacks

Building Coverage = 24.0%

Building + Parking/Paving Coverage = 60.2%

Open Space = 39.8%



## 1 Building - Asymmetrical Side Setbacks

Building Coverage = 24.0%

Building + Parking/Paving Coverage = 60.2%

Open Space = 39.8%



## Similar Existing Parcel

# Small-Lot Existing Residential Buildout

7,500 sf Squarish Parcel, 3 Units

## Recommended Zoning Parameters

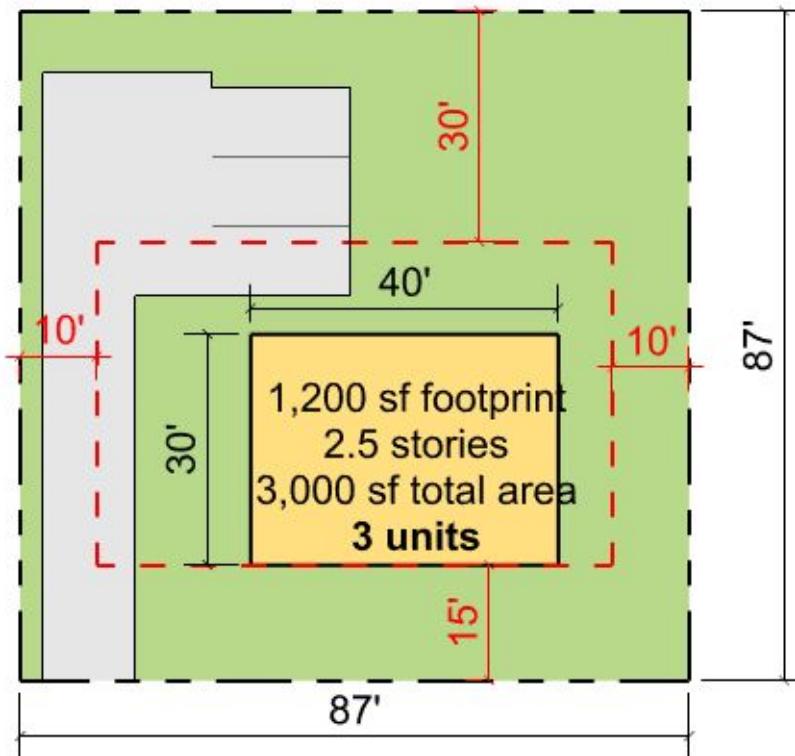
Front Setback: 15'

Side Setbacks: 5' min. on either side, 20' min. total for both sides

Rear Setback: 30'

Max. Bldg Height: 2.5 stories

Min. Parking Spaces: 1 per unit



## 1 Building

Building Coverage = 16.0%

Building + Parking/Paving Coverage = 39.0%

Open Space = 61.0%

## Similar Existing Parcel

# Small-Lot Existing Residential Buildout

7,500 sf Deeper Parcel, 3 Units

## Recommended Zoning Parameters

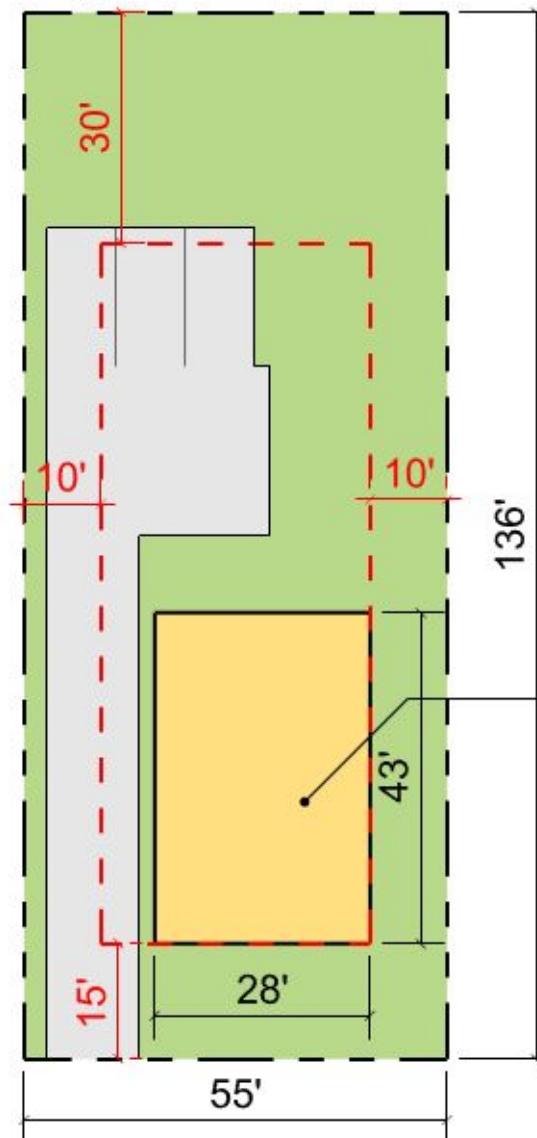
Front Setback: 15'

Side Setbacks: 5' min. on either side, 20' min. total for both sides

Rear Setback: 30'

Max. Bldg Height: 2.5 stories

Min. Parking Spaces: 1 per unit

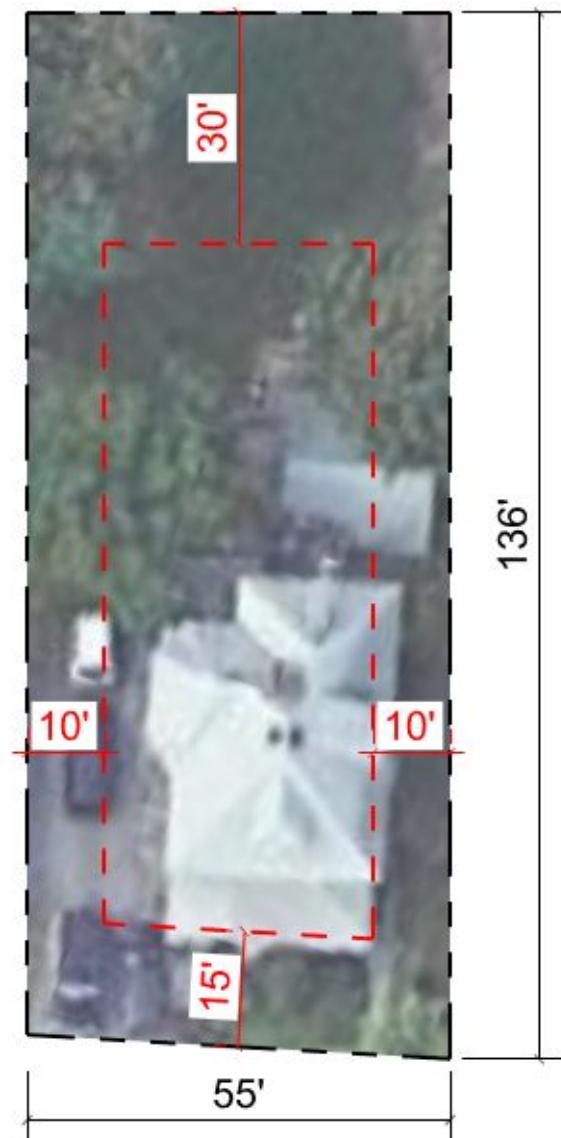


### **1 Building**

Building Coverage = 16.0%

Building + Parking/Paving Coverage = 41.9%

Open Space = 58.1%



### **Similar Existing Parcel**

# Small-Lot Existing Residential Buildout

10,000 sf Squarish Parcel, 4 Units

## Recommended Dimensional Constraints

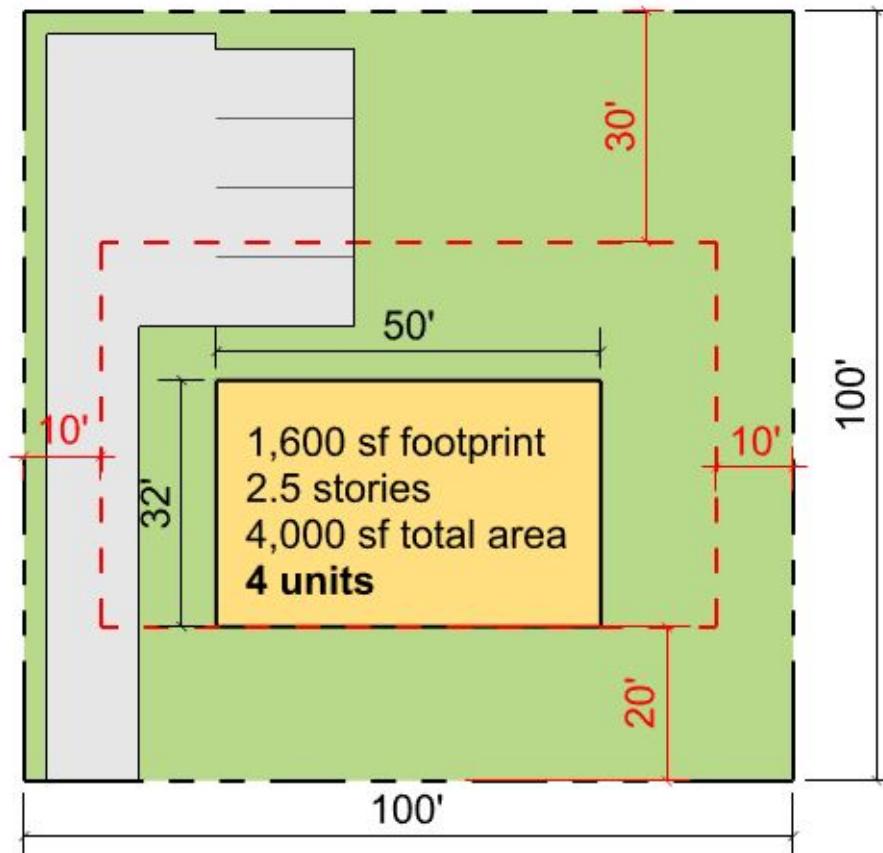
Front Setback: 20'

Side Setbacks: 5' min. on either side, 20' min. total for both sides

Rear Setback: 30'

Max. Bldg Height: 2.5 stories

Min. Parking Spaces: 1 per unit

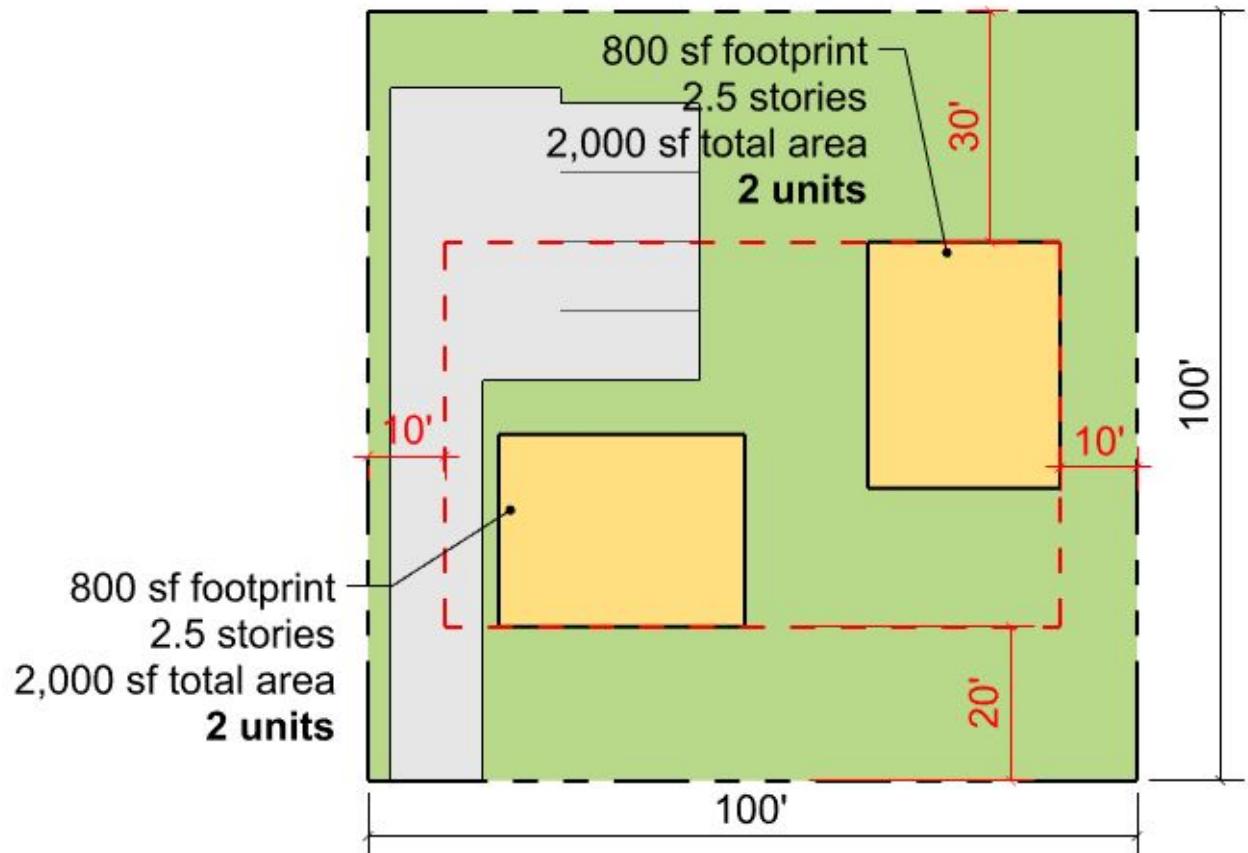


### 1 Building

Building Coverage = 16.0%

Building + Parking/Paving Coverage = 37.9%

Open Space = 62.1%



### 2 Buildings

Building Coverage = 16.0%

Building + Parking/Paving Coverage = 37.1%

Open Space = 62.9%



### Similar Existing Parcel

# Small-Lot Existing Residential Buildout

10,000 sf Deeper Parcel, 4 Units

## Recommended Zoning Parameters

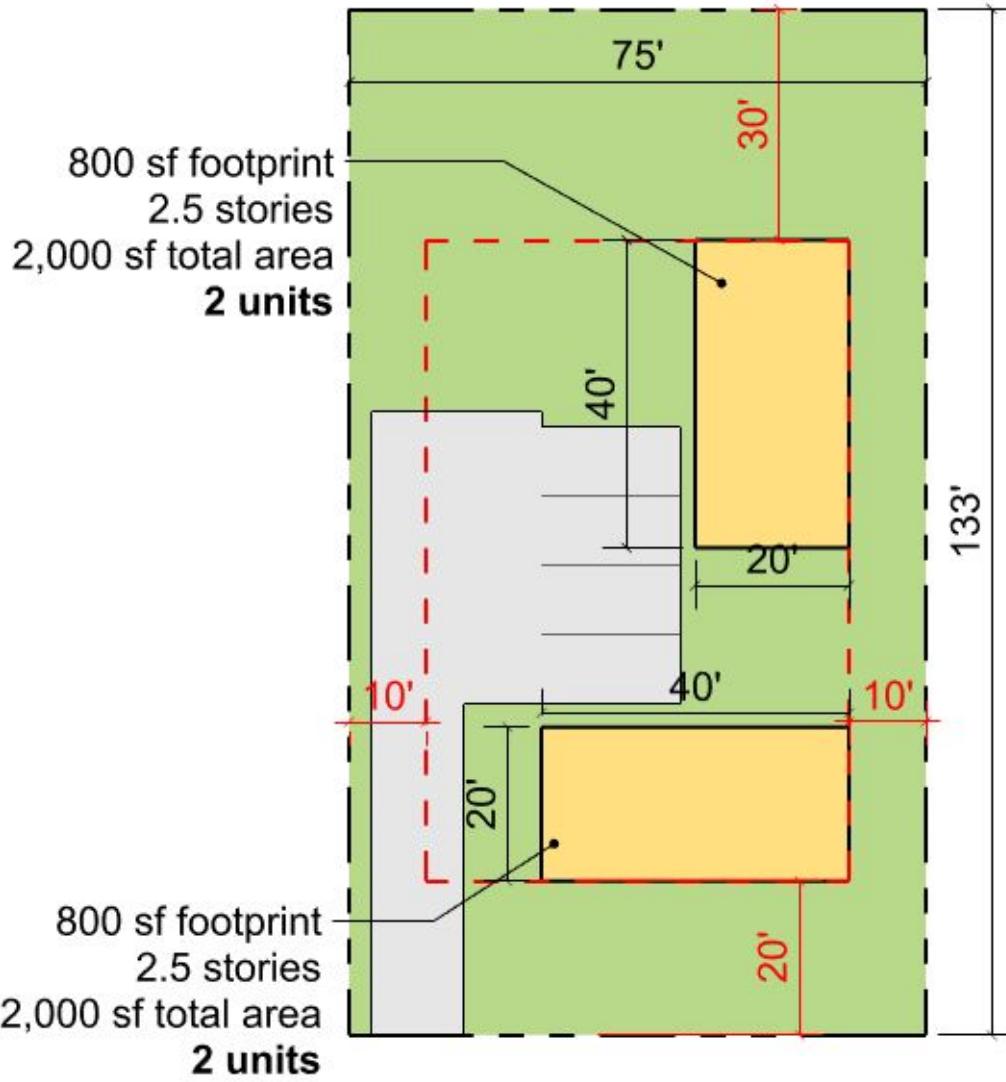
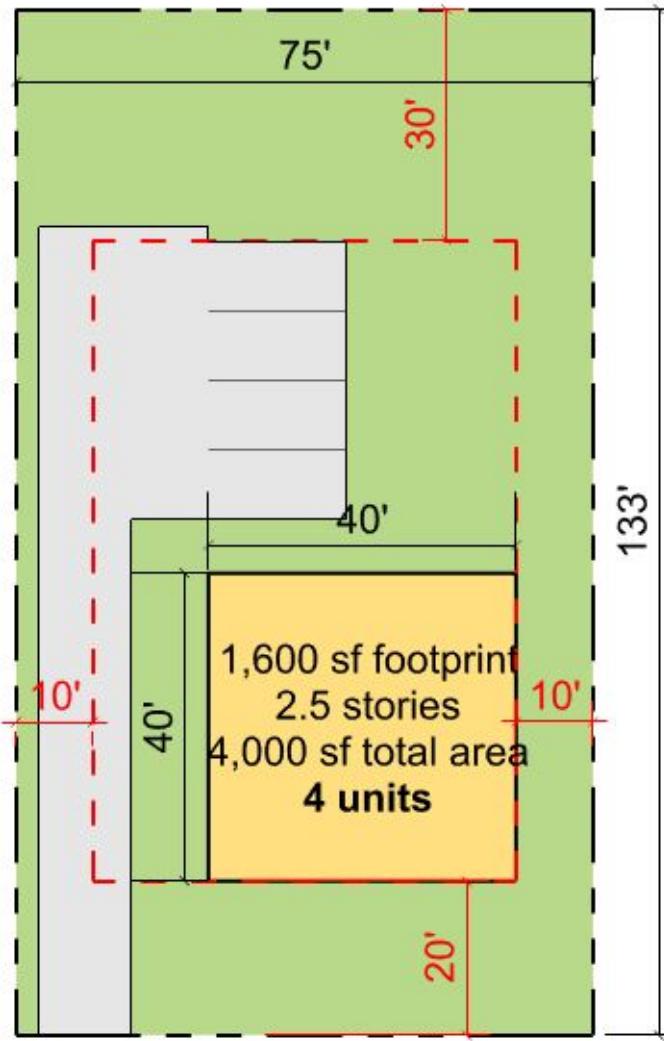
Front Setback: 20'

Side Setbacks: 5' min. on either side, 20' min. total for both sides

Rear Setback: 30'

Max. Bldg Height: 2.5 stories

Min. Parking Spaces: 1 per unit



## 1 Building

Building Coverage = 16.0%

Building + Parking/Paving Coverage = 38.9%

Open Space = 61.1%

## 2 Buildings

Building Coverage = 16.0%

Building + Parking/Paving Coverage = 36.0%

Open Space = 64.0%



## Similar Existing Parcel

# Defining Height

Suggest setting 2.5 Stories at 35'; 3.5 Stories at 45'; 5 Stories at 65'

Typical Residential Floor-to-floor Height: **10.5'**

Typical Retail/Commercial Floor-to-floor Height: **15'**

Typical Ground Floor Elevation Allowance: **3'**

In Milton, building height is generally measured from mean finished grade adjoining the building to the highest point of the roof, with some variation.

## How Milton Measures Height:

From: the mean finished grade of the ground contiguous to the building, as such ground will exist subsequent to construction

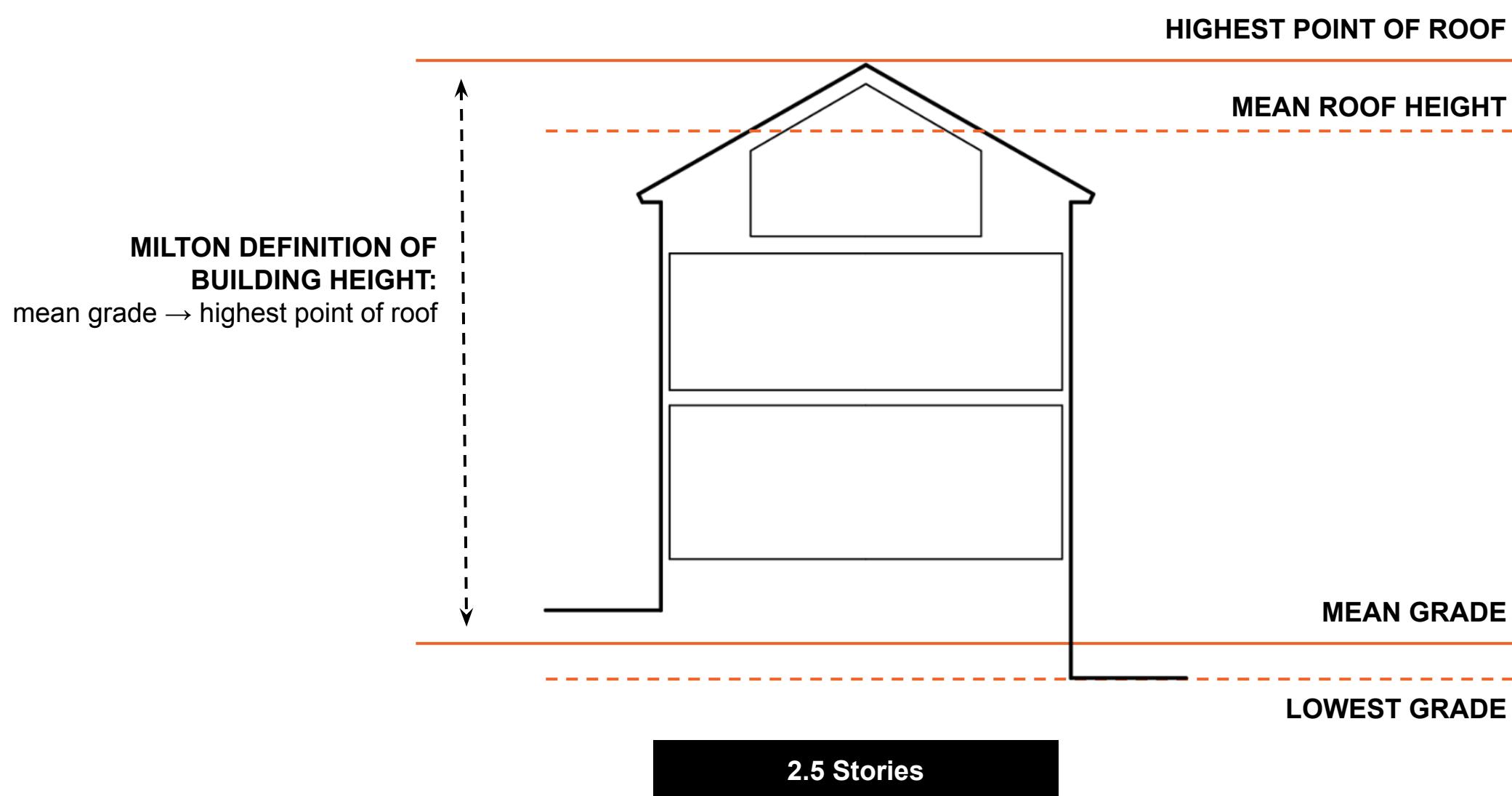
## To (varies):

- the highest part of the building
- the midpoint of the slope of a pitched roof, or the parapet of a flat roof

Excluded: allowable projections (e.g. chimneys, lightning rods, a cupola)

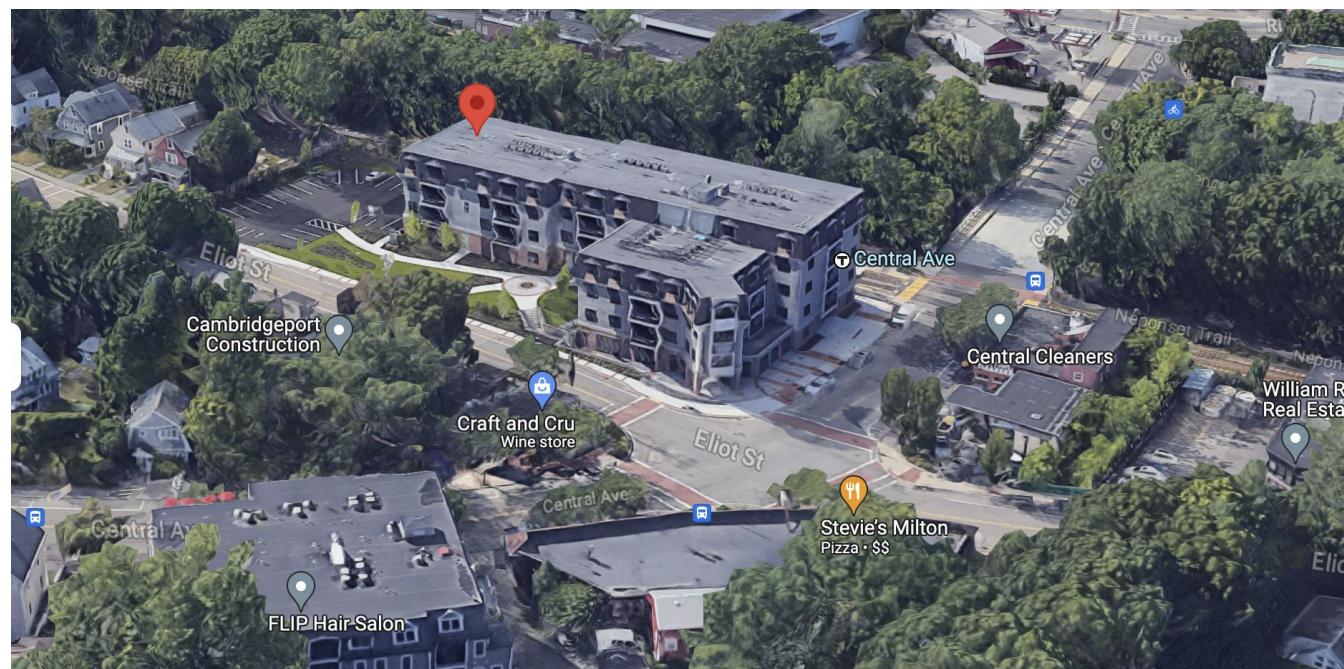
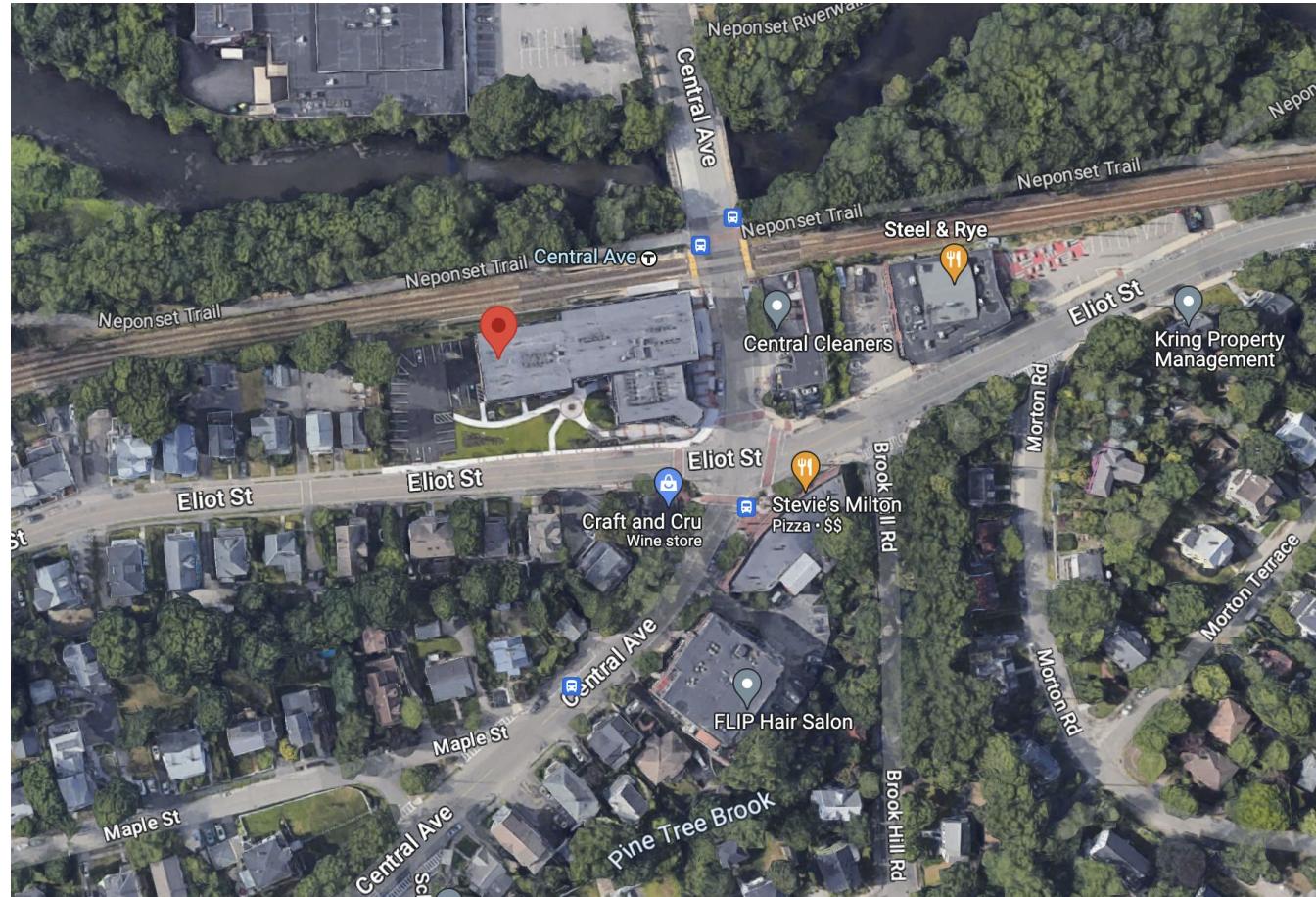
## Defining stories:

- basement excluded as long as the finished floor height of the first story is no more than 4 feet above the mean finished grade.
- "half-story," is a story in a sloping roof with no more than 2/3 of the floor area of the story below it (measured at 4' above the floor).



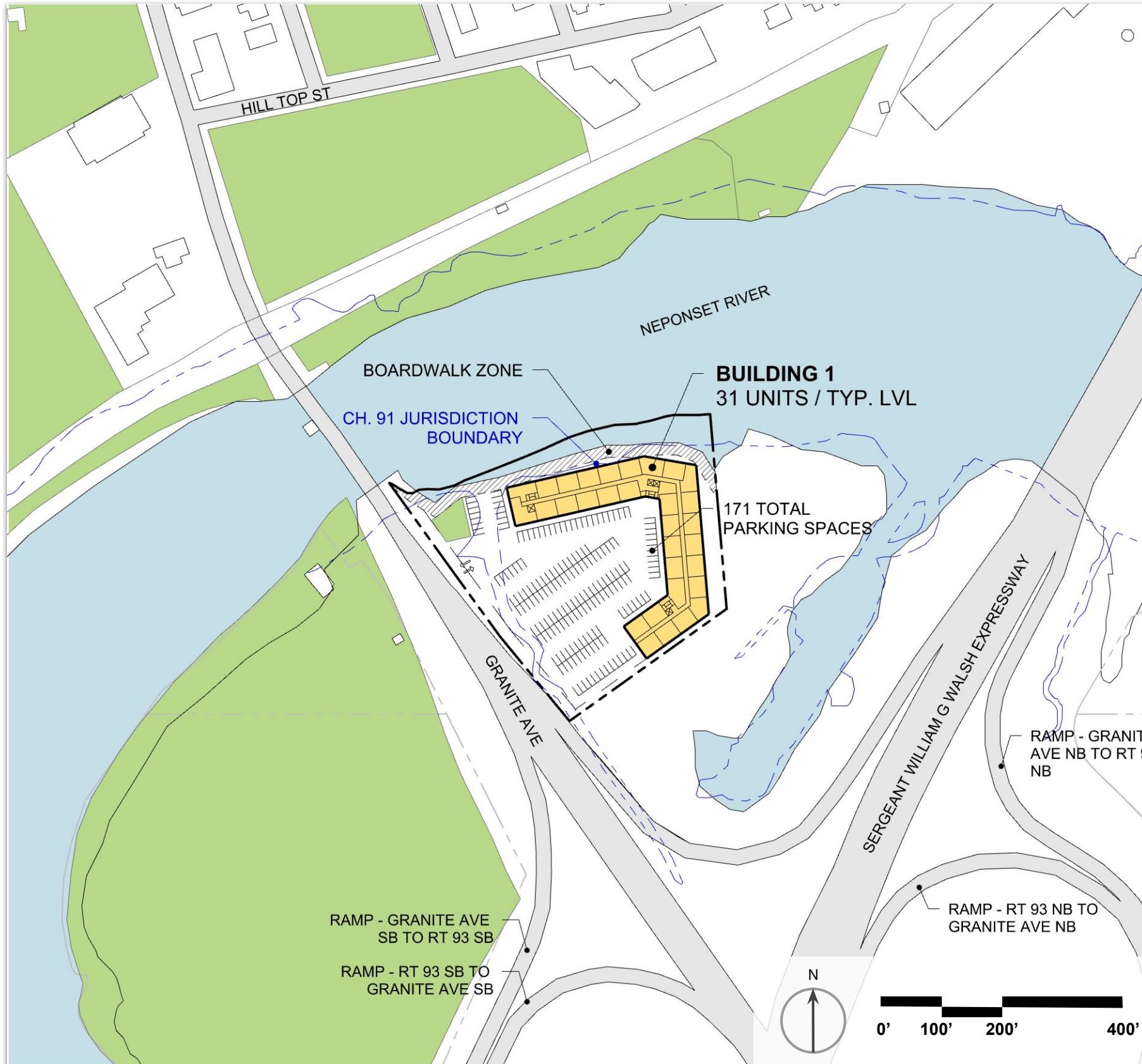
# Granite Ave Buildout Precedent

**Precedent:** 5-6 stories at 38 units/acre, 60% Building + Parking coverage, 49' at 4 story portion: 131 Eliot Street



# Granite Ave Buildout

## Granite Ave North Site Plan Test-Fit: June Assumptions



### Dimensional standards assumptions

<b>Setbacks</b>	Front: 20' Sides: 10' Rear: 30'
<b>Max Building Height</b>	5 stories
<b>Parking Spaces per DU</b>	1
<b>Unit Size</b>	1,000 sf gross
<b>Bldg + Parking Coverage</b>	n/a

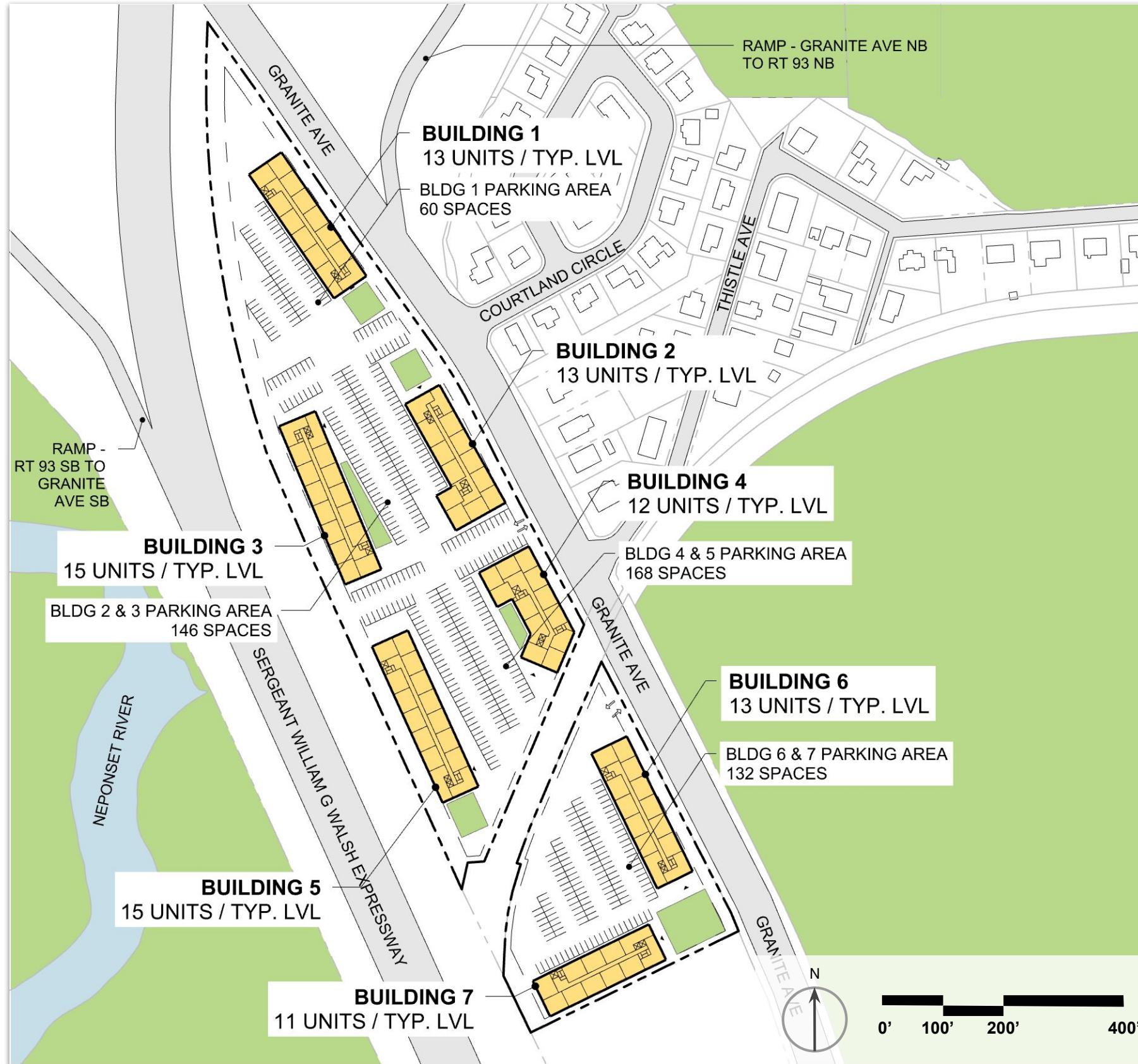
### Additional site information & assumptions

- Site situated within flood zone AE; BFE = 10' NAVD88. The current elevation of the Granite Ave side of site is between 9' and 10' (vertical datum to be verified).
- Front setbacks applied to Granite Ave side; rear setbacks applied to east edge of parcel; side setbacks applied to south edge of parcel
- Built structure to be inboard of Ch. 91 jurisdictional boundaries; 20' boardwalk zone along coastline assumed

Image: Test-fit plan depicting site layout & typical level for all-resi.scenario

# Granite Ave Buildout

## Granite Ave South Site Plan Test: June Assumptions



### Dimensional standards assumptions

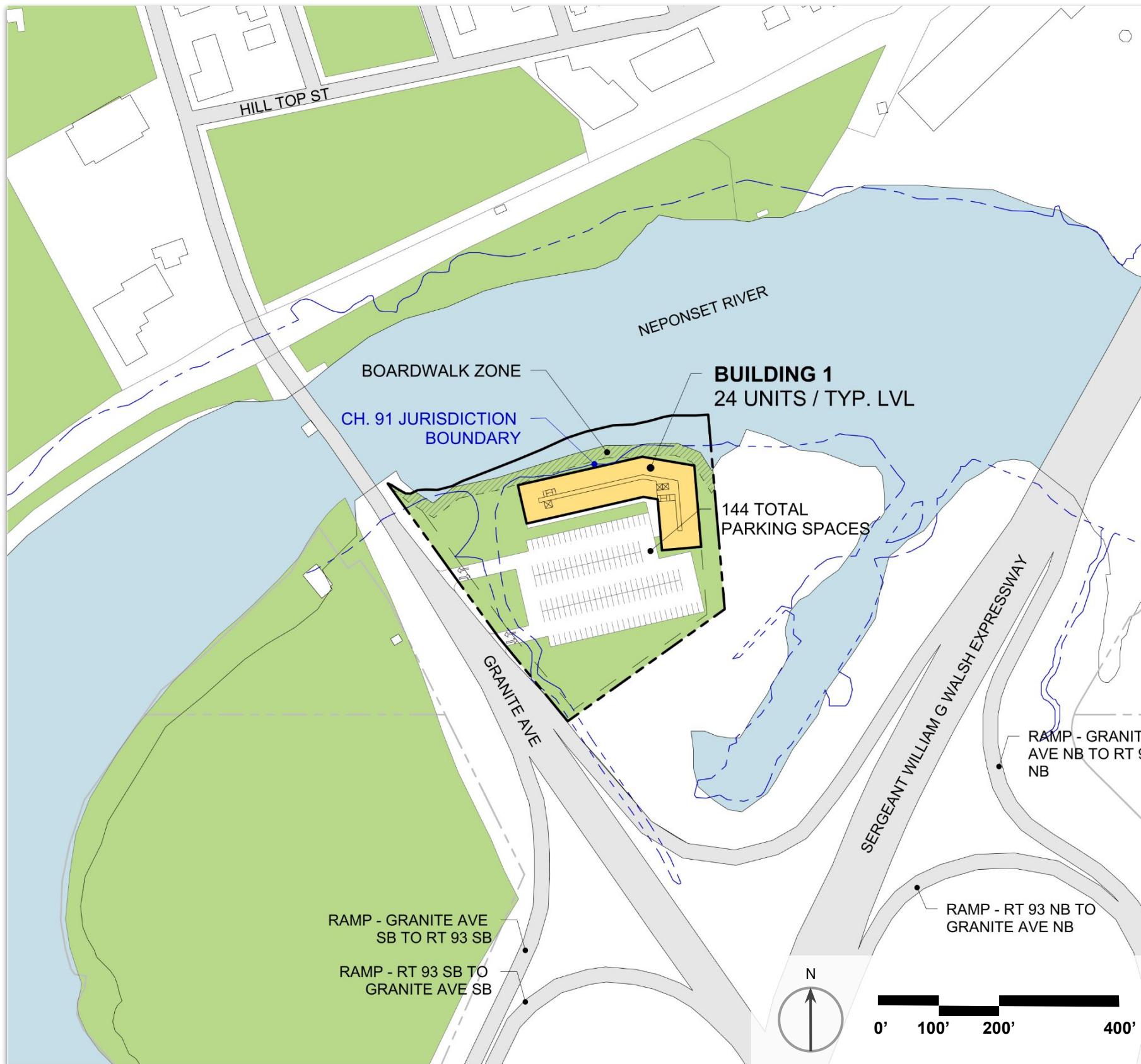
<b>Setbacks</b>	Front: 20' Sides: 10' Rear: 30'
<b>Max Building Height</b>	5 stories
<b>Parking Spaces per DU</b>	1
<b>Unit Size</b>	1,000 sf gross
<b>Bldg + Parking Coverage</b>	n/a

### Additional site information & assumptions

- Site situated within flood zone AE; BFE = 10' NAVD88.
- The current elevation of the Granite Ave side of site is between 8' and 12' (vertical datum to be verified).
- Front setbacks applied to Granite Ave side; rear setbacks applied to Expressway side
- Narrow easement through subdistrict not used; side setbacks applied

# Granite Ave Buildout

## Granite Ave North Site Plan Test-Fit: Current Assumptions



### Dimensional standards assumptions

<b>Setbacks</b>	Front: 20' Sides: 10' Rear: 30'
<b>Max Building Height</b>	6 stories
<b>Parking Spaces per DU</b>	1
<b>Unit Size</b>	1,000 sf gross
<b>Bldg + Parking Coverage</b>	60% max.

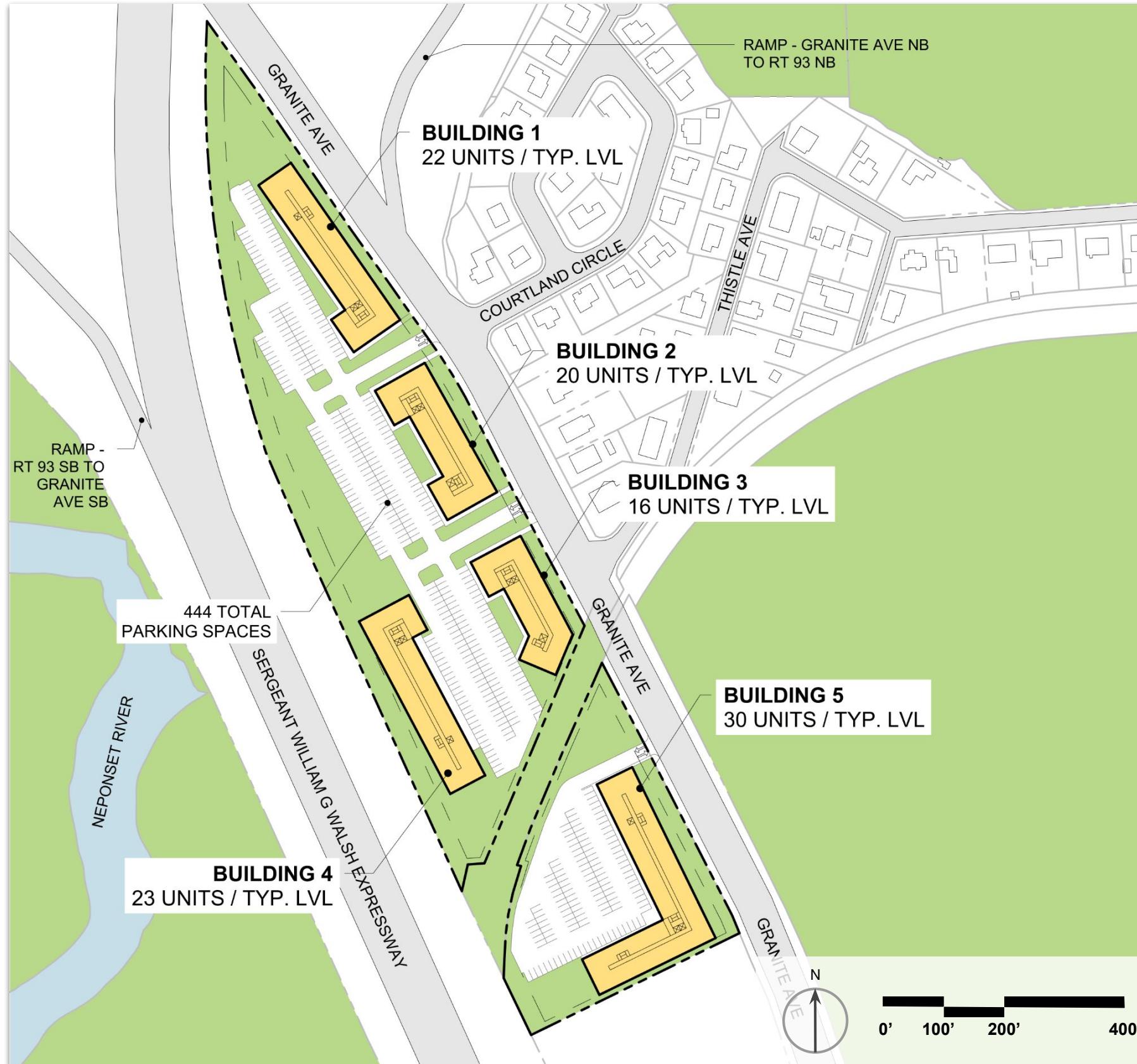
### Additional site information & assumptions

- Site situated within flood zone AE; BFE = 10' NAVD88. The current elevation of the Granite Ave side of site is between 9' and 10' (vertical datum to be verified).
- Front setbacks applied to Granite Ave side; rear setbacks applied to east edge of parcel; side setbacks applied to south edge of parcel
- Built structure to be inboard of Ch. 91 jurisdictional boundaries; 20' boardwalk zone along coastline assumed

Image: Test-fit plan depicting site layout & typical level for all-resi.scenario

# Granite Ave Buildout

## Granite Ave South Site Plan Test: Current Assumptions



### Dimensional standards assumptions

<b>Setbacks</b>	Front: 20' Sides: 10' Rear: 30'
<b>Max Building Height</b>	4 stories
<b>Parking Spaces per DU</b>	1
<b>Unit Size</b>	1,000 sf gross
<b>Bldg + Parking Coverage</b>	60% max.

### Additional site information & assumptions

- Site situated within flood zone AE; BFE = 10' NAVD88.
- The current elevation of the Granite Ave side of site is between 8' and 12' (vertical datum to be verified).
- Front setbacks applied to Granite Ave side; rear setbacks applied to Expressway side
- Narrow easement through subdistrict not used; side setbacks applied

# Transit Area “Fourplex”

This variant prioritizes capturing 10,000sf parcels, and eliminates as many parcels as possible below that threshold

164 / 272 parcels are  $\geq 10,000$  sf  $\rightarrow$  60% eligible

Eliminated at 9/14 Planning Board Meeting.



# East Milton Square

