

MBTA Communities Compliance

Milton Adjacent Community Calculations
July 22, 2024

Overview of MBTA Communities Law

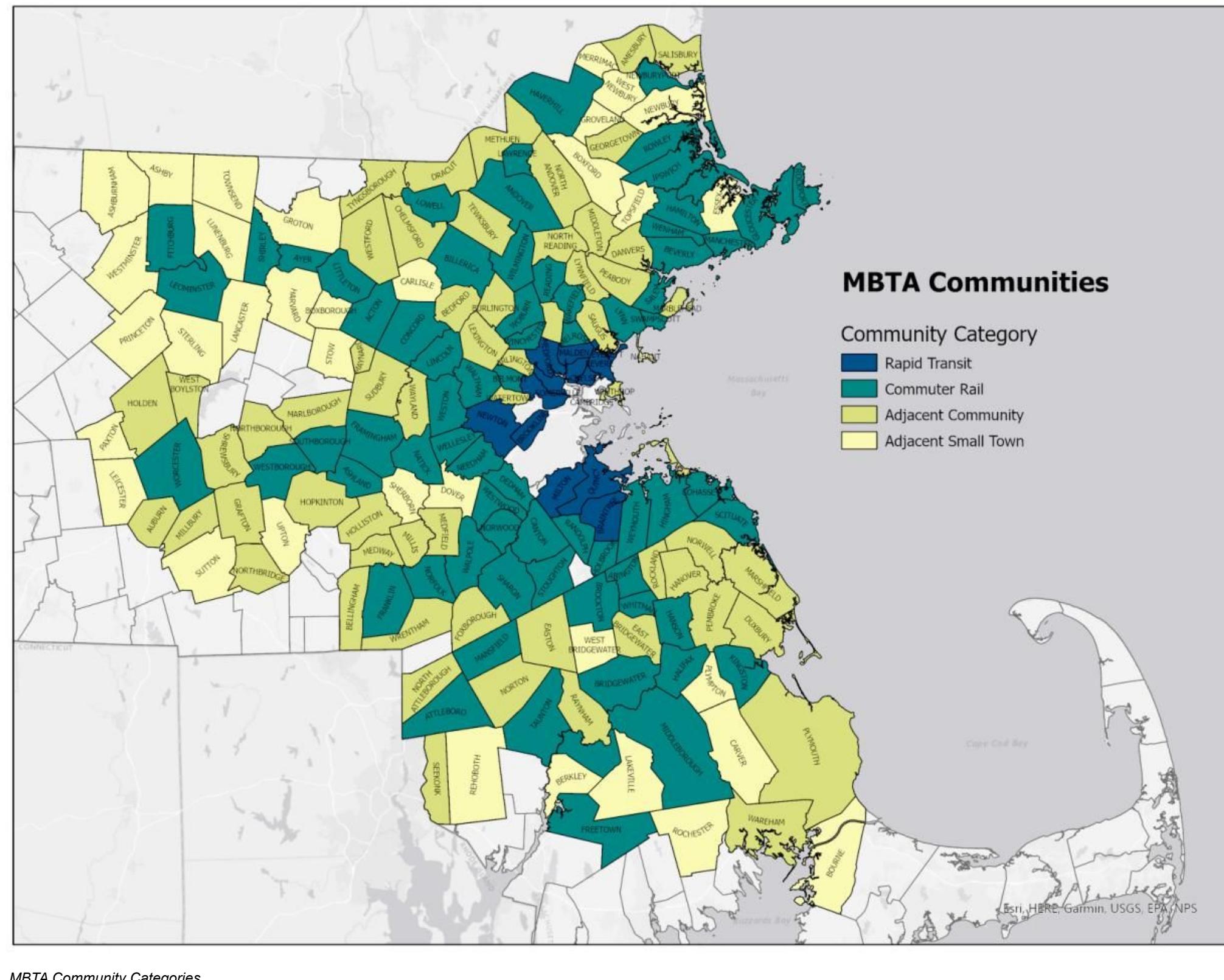
What the law requires

The policy requires all communities with MBTA public transit access to have at least one zoning district of reasonable size in which multi-family housing is permitted as of right and meets other criteria set forth in the statute:

- **Dense:** Minimum gross density of 15 units per acre
Note: individual subdistricts can have a gross density under 15 units per acre as long as the all subdistricts together achieve the 15 units per acre minimum.
- **Transit-Oriented:** Located not more than 0.5 miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.
Note: the percentage of land area and unit capacity that has to be within the station area varies by community according to the acres of developable land within the station area.
- **Flexible:** No age restrictions and suitable for families with children

How is “reasonable size” defined?

Community Type	Min. Multifamily Unit Capacity as % of Total Housing Units	Minimum Land Area	Deadline
Rapid Transit	25%*	Whichever is less: 50 acres, or 1.5% of the developable land	End of 2023
Commuter Rail	15%*		End of 2024
Adjacent Community	10%*		End of 2024
Adjacent Small Town	5%*	n/a	End of 2025



Conceptualizing a Hypothetical Adjacent Community Scenario

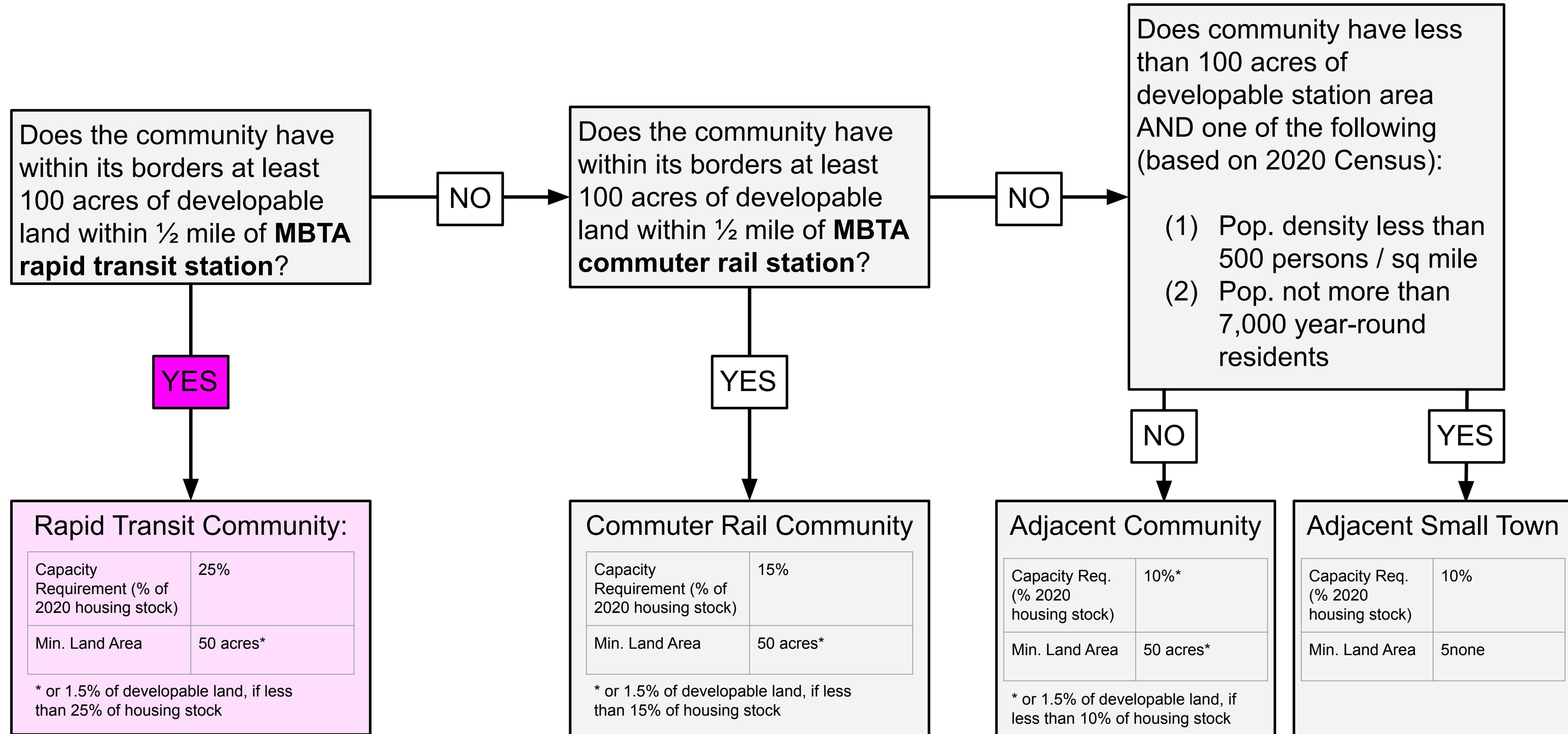
What is the logic of arguing that Milton should be an Adjacent Community?

Assumption #1: This presumes that

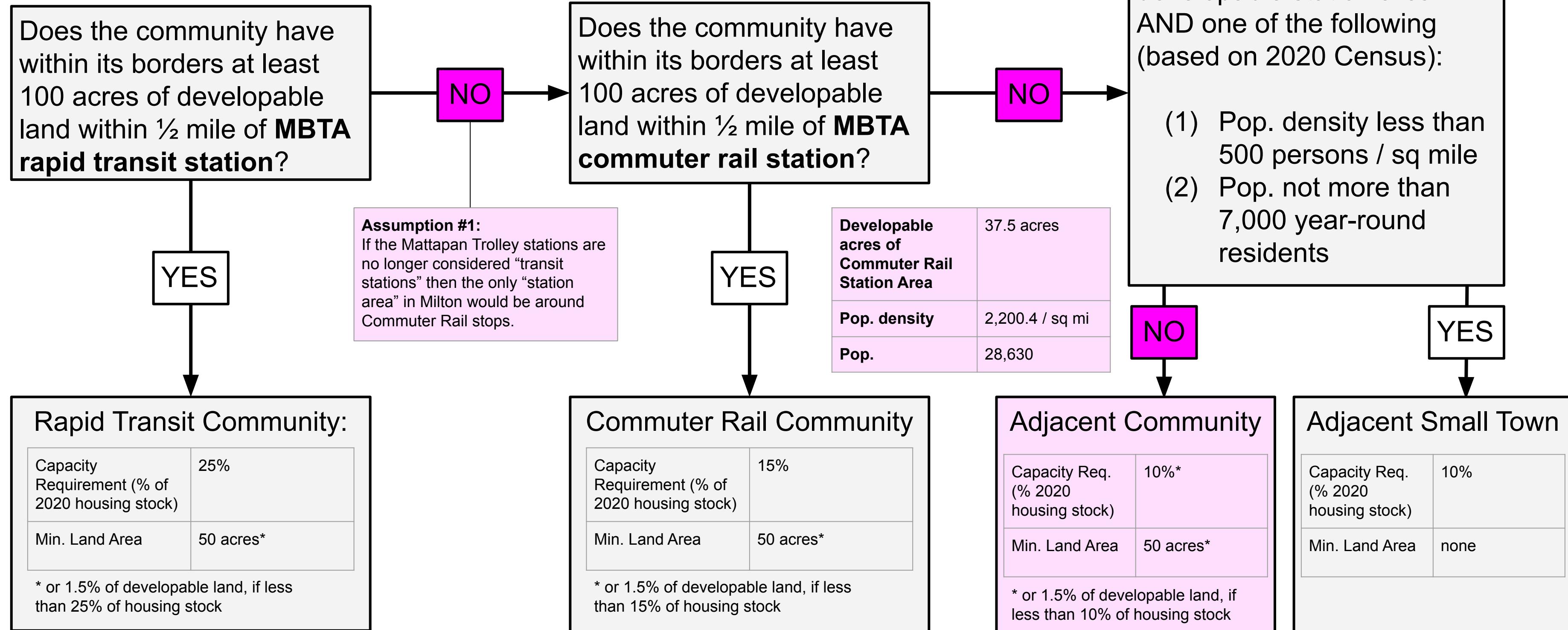
- Milton's Mattapan Trolley stations are not a "MBTA subway station, commuter rail station, ferry terminal or bus station" and therefore do not constitute a "transit station" as defined in the EOHLG Guidelines.
- If this is the case, Milton would no longer be considered a "rapid transit community" because it would not have "100 acres of developable station area associated with one or more subway stations, or MBTA Silver Line bus rapid transit stations."

Assumption #2: If we take the next step based on assumption #1, we then have to determine if Milton would be categorized as a Commuter Rail, Adjacent Community, or Adjacent Small Town. We will walk you through this process.

EOHLC's current designation of Milton: **Rapid Transit**



Milton's Hypothetical Alternative Scenario: Adjacent Community



Milton's Hypothetical Alternative Scenario: Adjacent Community

	Rapid Transit	Adjacent Community
Min. Land Area	50 acres	50 acres
Min. Multifamily Unit Capacity	2461	985
Min. % Land Area & Unit Capacity within Station Area	50%	n/a
Min. % Contiguous	50%	50%

Determining the minimum multifamily unit capacity requirement:

Whichever is the higher number (capped at 25% of housing stock regardless):

- 1) Designated % of housing stock based on community categorization (25%, 15%, 10%, 5%)
- 2) Minimum gross density (15 units / acre) multiplied by minimum land area requirement

If we calculate Milton's targets as if it was in the **Adjacent Community** category, we get:

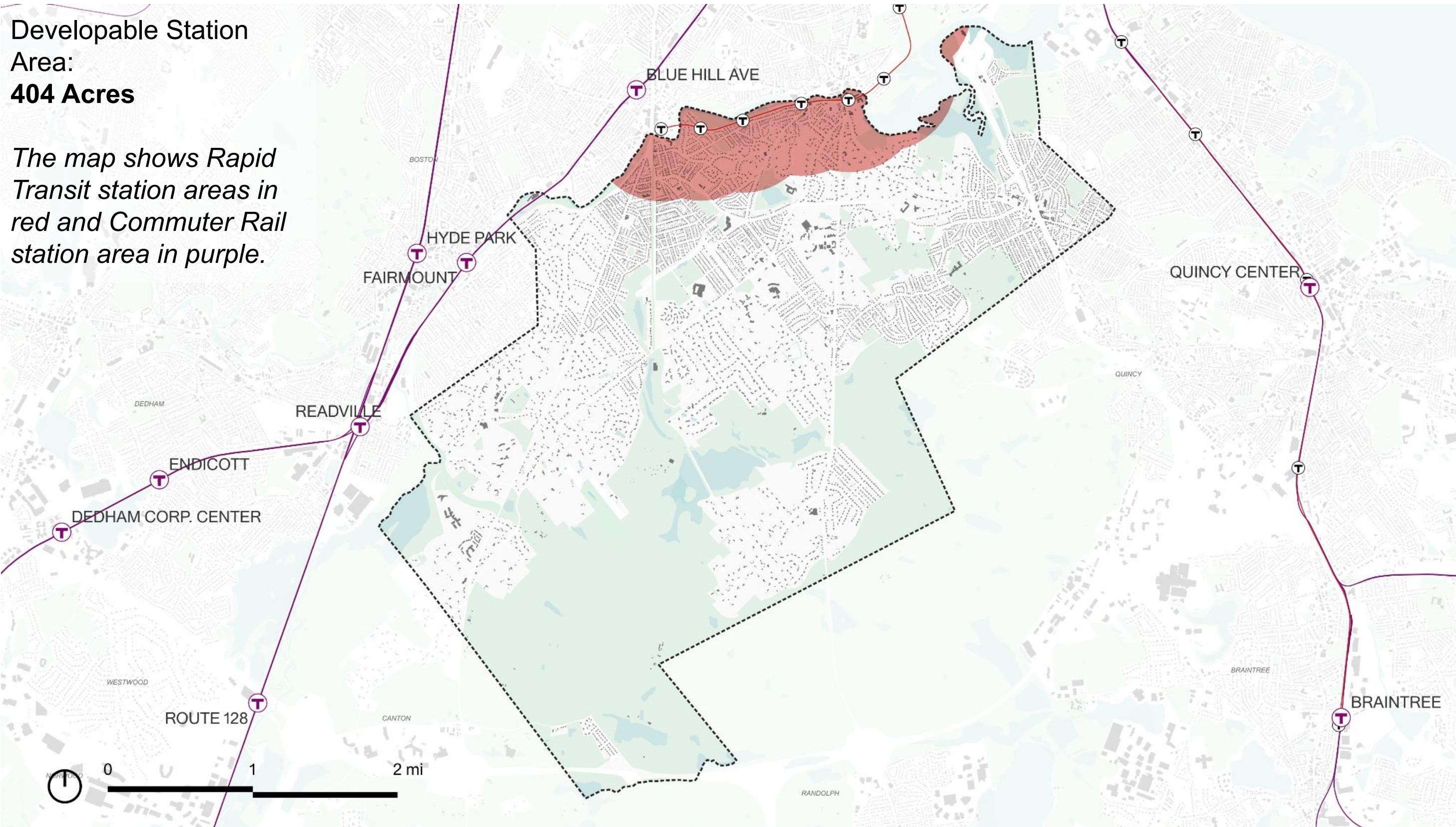
$$0.10 * 9,844 \text{ units} = 985 \text{ units} > 50 \text{ acres} * 15 \text{ units/acre} = 785 \text{ units}$$

Community Type	Min. Multifamily Unit Capacity as % of Total Housing Units
Rapid Transit	25%*
Commuter Rail	15%*
Adjacent Community	10%*
Adjacent Small Town	5%*

Station Area under Current Rapid Transit Designation

Developable Station Area:
404 Acres

The map shows Rapid Transit station areas in red and Commuter Rail station area in purple.



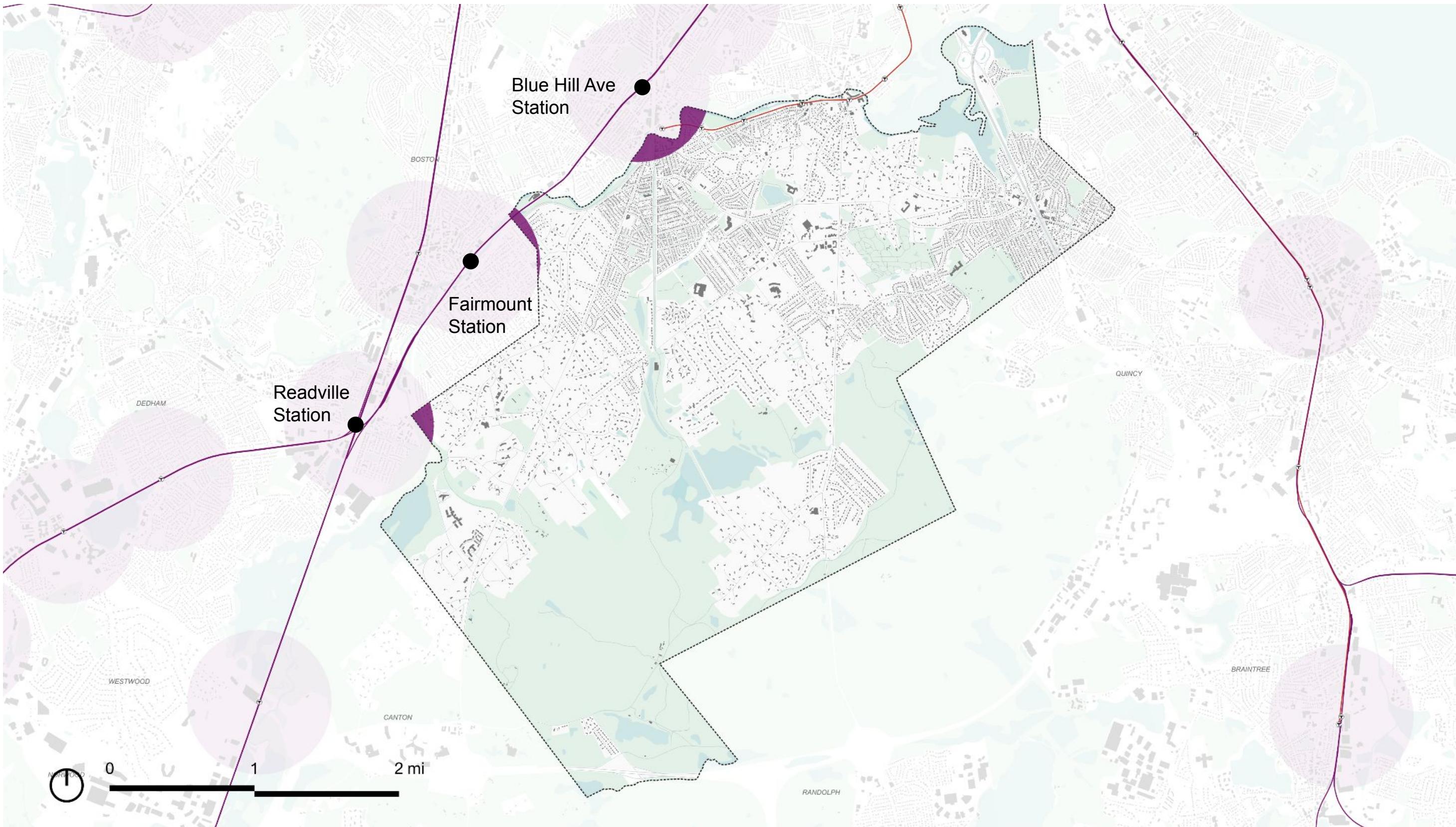
Guideline Definition

“Rapid transit community” means an MBTA community that has within its borders at least 100 acres of developable station area associated with one or more subway stations, or MBTA Silver Line bus rapid transit stations.

Interpretation for Calculation

From this definition, it is inferred that **commuter rail stations are *not* considered when determining developable station area for a Rapid Transit Community**. Commuter rail station area is considered *if and only if* the municipality does not meet the criteria for Rapid Transit Community (see slide 5 flow chart)

Station Area if Mattapan Trolley is not considered “Rapid Transit”



Guideline Definition
“Commuter rail community” means an MBTA community that (i) does not meet the criteria for a rapid transit community, and (ii) has within its borders at least 100 acres of developable station area associated with one or more commuter rail stations.

Interpretation for Calculation
Again, from this definition, it is inferred that **commuter rail station area is the only station area considered when determining station area under the Commuter Rail Community category**. Rapid transit station area is no longer a factor at this stage in the process of categorization (see slide 5 flow chart)

Station Area if Mattapan Trolley is not considered “Rapid Transit”



Gross Commuter Rail Station Area:
74 Acres

This is the total acreage in Milton that falls within a $\frac{1}{2}$ mile buffer of commuter rail stations.

Developable Commuter Rail Station Area Calculation: excluded land



Excluded land within commuter rail station area:
36.5 acres

The 3A guidelines / compliance model identifies the following land types as “excluded land” (summarized, see the Guidelines for full detail):

1. Public rights-of-way
2. Protected open space / recreational land
3. All publicly-owned land (except portions of lots deemed developable)
4. Educational / institutional land
5. Rivers, lakes, streams and other water bodies
6. Wetlands
7. Wellhead protection / surface water supply protection areas

Developable Commuter Rail Station Area Calculation: result

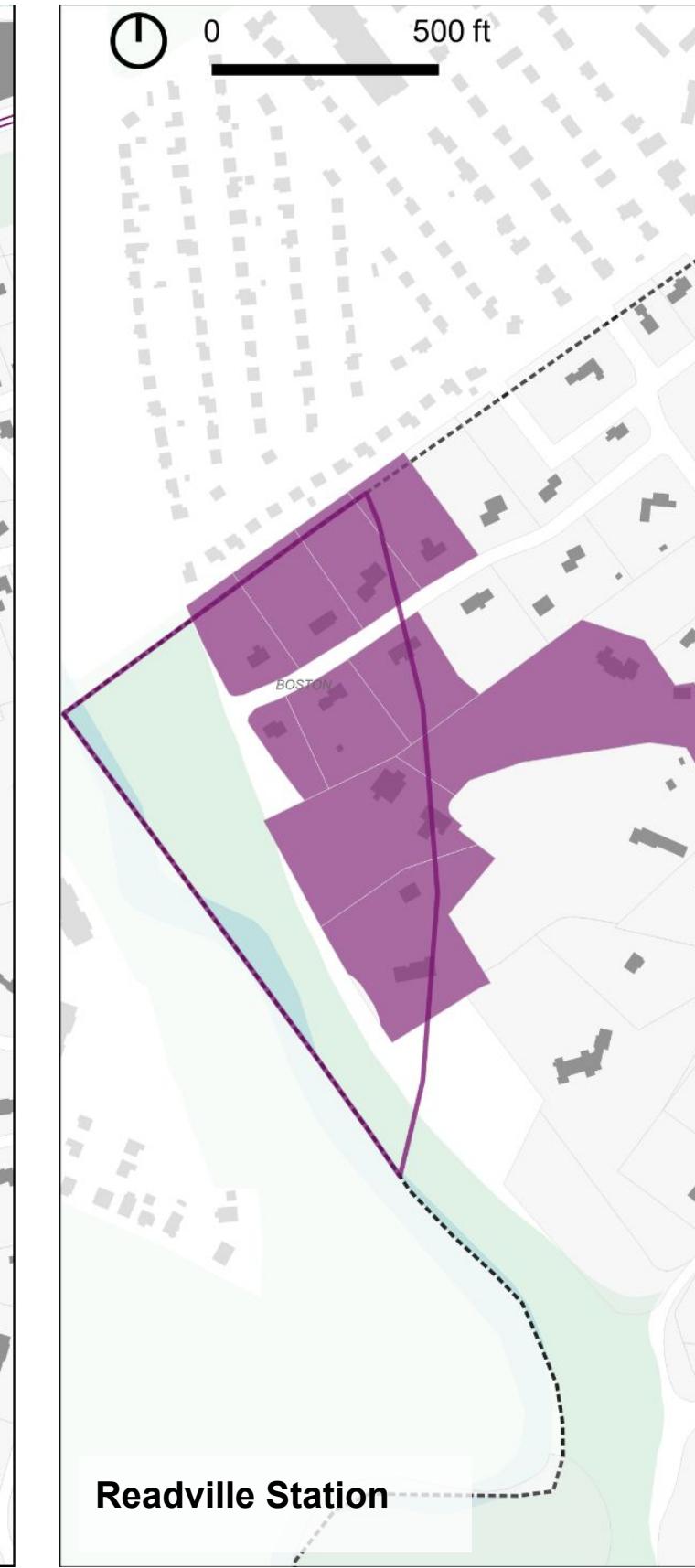
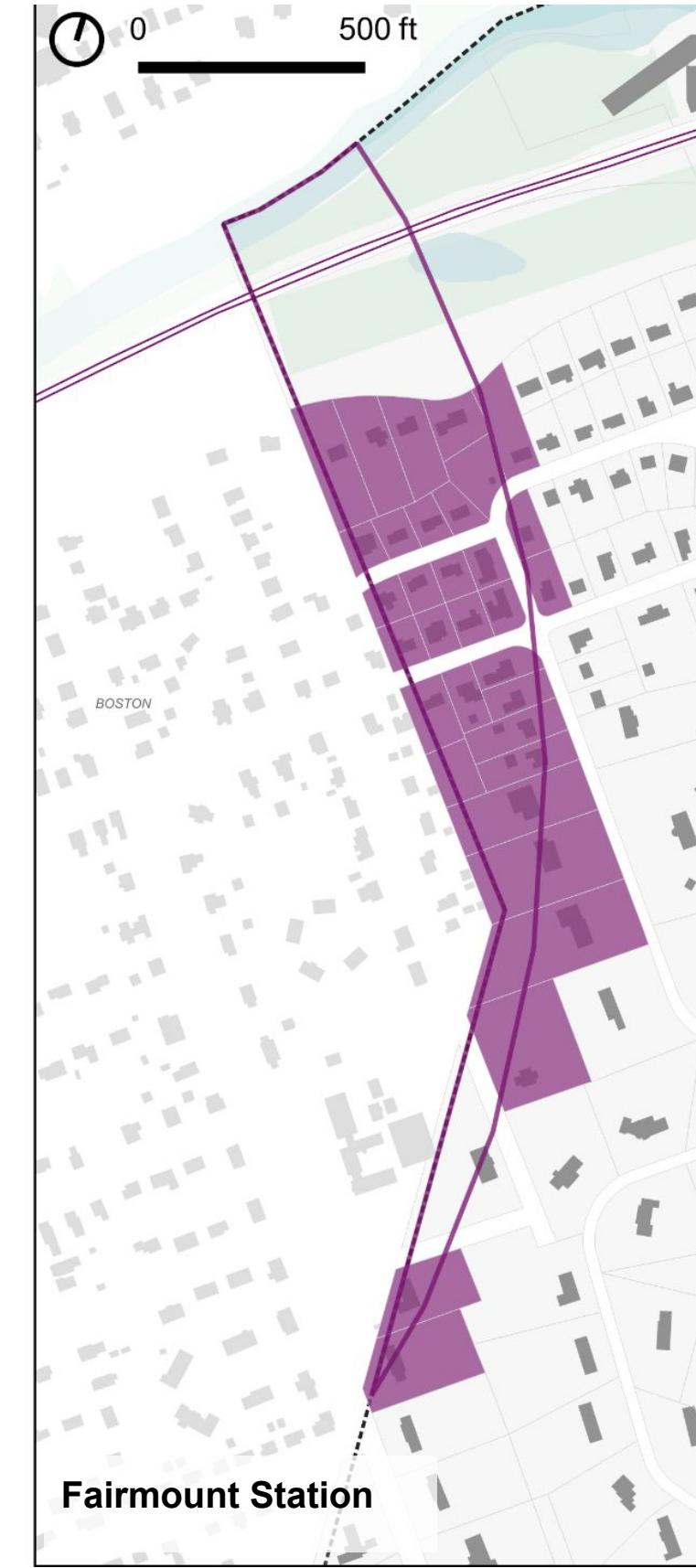
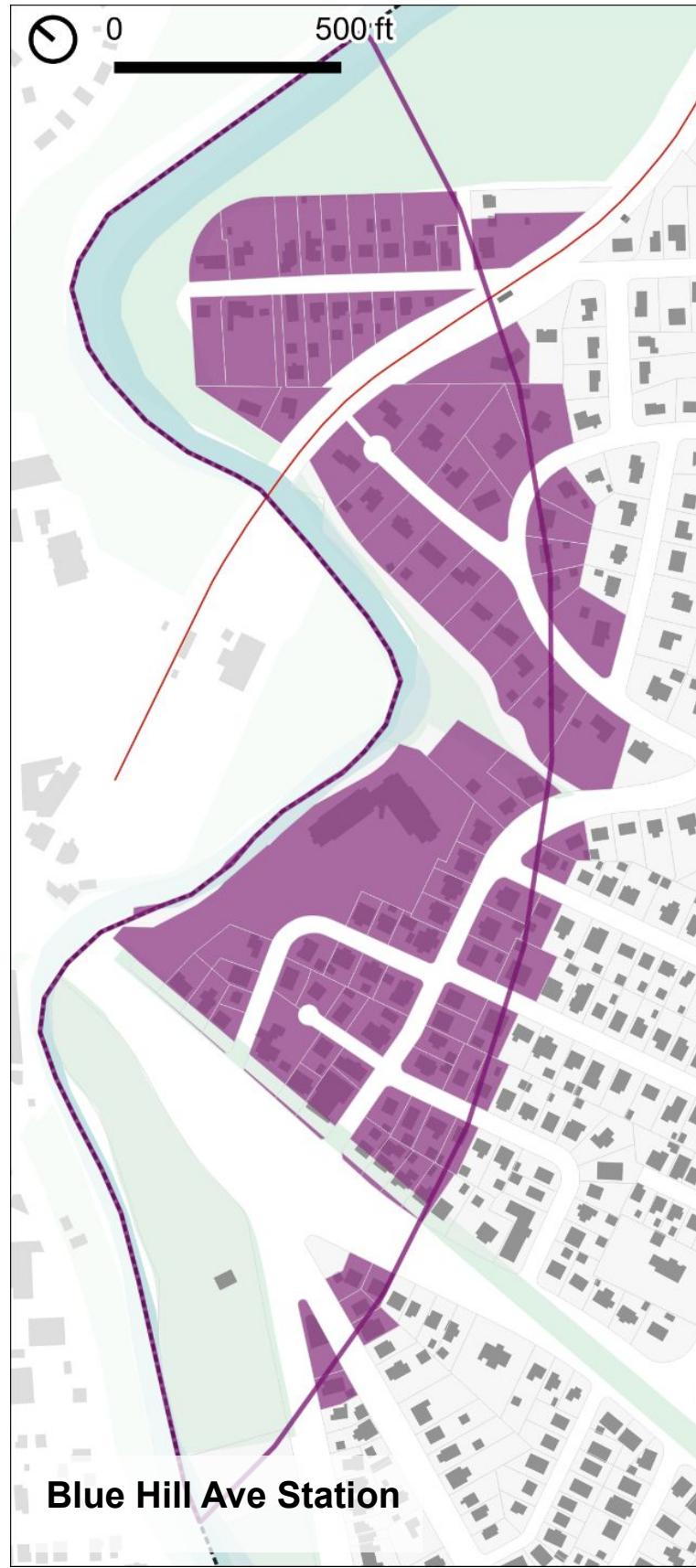


$$74 \text{ acres} - 36.5 \text{ acres} =$$

Developable land within commuter rail station area:
37.5 acres

After subtracting excluded land, almost exactly half of the commuter rail station area remains developable

Developable Parcels within Commuter Rail Station Area



Thank You!

Adjustments to reduce unit capacity (2,147 → 985)

Subdistrict	Subdistrict Category		Model Outputs			
	3A vs. MMU	% Transit Area	Modeled Unit Capacity	Acreage	Density Denominator	Modeled Density
Granite Ave North	3A	86%	171	3.8	2.8	60.6
Granite Ave South	3A	0%	530	11.8	11.3	46.8
Mattapan Station	3A	100%	183	5.1	4.4	42.0
Milton Station Bridge	3A	100%	185	4.6	4.6	40.0
East Milton Square	3A	0%	423	20.6	20.6	20.6
Eliot St Corridor - Tier 1	3A	100%	219	47.0	47.0	4.7
Eliot St Corridor - Tier 2	3A	100%	177	20.2	20.2	8.8
Eliot St Corridor - Tier 3	3A	100%	84	14.7	14.7	5.7
Blue Hills Pkwy Corridor	3A	100%	175	16.6	16.6	10.6
Milton Station East	MMU	100%	325	11.1	9.6	33.8
Milton Station West	MMU	100%	118	4.1	3.6	33.0
Total w/o MMU			2,147	144.4	142.1	15.1
Total w/ MMU			2,590	144.4	142.1	15.1
Compliance Targets			2,461	50		15
MMU % check (3A alone must achieve 75% of compliance target)			87.2%			
Contiguous Land Area % check (must be 50% or more)			75.0%			
Land Area in Transit Area % check (must be 50% or more)			77.2%			
Units in Transit Area % check (must be 50% or more)			54.5%			

Adjustments to reduce unit capacity (2,147 → 985)

District	3A vs. MMU	% Transit Area	Modeled Unit Capacity	Acreage	Density Denominator	Modeled Density
Granite Ave North (6 stories, 45 units/acre)	3A	23%	171	3.6	2.6	65.1
Granite Ave South (@ 4.5 stories, 45 units/acre)	3A	0%	0	0.0	0.0	0.0
Mattapan Station (@ 6 stories, 45 units/acre + 5,000sfmin lot size / 1,000sf per additional unit)	3A	100%	183	5.1	4.3	42.4
Milton Station Bridge (@ 4.5 stories, 40 units/acre)	3A	100%	185	4.8	4.8	38.9
East Milton Square (@ 2.5 stories, 30 units/acre)	3A	0%	423	21.1	21.1	20.0
Eliot St Corridor - Tier 1 (7,500sf, 0.7 FAR)	3A	0%	0	0.0	0.0	0.0
Eliot St Corridor - Tier 2 (10,000sf, 0.52 FAR)	3A	100%	177	20.2	20.2	8.8
Eliot St Corridor - Tier 3 (15,000sf, 0.35 FAR)	3A	0%	0	0.0	0.0	0.0
Blue Hills Pkwy Corridor	3A	100%	175	16.9	16.9	7.5
Milton Station East (6) - modeled as 5 stories	MMU	100%	325			
Milton Station West (4.5) - modeled as 3.5 stories, less 2 parcels	MMU	100%	108			
Total w/o MMU			1,314	71.7	69.9	18.8
Total w/ MMU			1,747	71.7	69.9	18.8
Compliance Targets			985	50		15
MMU % check (3A alone must achieve 75% of compliance target)			133.4%			
Contiguous Land Area % check (must be 50% or more)			65.6%			
Land Area in Transit Area % check (must be 50% or more)			66.7%			
Units in Transit Area % check (must be 50% or more)			57.8%	68.3%		