

MBTA Communities Compliance

Technical Assistance
Town of Milton

Planning Board Meeting
March 27, 2025

Agenda

1. Refreshers & Clarifications

- a. Compliance Timeline Update
- b. Hypothetical Adjacent Community & “Statute Plan” Targets
- c. Relevant District Boundary & Test-Fit Background
- d. Candidate Subdistrict Location & Info

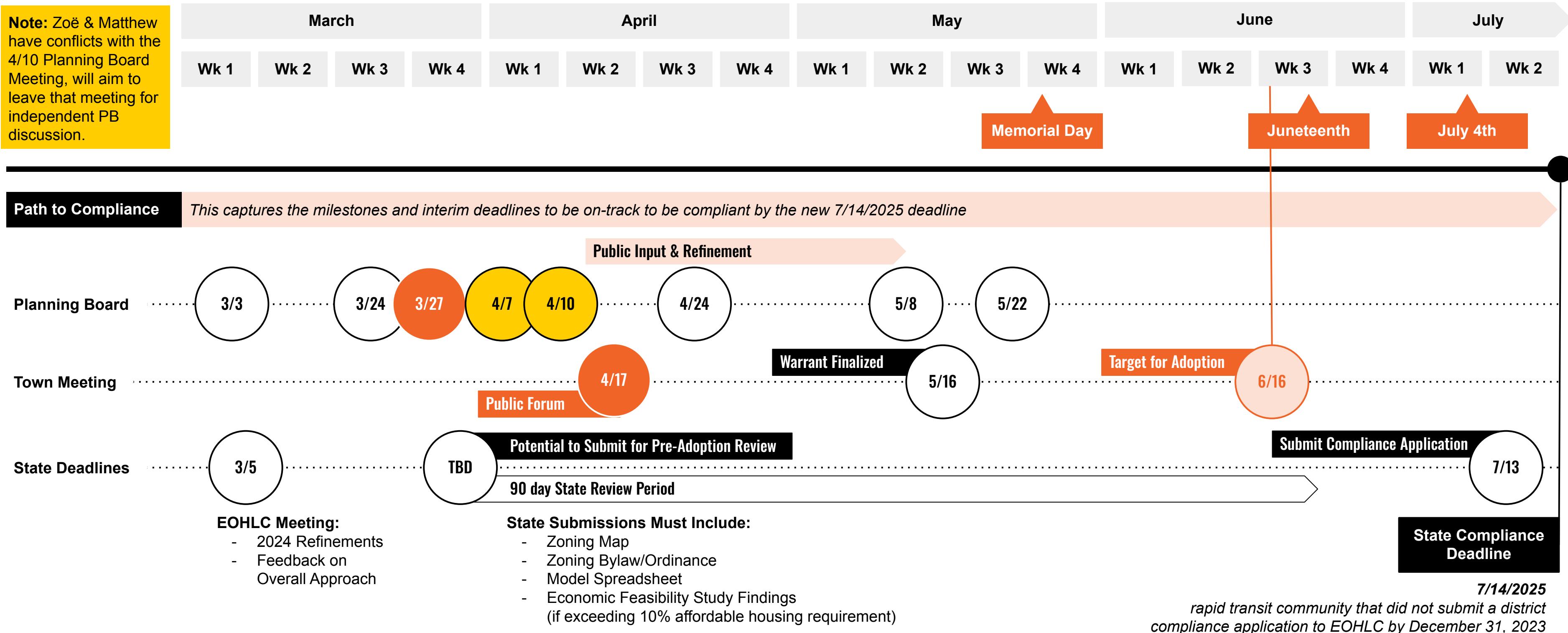
2. Hypothetical “Statute Plan” Scenarios

3. Hypothetical Adjacent Community Scenarios

4. Next Steps

Milton's Compliance Timeline

Initial studies began in May of 2023, and have continued off and on since. We are now working towards a **deadline of July 14, 2025**.



Notes from 3/24 Planning Board Meeting

Tonight's Presentation

Hypothetical “Statute Plan”

Prepare a plan to the following targets:

- 100% within Commuter Rail station area
- 15 units/acre
- This in theory aligns with 563 units (~37.5 developable acres x 15 units/acre)

Note: because the State-provided compliance model has many guideline-based assumptions, we have substituted a simpler modeling approach. Unit estimates assume the following:

- Assume excluded land based on state environmental code
- Allow 15 units/acre
- Round down from partial units
- No additional zoning parameters impact the estimates

Hypothetical 10% Adjacent Community Plan

Treat this as the base scenario:

- Reduced Eliot Street Corridor
- Blue Hills Parkway Corridor
- Mattapan Station
- Granite Ave North

Prepare 4+ variations:

1. Add 711 Randolph Ave at 90 units, maintain existing Eliot St Corridor parameters
2. Add Paper Mill Site at 90 units, maintain existing Eliot St Corridor parameters
3. Add 711 Randolph Ave & Paper Mill Site at enough units to drop Eliot St Corridor to 3 units for all tiers
4. Add 711 Randolph Ave & Paper Mill Site at enough units to drop Eliot St Corridor to 3 units for all tiers & increase min lot size to 7,000sf or 7,500sf

4/7 Presentation

25%

Rapid Transit Community Plan

Four Scenarios:

1. 2024 Base
2. With East Milton Square & Granite Ave S
3. With East Milton Square, no Granite Ave S
4. No East Milton Square or Granite Ave S

For each of scenarios 2-4 above, test the role of the following sites combined, with the goal of reaching Milton's 3A targets with less density across more sites.

Aim for the following:

- Paper Mill Site: 90-173 units (e.g. 120)
- Brushwood: 50 units
- St Pius: 30 units
- Ice house site: 54 units on site, maybe 70 max
- 711 Randolph Ave: 115 units
- Randolph Ave & Access Rd: 120 units

Hypothetical “Statute Plan”

A Hypothetical “Statute Plan” for Milton

Assumed metrics for a hypothetical analysis that disregards the EOHLG-promulgated Guidelines and Regulations

Text of [Section 3A of MGL c. 40A](#):

*(a)(1) An MBTA community shall have a zoning ordinance or by-law that provides for at least 1 **district of reasonable size in which multi-family housing is permitted as of right**; provided, however, that such multi-family housing shall be without age restrictions and shall be suitable for families with children. For the purposes of this section, a district of reasonable size shall:*

*(i) have a minimum gross density of **15 units per acre**, subject to any further limitations imposed by section 40 of chapter 131 and title 5 of the state environmental code established pursuant to section 13 of chapter 21A; and*

*(ii) be located **not more than 0.5 miles from a commuter rail station**, subway station, ferry terminal or bus station, if applicable.*

Statute Interpretation Assumptions:

- **Location:** All parcels within 0.5 mile commuter rail station(s)
- **Density:** Allow 15 units/acre
- **Use:** Must allow multi-family housing

Reasonable Size

The concept of “reasonable size” was introduced by the statute, but its meaning was made specific by the guidelines and subsequently the regulations. There is no definition of the meaning of reasonable size within the statute. As such there is no acreage or unit target in this hypothetical scenario. In the absence of more specific guidance Utile suggests taking a conservative approach and including all land within 0.5 miles of commuter rail stations.

Definition of Multi-family

Since this term was further defined in the guidelines as 3+ units, but was not defined as such in the statute, we are assuming that 2 units on a lot would count in this hypothetical scenario.

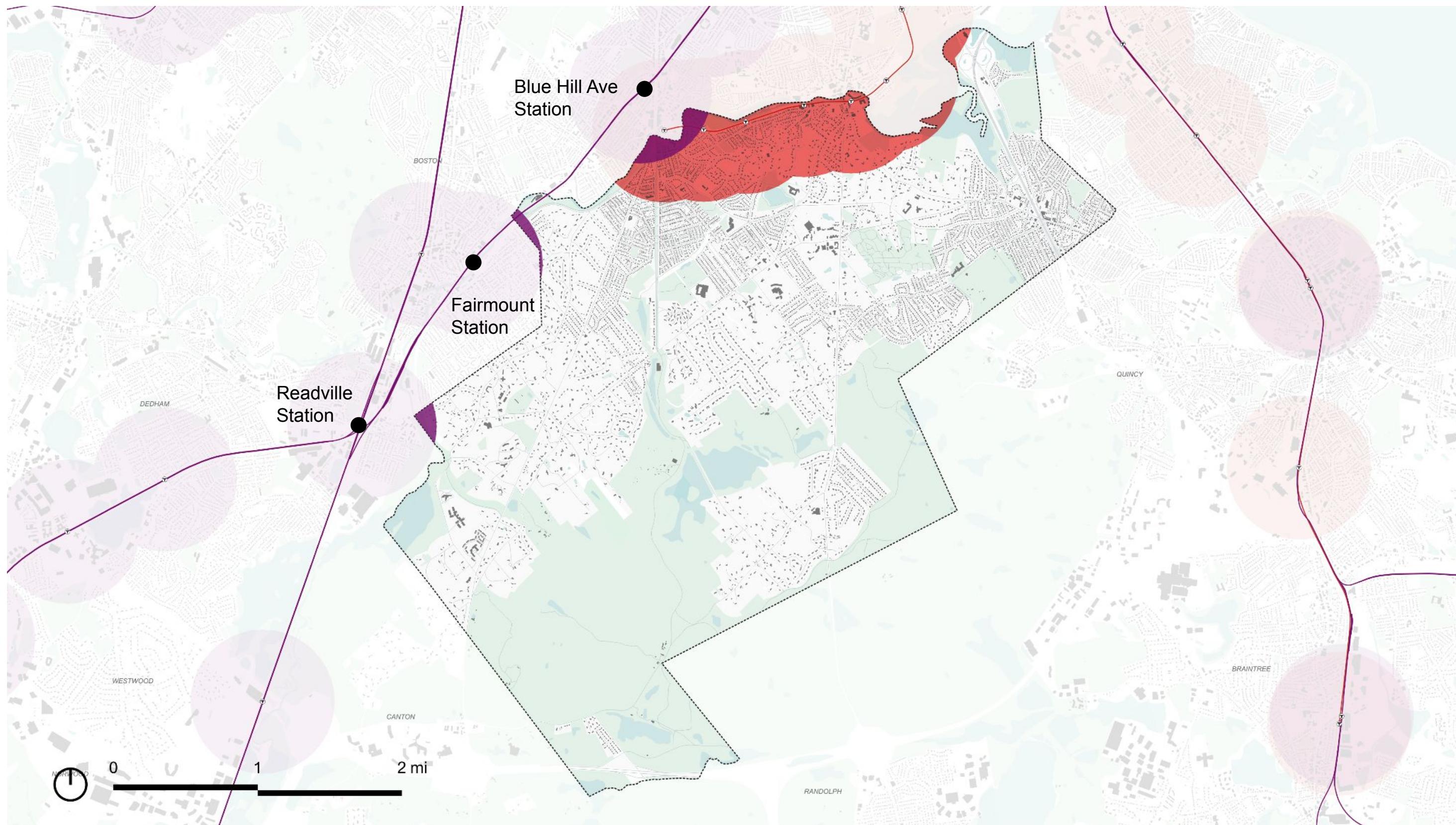
Environmental Code Developable Land Limitations

For the purposes of estimating unit capacity, we are making use of the Statewide parcel layer density denominator deductions as a proxy for consistency with the following Massachusetts General Laws (MGL) / Code of Massachusetts Regulations (CMR) limitations, which are incorporated into the statute by reference:

- Wetlands Protection Act (Section 40 of Chapter 131)
- Sewage/Septic Requirements (Title 5 of the State environmental code, aka 310 CMR 15.00)

Note: Utile will continue researching the specific meaning of these environmental limitations

Milton Transit Station Area



Commuter Rail Station Area



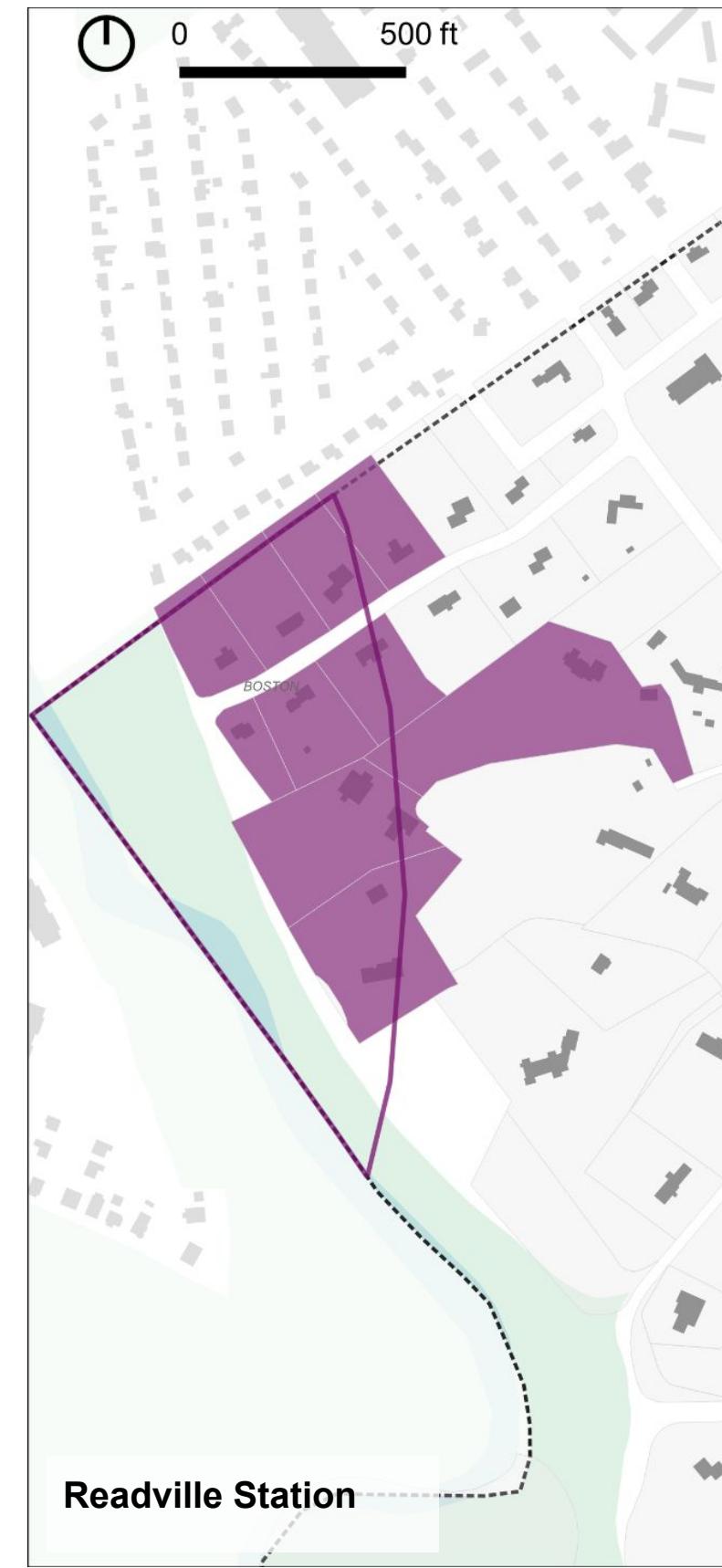
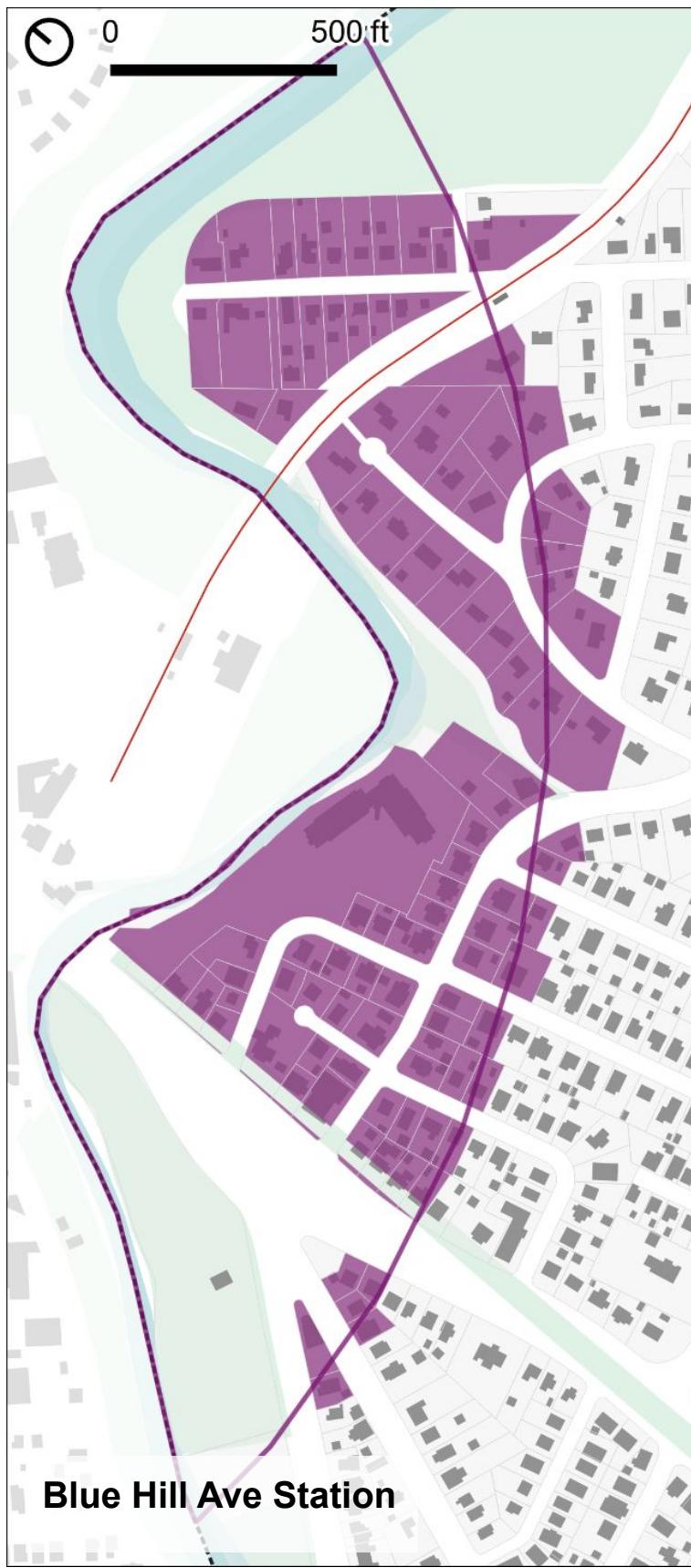
**Gross Commuter Rail Station Area:
74 Acres**

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

Developable 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



Current Use

Of the 149 parcels, it is predominantly single family:

- 116 single family parcels
- 20 two-family parcels
- 13 other (residential condo, 8+ unit multifamily, DCR, vacant, institutional)

Combined acreage of all parcels in station area:

- 75.3 acres
- 50.6 acres developable
- 24.7 acres excluded (per compliance model)

Note: maps reflect developable parcels (excluding public/institutional), not all parcels.

This calculation reflects the combined acreage of all developable parcels that share any overlap (however small) with the 37.5 acres of developable land in the commuter rail station area. The additional acreage (summing up to 50.6 acres from 37.5 acres) reflects the portions of developable parcels that fall outside the 0.5 mile station area catchment.

Hypothetical “Statute Plan” Modeling Summary

Inputs & parameters:

Location:

All parcels with any part of the parcel falling within 0.5 mile of commuter rail station(s)

- 149 parcels
- 75.3 acres
 - 24.7 acres excluded*
 - 50.6 developable acres*

Density:

15 units/acre, round down for partial units

Use:

Must allow multi-family housing, assumed to mean 2 units or more on one parcel

Outputs:

Including 1-2 unit per parcel

- 683 modeled unit capacity*
- 13.5 modeled units/acre (without excluded land)*
- 9.1 modeled units/acre (with excluded land)

Excluding 1-2 unit per parcel

- 582 modeled unit capacity*
- 11.5 modeled units/acre (without excluded land)*
- 7.7 modeled units/acre (with excluded land)

Observations:

- 8 parcels produce no units based on parcel size or ownership
- 33 parcels allow no more than 1 unit
- 34 parcels allow no more than 2 units
- 57 parcels allow 3-8 units
- 16 parcels allow more than 8 units

** calculated based on all excluded land in compliance model, which excludes institutional and public land.*

Subdistrict Locations & Assumptions

2024 Base Subdistricts

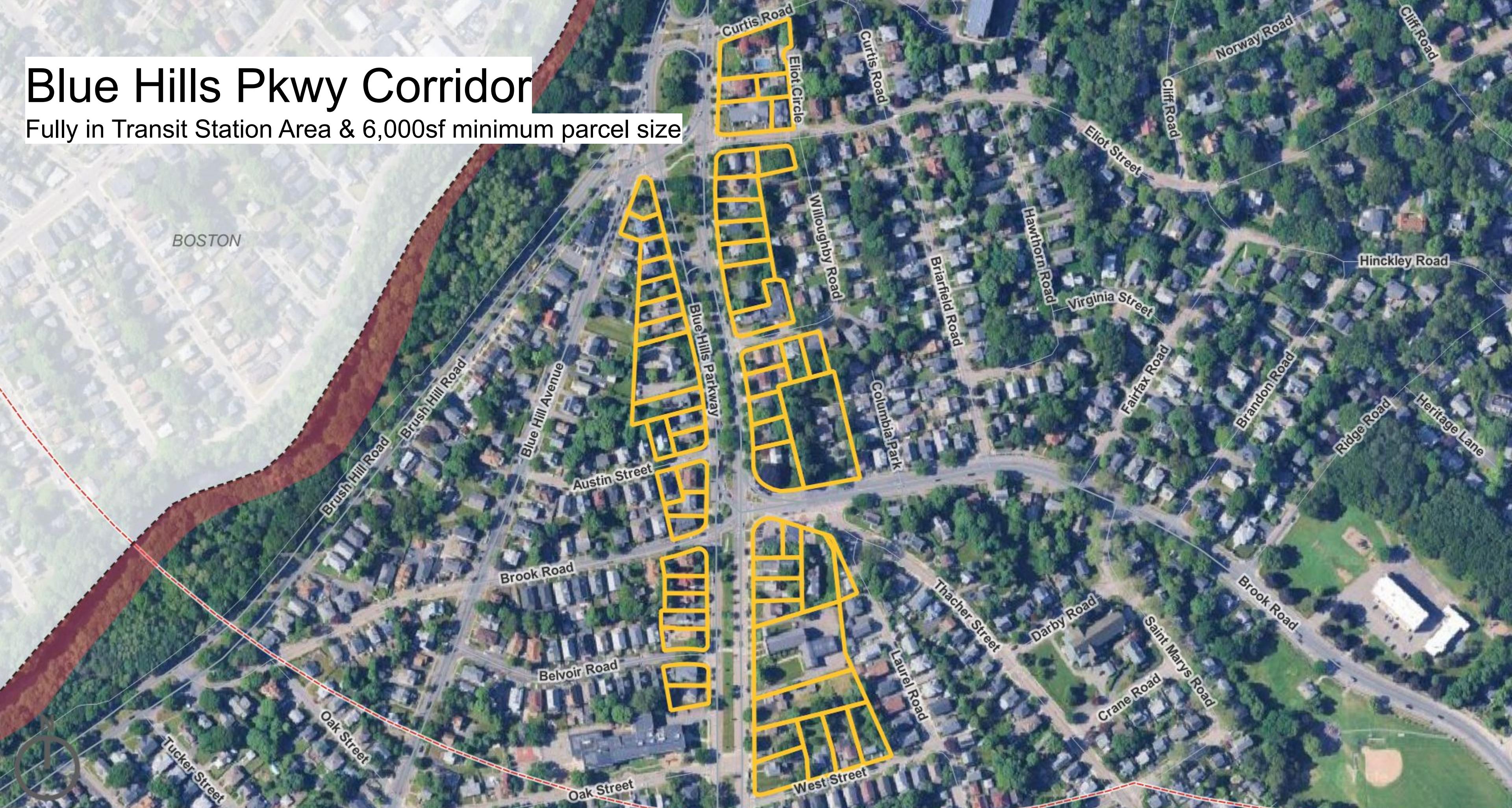
Milton 3A & MMU Districts

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



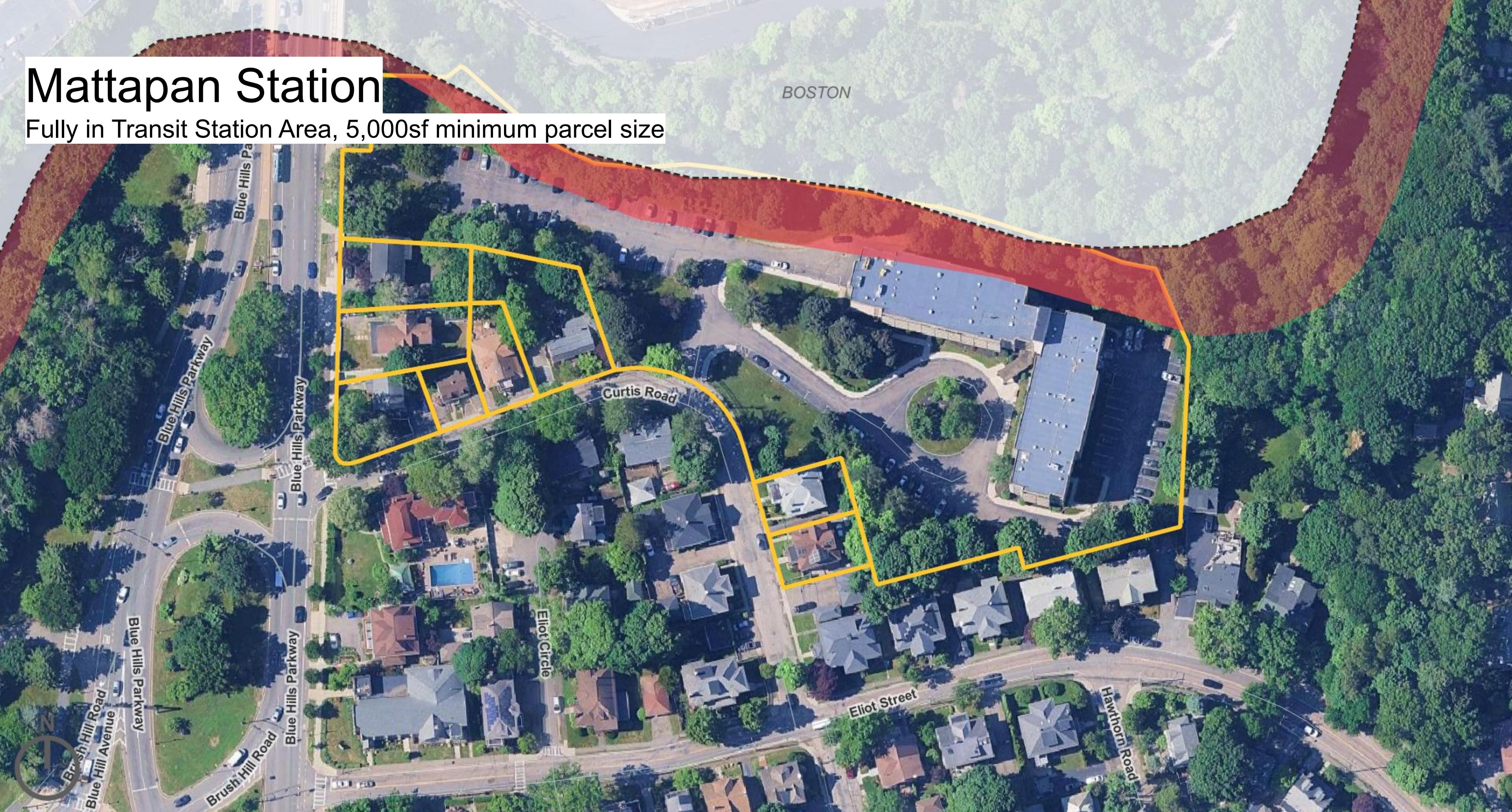
Blue Hills Pkwy Corridor

Fully in Transit Station Area & 6,000sf minimum parcel size



Mattapan Station

Fully in Transit Station Area, 5,000sf minimum parcel size



Eliot Street Corridor

Fully in Transit Station Area, Mattapan Trolley ~1,000ft Catchment Area less Historic District/Property, 6,000sf minimum parcel size



Eliot St Corridor Tier 1 Buildout Test-Fit

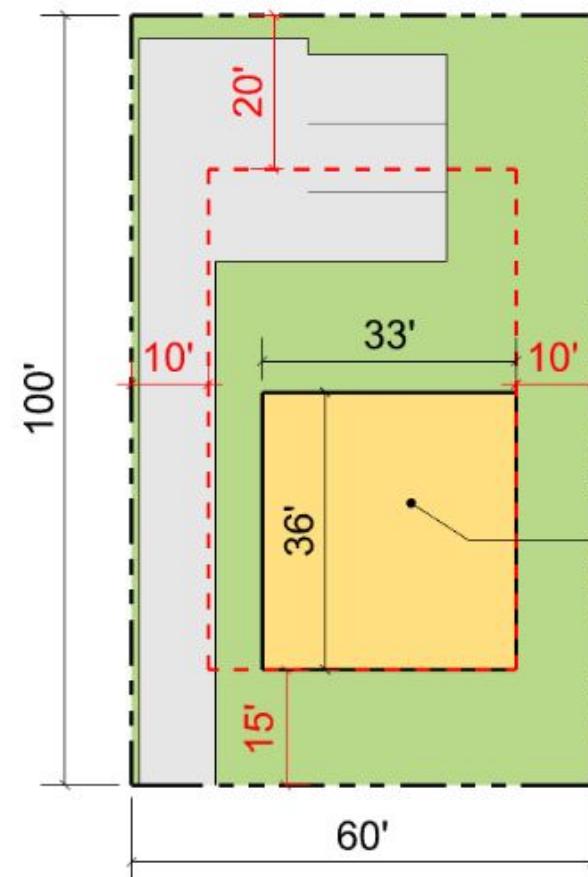
6,000 sf Parcel, 3 Units

Recommended Zoning Parameters

Front Setback: 15'
Side Setbacks: 5' min. on either side, 20' min. total for both sides
Rear Setback: 20'
Max. Bldg Height: 2.5 stories
Min. Parking Spaces: 1 per unit

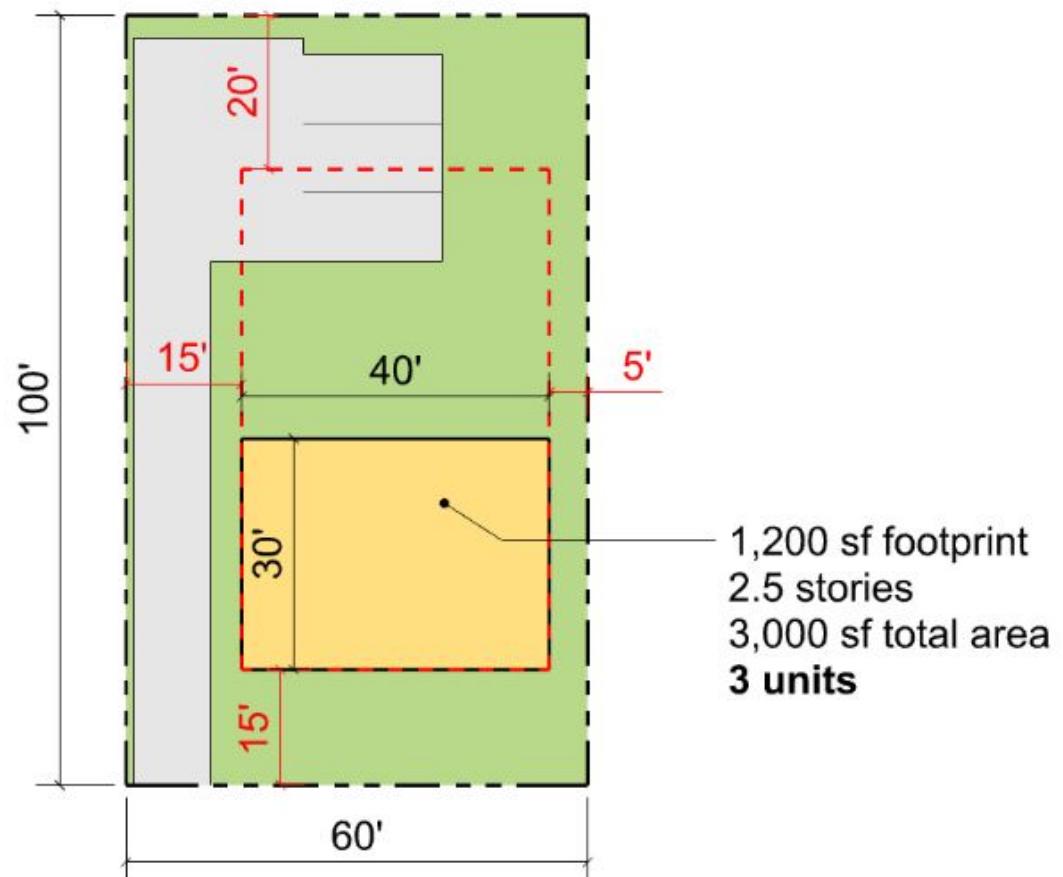
Compare with Current Tier 1 Parameters:

Min. Lot Size: 6,000 sf
Min. Open Space: 40%
Max. Floor Area Ratio (FAR): 0.5
Max. Stories: 2.5
Max. Parking: 1 space/unit



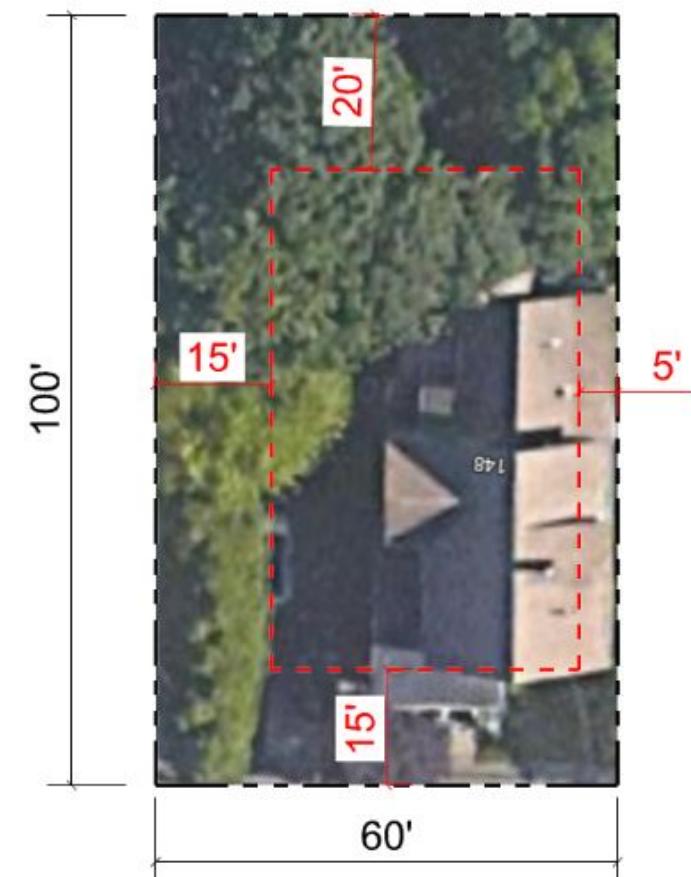
1 Building - Symmetrical Side Setbacks (FAR: 0.5)

Building Coverage = 20.0%
Building + Parking/Paving Coverage = 49.9%
Open Space = 50.1%



1 Building - Asymmetrical Side Setbacks (FAR: 0.5)

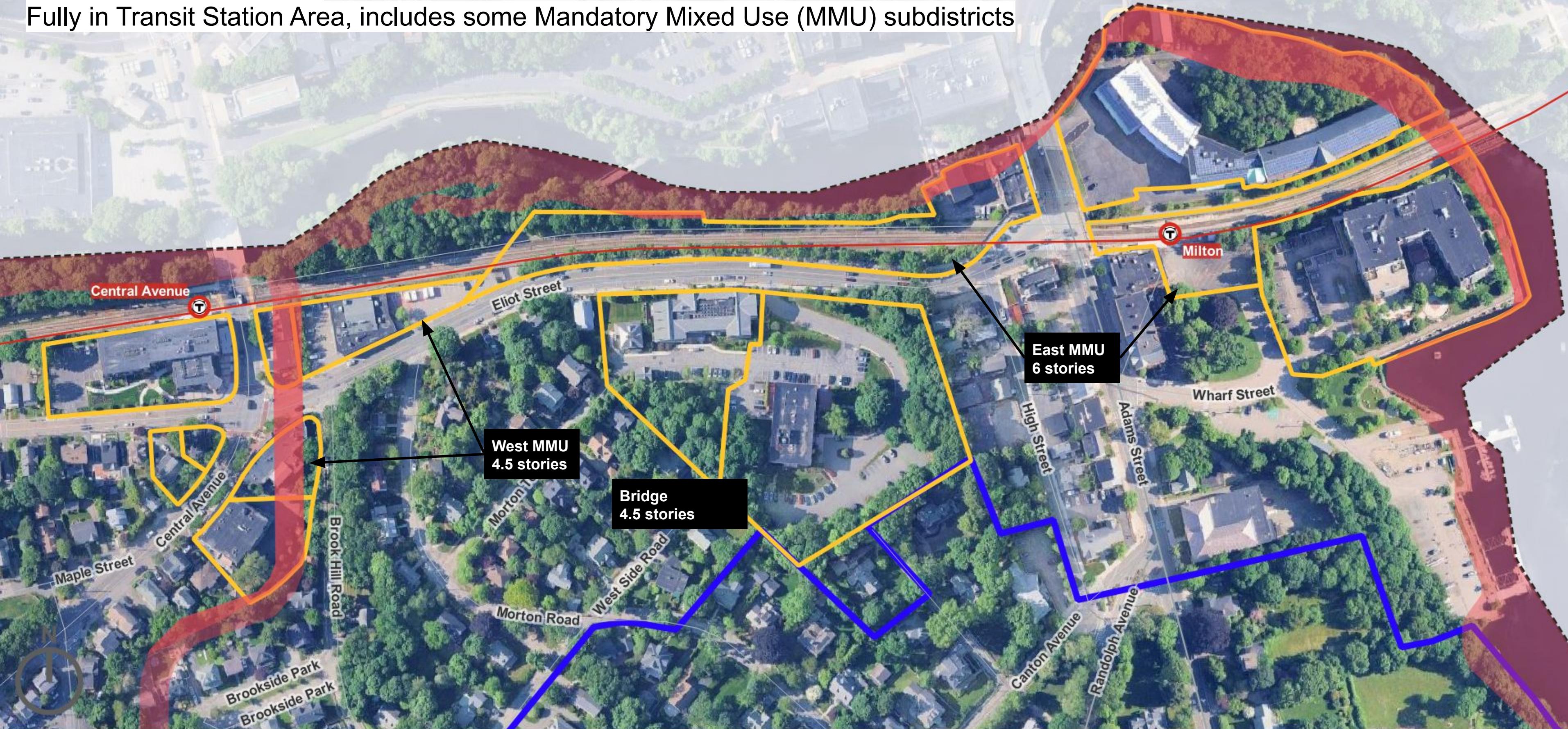
Building Coverage = 20.0%
Building + Parking/Paving Coverage = 50.1%
Open Space = 49.9%



Similar Existing Parcel

Milton Station

Fully in Transit Station Area, includes some Mandatory Mixed Use (MMU) subdistricts



Granite Ave

Partially in Transit Station Area



East Milton Square

Not in Transit Station Area

Removed Parcels Due to
Public Ownership &
Historic Value



2025 Additional Subdistrict Candidates

Consider the following additional candidate districts at roughly these densities:

- **Paper Mill Site:** 90-173 units (e.g. 120)
- **Brushwood:** 50 units
- **St Pius:** 30 units
- **Ice House Site (485 Blue Hills Pkwy):** 54 units on site, maybe 70 max
- **711 Randolph Ave:** 115 units
- **Randolph Ave & Access Rd (Horse Farm):** 120 units

New Subdistricts For Consideration

Replace Granite Ave S / E Milton Sq

1 **Paper Mill Site:**
2.5 acres (without MBTA Rail ROW)*

2 **Brushwood:**
17.8 acres*

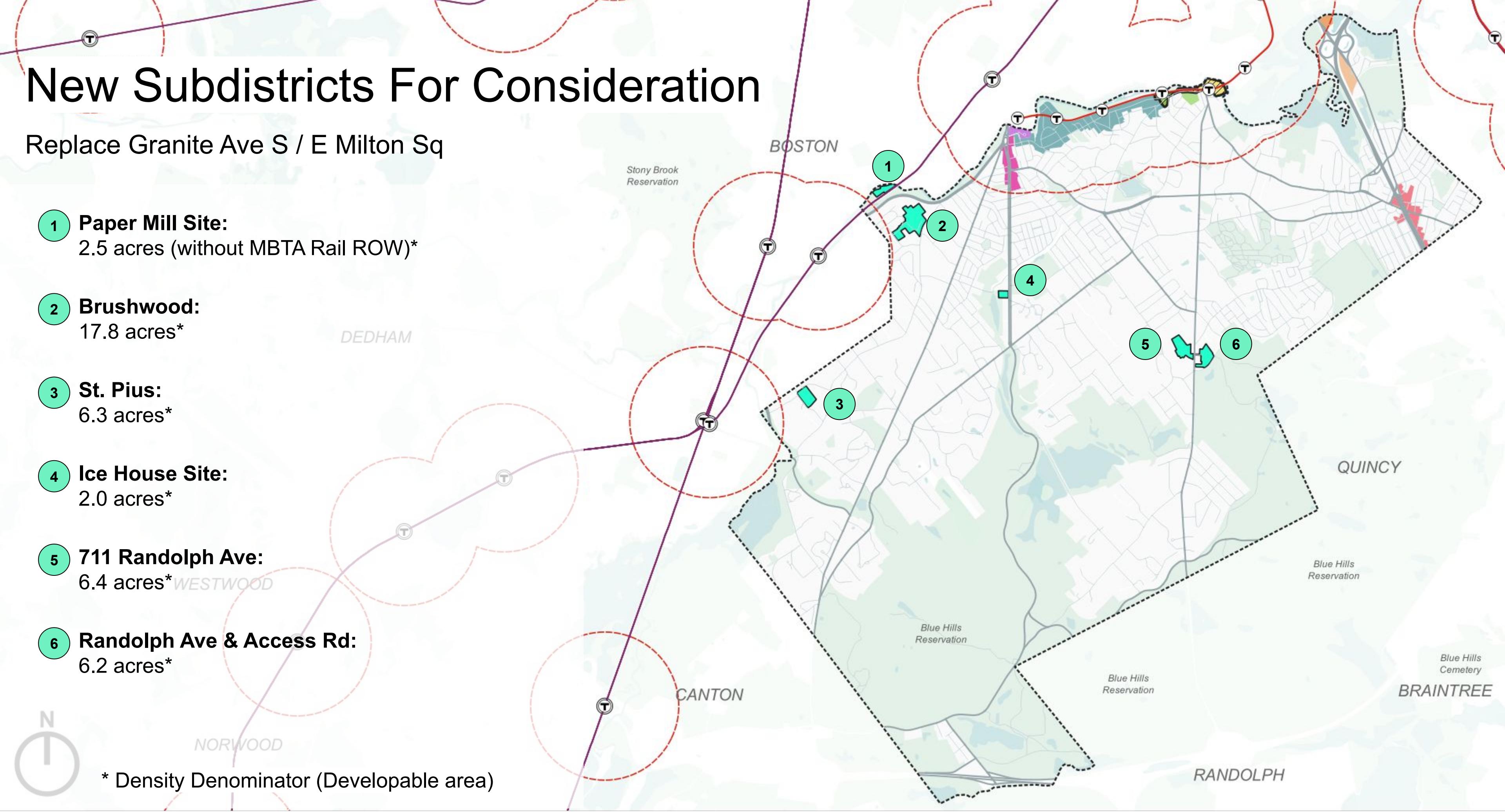
3 **St. Pius:**
6.3 acres*

4 **Ice House Site:**
2.0 acres*

5 **711 Randolph Ave:**
6.4 acres*^{WESTWOOD}

6 **Randolph Ave & Access Rd:**
6.2 acres*

* Density Denominator (Developable area)



Paper Mill Site

Paper Mill Site
3.5 acres
2.7 developable acres

NOTE: existing limited one-lane driveway access under MBTA tracks is only site access. To be developed, density would need to be sufficient to support infrastructure improvements needed.

Arguing for 5 acre exception due to
MBTA Rail ROW & MA DCR Parcel
separation creating unique site
condition

Fairmount Station
Commuter Rail Stop
0.5 Mile Radius

Adjacency:
Brushwood

Brushwood

Adjacency:
Paper Mill Site



St Pius

Readville Station
Commuter Rail Stop
0.5 Mile Radius



Ice House Site



711 Randolph Ave



Randolph Ave & Access Rd



Hypothetical Adjacent Community Scenarios

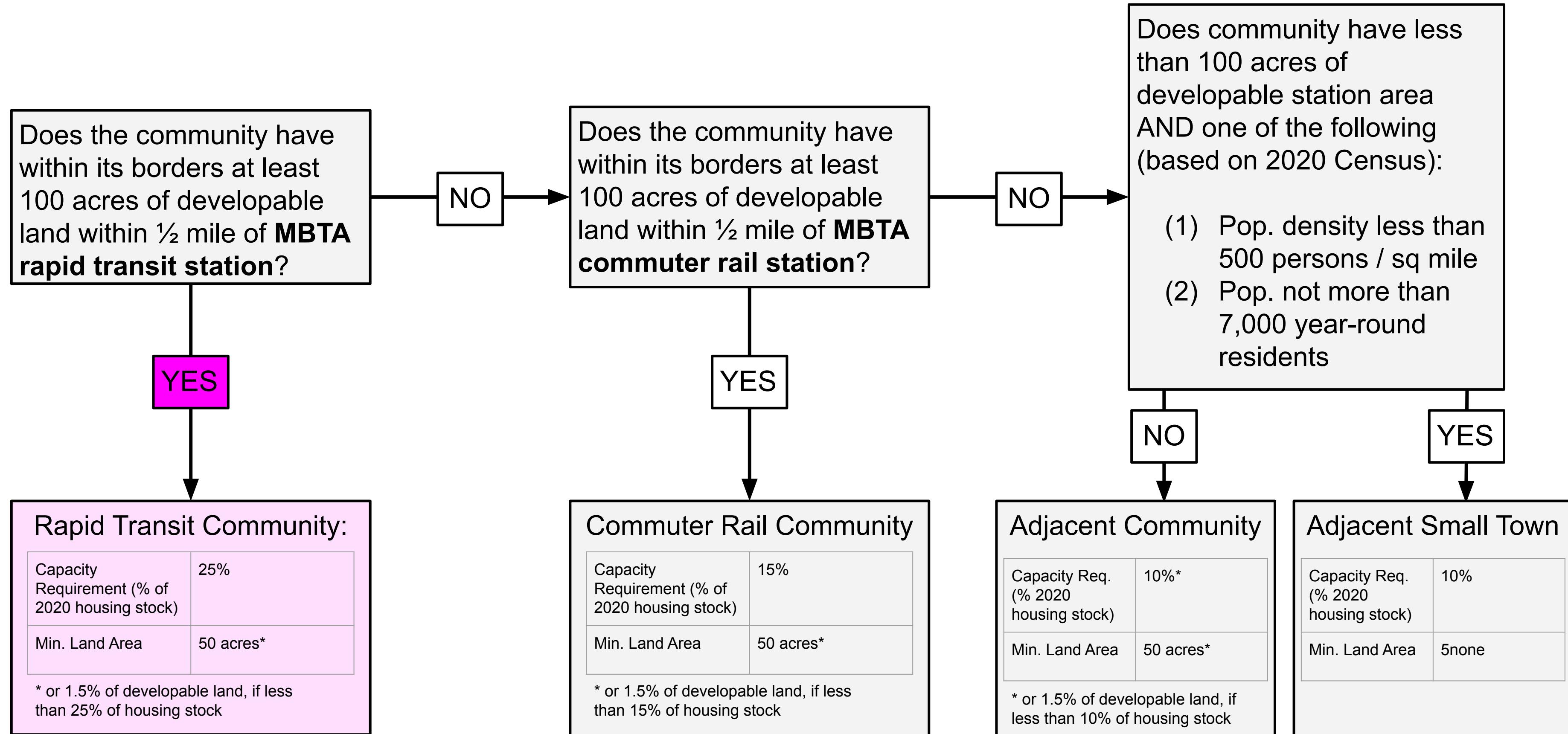
Treat this as the base scenario:

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- Blue Hills Parkway Corridor
- Mattapan Station
- Granite Ave North

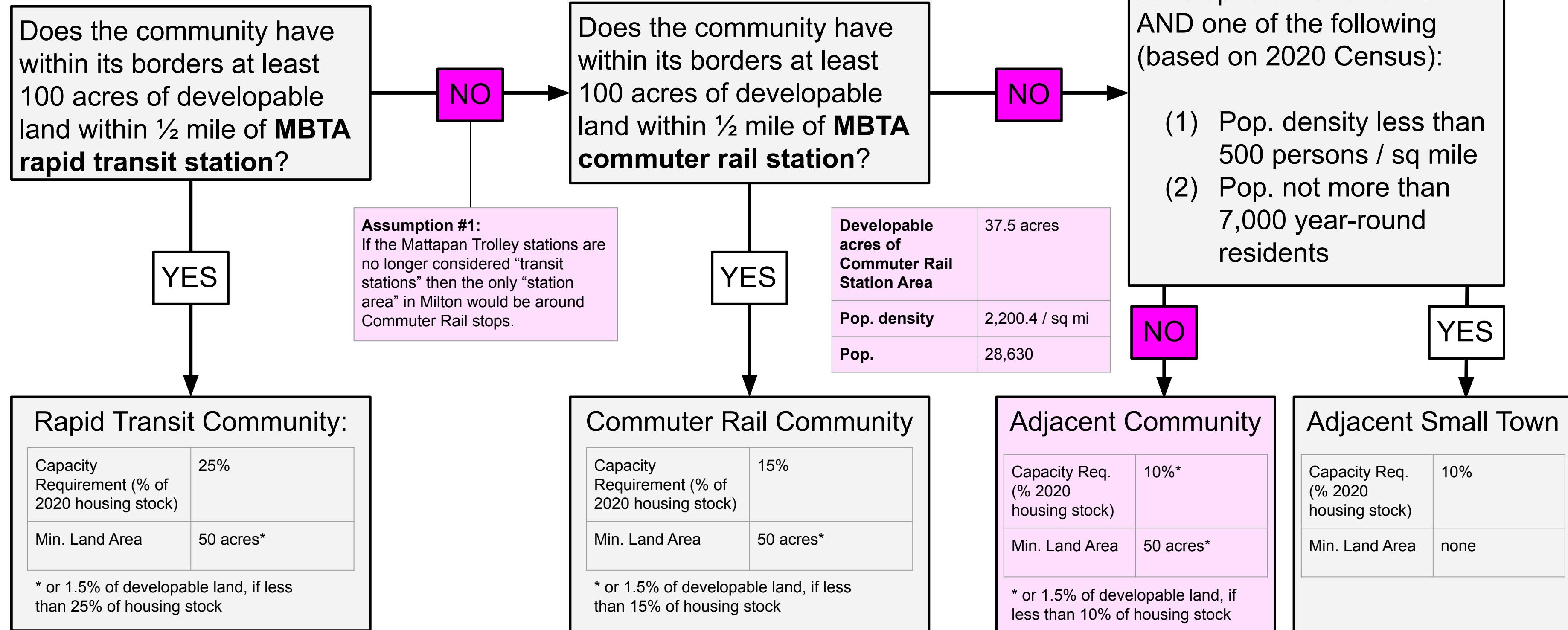
Prepare 4+ variations:

1. Add 711 Randolph Ave at 90 units, maintain existing Eliot St Corridor parameters
2. Add Paper Mill Site at 90 units, maintain existing Eliot St Corridor parameters
3. Add 711 Randolph Ave & Paper Mill Site at enough units to drop Eliot St Corridor to 3 units for all tiers
4. Add 711 Randolph Ave & Paper Mill Site at enough units to drop Eliot St Corridor to 3 units for all tiers & increase min lot size to 7,000sf or 7,500sf

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



Milton's Hypothetical Alternative Scenario: Adjacent Community



Milton's Hypothetical Alternative Scenario Targets

	<u>Milton's Designation</u> Rapid Transit Community	<u>Hypothetical</u> Adjacent Community	<u>Hypothetical</u> "Statute Plan"
Min. Density (aggregate/average)	15 units/acre	15 units/acre	15 units/acre
Designated % of Housing Stock	25%	10%	n/a
Min. Multifamily Unit Capacity	2,461	985	563
Min. % Land Area & Unit Capacity within Station Area	50%	n/a	100%
Min. % Contiguous	50%	50%	n/a
Min. Land Area	50 acres	50 acres	37.5 acres

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

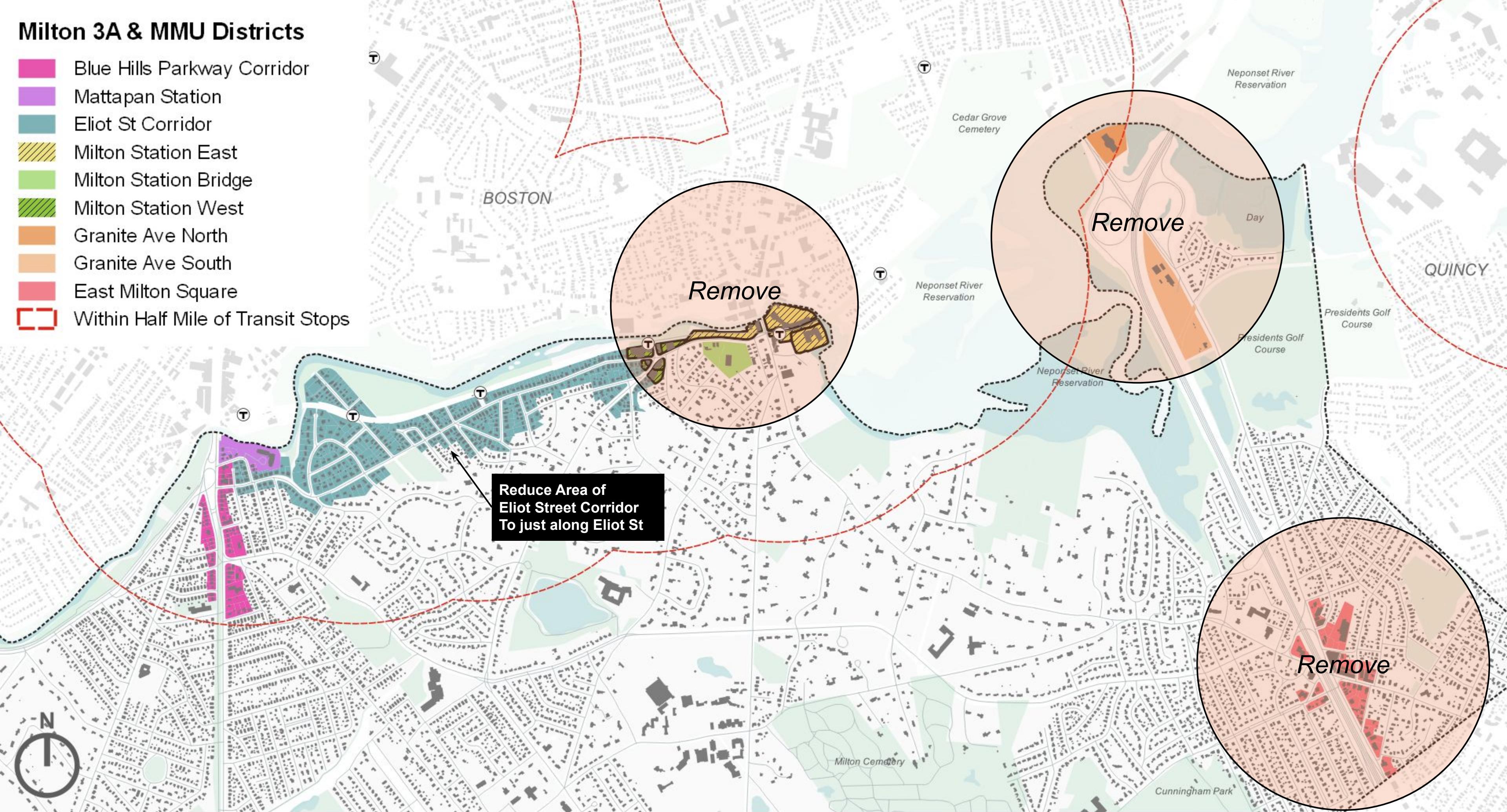
If we calculate Milton's targets as if it was in the **Adjacent Community** category, we get:

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

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

Milton 3A & MMU Districts

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



Eliot Street Corridor Reduction

This is based on a shortest path analysis to approximate the Planning Board's logic of only parcels fronting on Eliot Street.



Hypothetical Adjacent Community Compliance Summary

Scenario 1: Add 711 Randolph Ave at ~90 units, maintain existing Eliot St Corridor parameters

Subdistrict	Key Model Inputs							Model Outputs							
	Max. units/acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Min. % Open Space	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	45	1.1	n/a	n/a	1.5	6	40%	171	3.8	2.8	60.6		n/a	n/a	3A
Mattapan Station	45	1.1	n/a	5,000 sf	1	6	40%	183	5.1	4.4	42.0	contributing	n/a	n/a	3A
711 Randolph Ave	12	.7	n/a	n/a	1	2.5	40%	97	8.1	6.4	15.2				
Eliot Street Corridor - Tier 1	n/a	0.5	3	6,000 sf	1	2.5	40%	183	20.6	20.6	8.9	contributing	n/a	n/a	3A
Eliot Street Corridor - Tier 2	n/a	0.4	4	10,000 sf	1	2.5	40%	92	7.9	7.9	11.6	contributing	n/a	n/a	3A
Eliot Street Corridor - Tier 3	n/a	0.27	4	15,000 sf	1	2.5	40%	40	5.4	5.4	7.4	contributing	n/a	n/a	3A
Blue Hills Pkwy Corridor	30	0.5	n/a	6,000 sf	1	2.5	50%	235	16.6	16.6	14.2	contributing	n/a	n/a	3A
TOTAL								1,001	67.5	64.1	15.6	82.4%	n/a	n/a	n/a
COMPLIANCE TARGET								985	50	n/a	15	50%	n/a	n/a	Min. 75%

Hypothetical Adjacent Community Compliance Summary

Scenario 2: Add Paper Mill Site at ~90 units, maintain existing Eliot St Corridor parameters

Subdistrict	Key Model Inputs							Model Outputs							
	Max. units/acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Min. % Open Space	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	45	1.1	n/a	n/a	1.5	6	40%	171	3.8	2.8	60.6		n/a	n/a	3A
Mattapan Station	45	1.1	n/a	5,000 sf	1	6	40%	183	5.1	4.4	42.0	contributing	n/a	n/a	3A
Paper Mill Site	30	.7	n/a	n/a	1	6	40%	109	3.6	2.7	40.3				
Eliot Street Corridor - Tier 1	n/a	0.5	3	6,000 sf	1	2.5	40%	183	20.6	20.6	8.9	contributing	n/a	n/a	3A
Eliot Street Corridor - Tier 2	n/a	0.4	4	10,000 sf	1	2.5	40%	92	7.9	7.9	11.6	contributing	n/a	n/a	3A
Eliot Street Corridor - Tier 3	n/a	0.27	4	15,000 sf	1	2.5	40%	40	5.4	5.4	7.4	contributing	n/a	n/a	3A
Blue Hills Pkwy Corridor	30	0.5	n/a	6,000 sf	1	2.5	50%	235	16.6	16.6	14.2	contributing	n/a	n/a	3A
TOTAL								1,013	63.0	60.4	16.8	88.3%	n/a	n/a	n/a
COMPLIANCE TARGET								985	50	n/a	15	50%	n/a	n/a	Min. 75%

Suggestion: without doing extensive feasibility research, we would suggest zoning the Paper Mill Site for at least 125-150 units and 6 stories to facilitate investment in the infrastructure and access improvements that may be needed to make development viable on this site.

Hypothetical Adjacent Community Compliance Summary

Scenario 3. Add 711 Randolph Ave & Paper Mill Site at enough units to drop Eliot St Corridor to 3 units for all tiers

Subdistrict	Key Model Inputs							Model Outputs							
	Max. units/ acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Min. % Open Space	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
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711 Randolph Ave	12	.7	n/a	n/a	1	2.5	40%	97	8.1	6.4	15.2				
Paper Mill Site	30	.7	n/a	n/a	1	6	40%	109	3.6	2.7	40.3				
Eliot Street Corridor - Tier 1	n/a	0.5	3	6,000 sf	1	2.5	40%	183	20.6	20.6	8.9	contributing	n/a	n/a	3A
Eliot Street Corridor - Tier 2	n/a	0.4	3	10,000 sf	1	2.5	40%	69	7.9	7.9	8.7	contributing	n/a	n/a	3A
Eliot Street Corridor - Tier 3	n/a	0.27	3	15,000 sf	1	2.5	40%	30	5.4	5.4	5.6	contributing	n/a	n/a	3A
Blue Hills Pkwy Corridor	30	0.5	n/a	6,000 sf	1	2.5	50%	235	16.6	16.6	14.2	contributing	n/a	n/a	3A
TOTAL								1077	71.1	66.8	16.1	78.2%	n/a	n/a	n/a
COMPLIANCE TARGET								985	50	n/a	15	50%	n/a	n/a	Min. 75%

Hypothetical Adjacent Community Compliance Summary

Scenario 4. Add 711 Randolph Ave & Paper Mill Site, drop Eliot St Corridor to 3 units for all tiers, 7,000sf min lot size

Subdistrict	Key Model Inputs							Model Outputs							
	Max. units/ acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Min. % Open Space	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
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Blue Hills Pkwy Corridor	30	0.5	n/a	6,000 sf	1	2.5	50%	235	16.6	16.6	14.2	contributing	n/a	n/a	3A
TOTAL								1,017	71.1	66.8	15.2	78.2%	n/a	n/a	n/a
COMPLIANCE TARGET								985	50	n/a	15	50%	n/a	n/a	Min. 75%

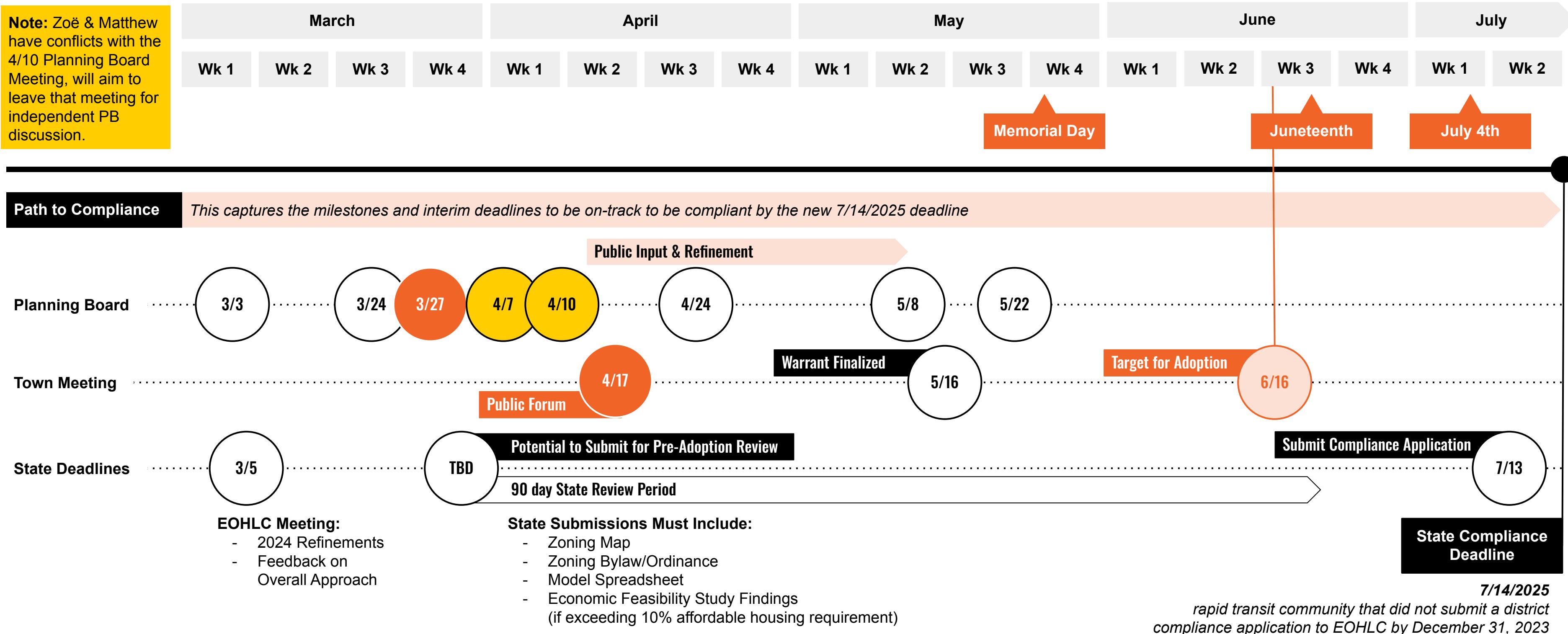
Hypothetical Adjacent Community Compliance Summary

Scenario 5. Add 711 Randolph Ave & Paper Mill Site, drop Eliot St Corridor to 3 units for all tiers, 7,500sf min lot size

Subdistrict	Key Model Inputs							Model Outputs							
	Max. units/ acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Min. % Open Space	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
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Blue Hills Pkwy Corridor	30	0.5	n/a	6,000 sf	1	2.5	50%	235	16.6	16.6	14.2	contributing	n/a	n/a	3A
TOTAL								966	71.1	66.8	14.5	78.2%	n/a	n/a	n/a
COMPLIANCE TARGET								985	50	n/a	15	50%	n/a	n/a	Min. 75%

Milton's Compliance Timeline

Initial studies began in May of 2023, and have continued off and on since. We are now working towards a **deadline of July 14, 2025**.



Thank You!

