

MBTA Communities Compliance

Technical Assistance
Town of Milton

Planning Board's Public Forum
April 17, 2025

Agenda

Planning Board's MBTA Communities Public Forum

- 1. Understanding Compliance**
- 2. Subdistricts Used**
- 3. Rapid Transit Community Plan**
- 4. Hypothetical Adjacent Community Plan**
- 5. Hypothetical “Statute Plan” Plan**
- 6. Next Steps**

Understanding Compliance

Overview of MBTA Communities (Section 3A) 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 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.

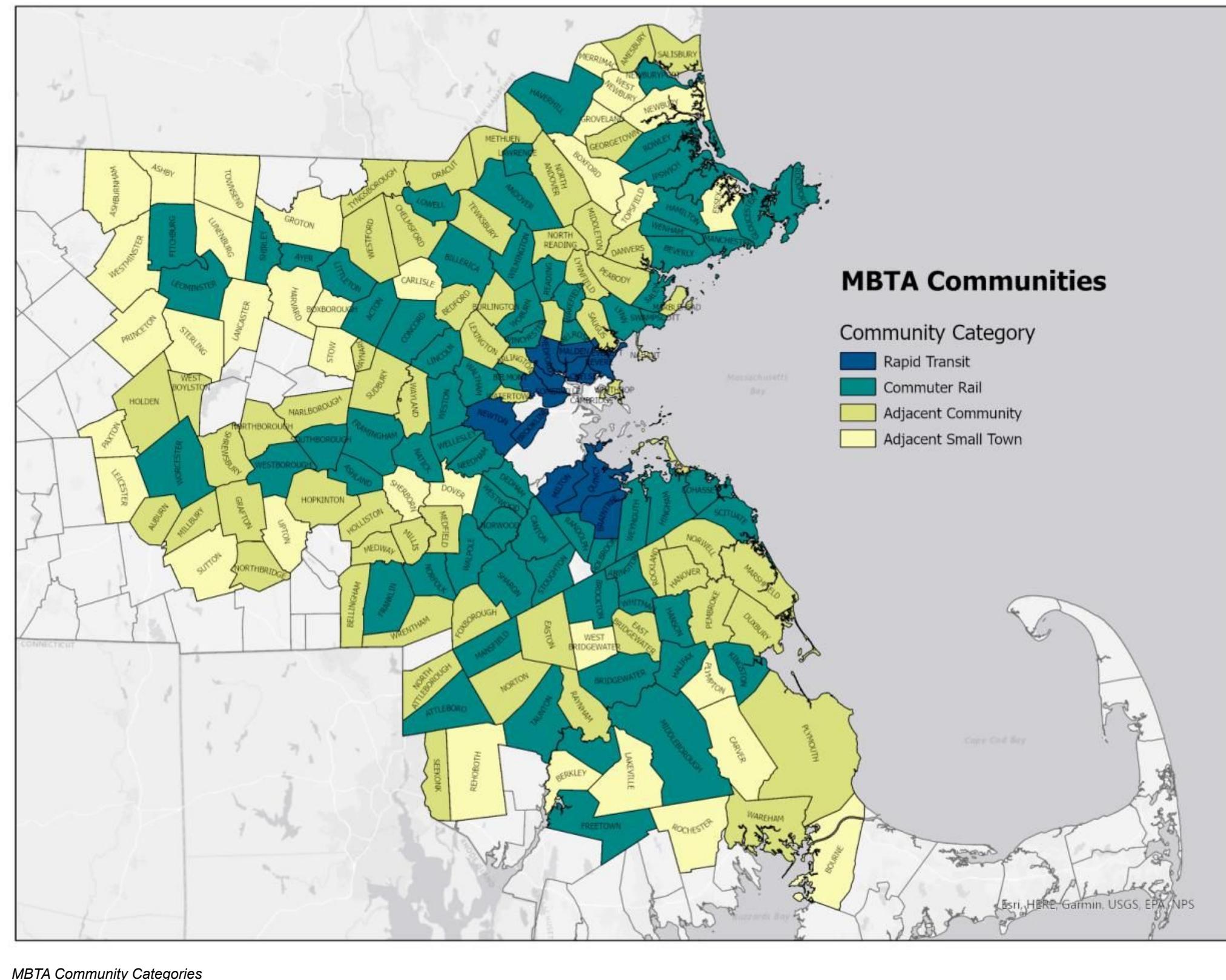
Note: the percentage of land area and unit capacity that has to be within the station area varies by community according to the acres of developable land within the station area.

- **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 |
|---------------------|--|---|
| Rapid Transit | 25%* | Whichever is less: 50 acres, or 1.5% of the developable land |
| Commuter Rail | 15%* | |
| Adjacent Community | 10%* | |
| Adjacent Small Town | 5%* | n/a |

* Note that there are some exceptions to these percentage based calculation rules that are elaborated further in the regulations.



Outcome of Supreme Judicial Court (SJC) Ruling

See the January 14, 2025 EOHL^C [Press Release](#) & [FAQ](#)

The SJC upheld the MBTA Communities Law as constitutional and valid. The original guidelines have now been supplanted by [final regulations](#) with updated dates. These regulations were published on April 14, 2025 and incorporated [minor revisions](#) following the public comment period from January 31 – February 21 of this year.

Key State Actions

- **January 8, 2025:**
Massachusetts Supreme Judicial Court published an opinion [confirming that the MBTA Communities Law is constitutional and valid](#), and that the Attorney General has the power to enforce it. The Court also opined that EOHL^C must promulgate the law's implementing guidelines through the Administrative Procedures Act if they are to be enforceable.
- **January 14, 2025:**
EOHL^C filed emergency regulations with the Secretary of the Commonwealth which are in effect for 90 days.
- **February 21, 2025:**
Public comment period closed on proposed regulations.
- **April 14, 2025:**
[Final regulations](#) posted with minor revisions, see redline [here](#).

Deadlines for Milton:

- [Action Plan / February 13, 2025](#):
Deadline to submit a new action plan to the state, outlining Milton's plan to achieve compliance.
- [Regulation Comments / February 21, 2025](#):
Deadline to submit public comment to EOHL^C on the proposed regulations.
- [Compliance Application / July 14, 2025](#):
Deadline to submit a district compliance application for EOHL^C review.

As of January 14, 2025, **116 communities** had already adopted multifamily zoning districts as a result of the MBTA Communities law.

Town Obligations Under State Law

Attorney General's Advisory and Loss of Funds

"All MBTA Communities must comply with the Law... MBTA Communities cannot avoid their obligations under the Law by foregoing this funding." - AG Campbell's 3/15/2023 Advisory

Failure to comply with the Housing Choice Law may result in:

- Civil enforcement action and/or liability under federal and state fair housing laws, as well as State antidiscrimination law and federal Fair Housing Act
- Loss of funds from the following programs:
 - Housing Choice Initiative
 - Local Capital Project Fund
 - MassWorks Infrastructure Program
 - 13 discretionary grant programs which will consider Section 3A compliance when making grant award recommendations

Discretionary grant programs impacted:

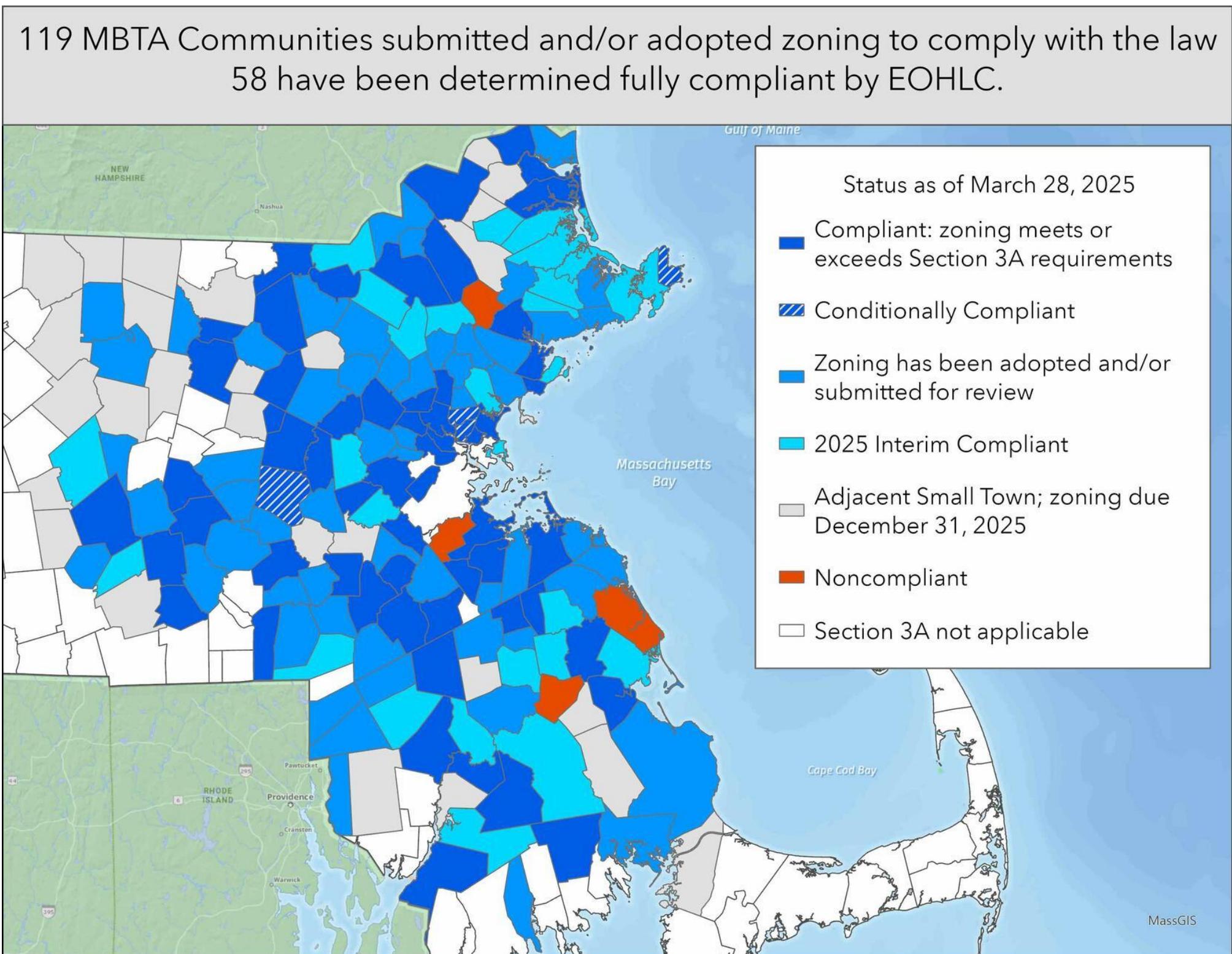
- Community Planning Grants, EOHLG
- Massachusetts Downtown Initiative, EOED
- Urban Agenda, EOED
- Rural and Small Town Development Fund, EOED
- Brownfields Redevelopment Fund, MassDevelopment
- Site Readiness Program, MassDevelopment
- Underutilized Properties Program, MassDevelopment
- Collaborative Workspace Program, MassDevelopment
- Real Estate Services Technical Assistance, MassDevelopment
- Commonwealth Places Programs, MassDevelopment
- Land Use Planning Grants, EOEEA
- Local Acquisitions for Natural Diversity (LAND) Grants, EOEEA
- Municipal Vulnerability Preparedness (MVP) Planning and Project Grants, EOEEA

Compliance Status of Communities Today

Non-compliant Communities as of 03-28-2025:

4 of 177 (2.3%)

- Halifax
- Marshfield
- Middleton
- Milton



What is the MBTA Communities Act?

High-Level Overview

- Also known as “Section 3A” (Mass. General Laws c.40A §3A)
- Requires communities with MBTA rail access (or adjacent to MBTA rail access) to have at least one zoning district which permits **multi-family** development **as of right**
 - **3+ units**
 - **“development may proceed without the need for a special permit, variance, amendment, waiver, or other discretionary approval”**
- **No required ground floor commercial***
- **No restrictions on**
 - **Age**
 - **Number or size of bedrooms**
 - **Number of occupants**

Note: Site Plan Review is still allowable

* Up to 25% of unit capacity can come from a mixed-use subdistrict ([with limitations](#))

Key Definitions: “Multi-Family Housing” & “Gross Density”

Per Massachusetts General Laws (MGL) Chapter 40A Section 3A & Section 1A Definitions incorporated by reference

Multi-family Housing

- **1 building with 3+ units, or**
- **2+ buildings on the same lot, each with 2+ units**

Direct Section 1A Definition Text:

"Multi-family housing", a building with 3 or more residential dwelling units or 2 or more buildings on the same lot with more than 1 residential dwelling unit in each building.

Gross Density

- **Measurement:** units-per-acre
- **Includes** land occupied by:
 - Public rights-of-way
 - Any recreational, civic, commercial and other non-residential uses

Direct Section 1A Definition Text:

"Gross density", a units-per-acre density measurement that includes land occupied by public rights-of-way and any recreational, civic, commercial and other nonresidential uses.

How Mixed Use Districts Factor Into Compliance

All 3A districts can allow mixed use, but if a district requires mixed use, it must be calculated under the Mandatory Mixed Use (MMU) 'offset' rules.

What districts are eligible for the Mandatory Mixed Use (MMU) 'offset'?

A district is only eligible for the MMU 'offset' where existing village-style or downtown development is essential to preserve pedestrian access to amenities.

How do Mandatory Mixed Use (MMU) districts contribute to compliance?

- Up to 25% of a community's minimum multi-family unit capacity requirement can come from one or more Mandatory Mixed Use (MMU) zoning districts that require a ground floor non-residential component. Stated differently, at least 75% of a community's minimum multi-family unit capacity must be met by non-MMU districts.
- Community still needs to demonstrate the same total amount of unit capacity
- All other compliance targets (e.g. density, acreage) must be met by non-MMU districts

Note: Originally, districts that required mixed use were not eligible. The State released [updated guidance on August 17, 2023](#) allowing, among other things, the inclusion of a new Mandatory Mixed Use (MMU) provision. This change was made because municipal leaders in several MBTA communities asked for a path to receive some credit for mixed-use development zoning districts.

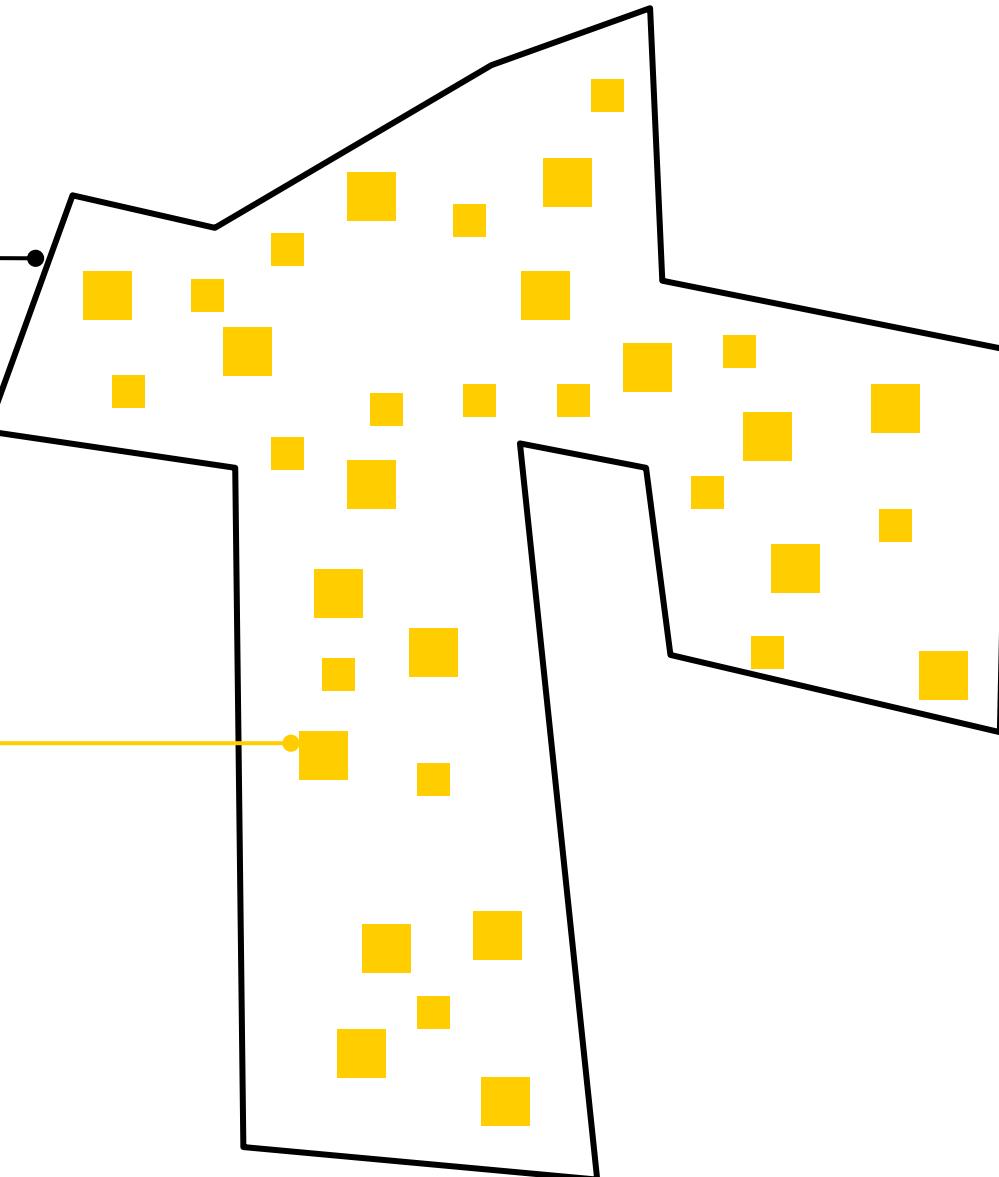
What does this mean for Milton?

District Size & Location

≥ 50 acres (can be split across *multiple subdistricts*)

At least 50% of district area must be:

- *in one contiguous area*
- *within ½ mile of transit stations*



District Density & Unit Capacity

≥ 2,461 units of zoned multifamily capacity

NOTE: this is a theoretical zoned capacity using the State calculation method. This is not a requirement to build a certain number of units, and has no relationship to existing units.

≥ 15 units per acre (average across all subdistricts)

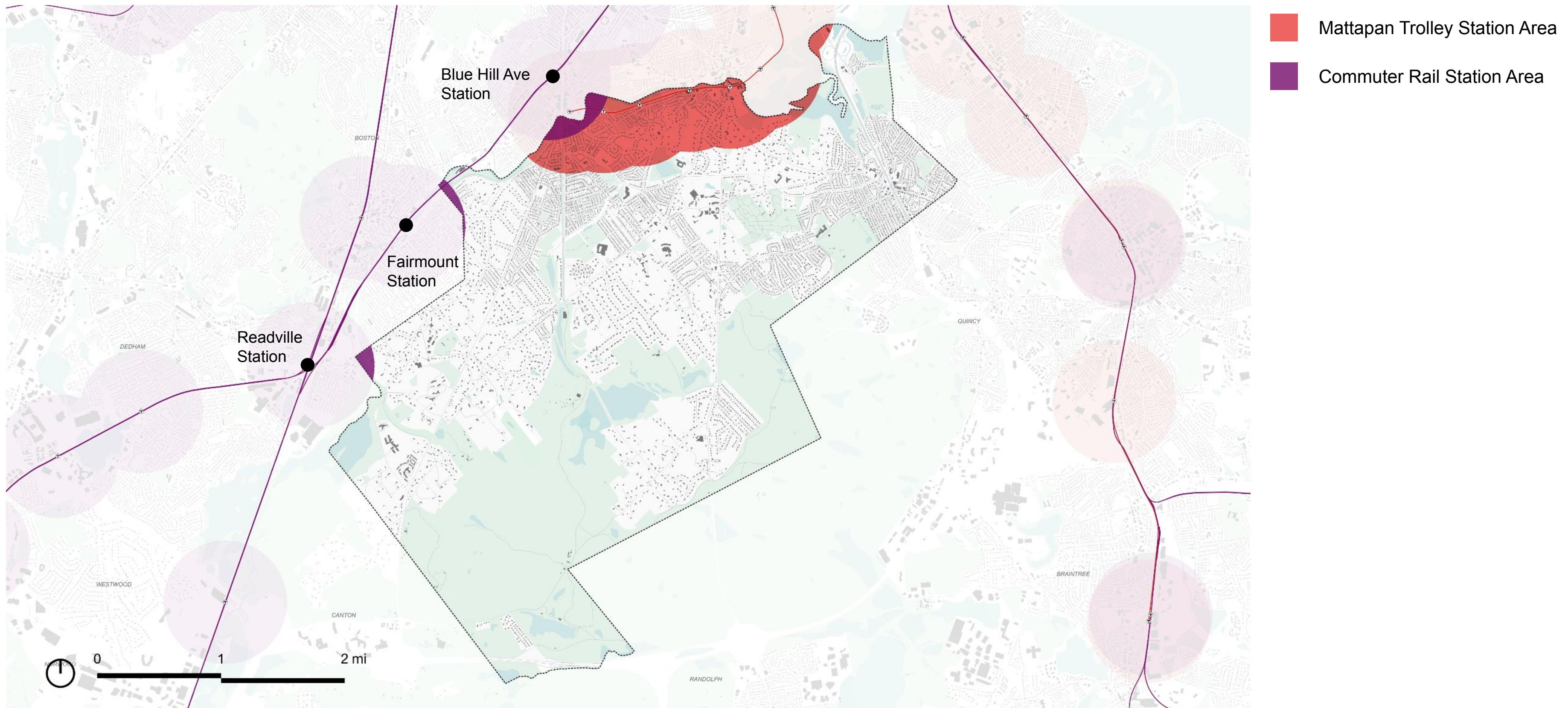
At least 50% of modeled unit capacity must be:

- *within ½ mile of transit stations*

For more information on Section 3A requirements, including key definitions, visit the State's website:

<https://www.mass.gov/info-details/multi-family-zoning-requirement-for-mbta-communities>

Milton Transit Station Area



Milton's Rapid Transit & Hypothetical Alternative Compliance 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 | n/a |
| 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 | n/a |

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%* |

What is the Compliance Model?

The basics of what this tool is for and how it works

The Compliance Model is an excel workbook with built-in formulas that provides estimated multi-family unit capacity and gross density based on parcel characteristics and zoning constraints.

The results of the compliance model estimate what is physically possible based on how zoning parameters interact with parcel characteristics (like wetlands) so that the State can compare apples to apples as they evaluate communities for compliance with the law. Compliance model estimates are not a prediction and do not take into account existing development, likelihood of redevelopment, or likely unit type mix.

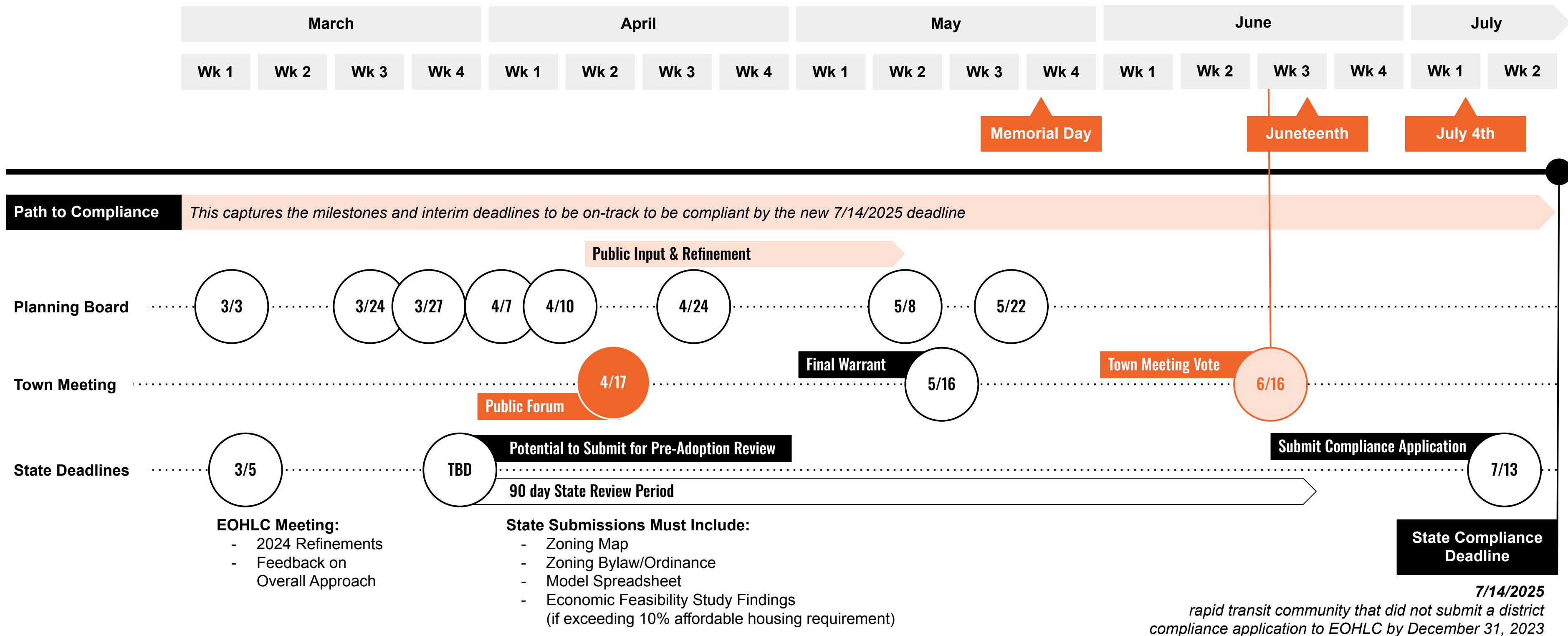
The model assumes an average of 1,000 square feet per dwelling unit.

What parameters most directly affect multi-family unit capacity and gross density?

- Building heights (number of stories)
- Floor Area Ratio (FAR)
- Minimum parking spaces per unit
- Minimum % open space
- Minimum lot size
- Undevelopable land (e.g. wetlands)

Milton's Compliance Timeline

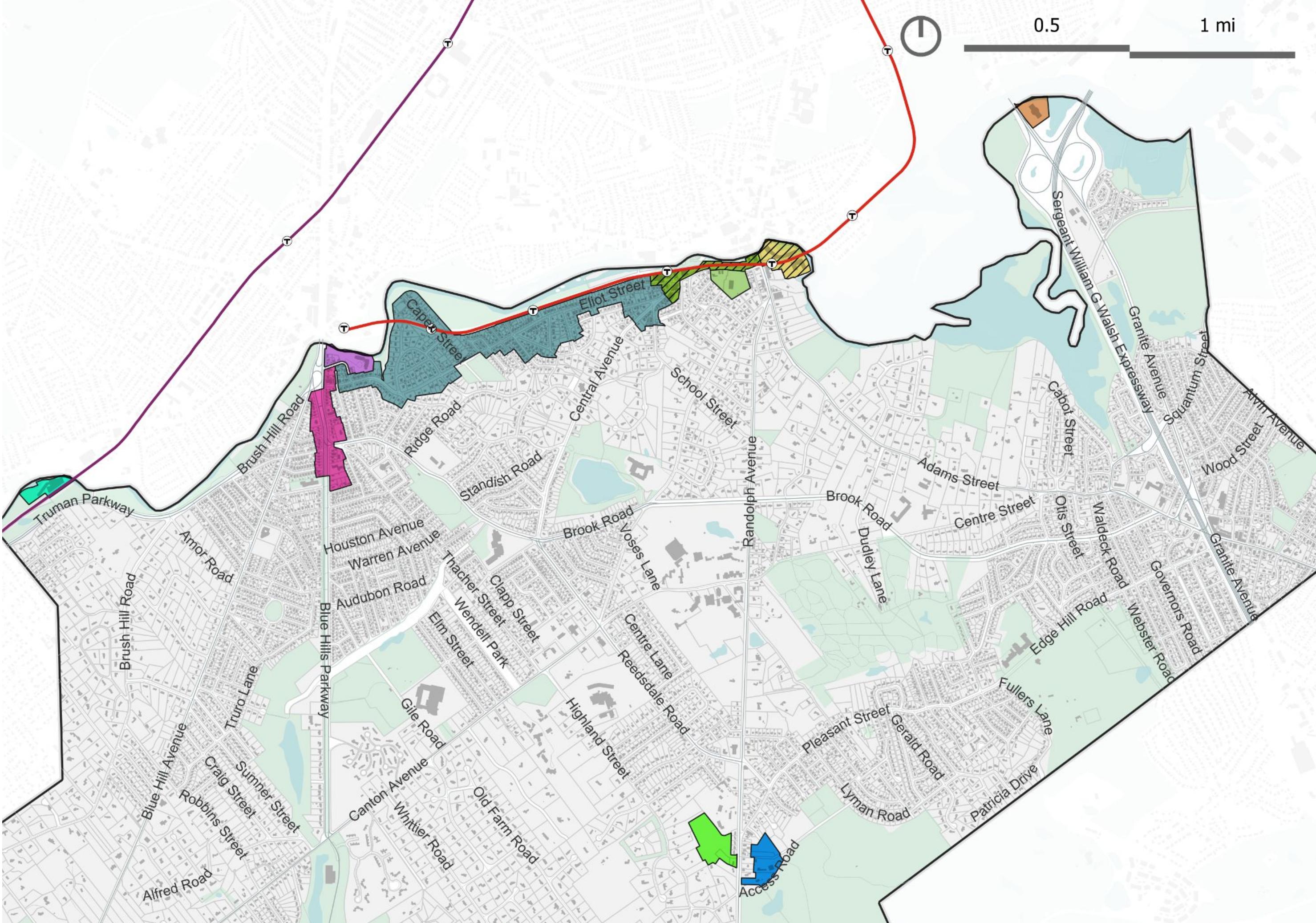
Initial studies began in May of 2023, and have continued off and on since. We are now working towards a **deadline of July 14, 2025**.



Subdistricts Used

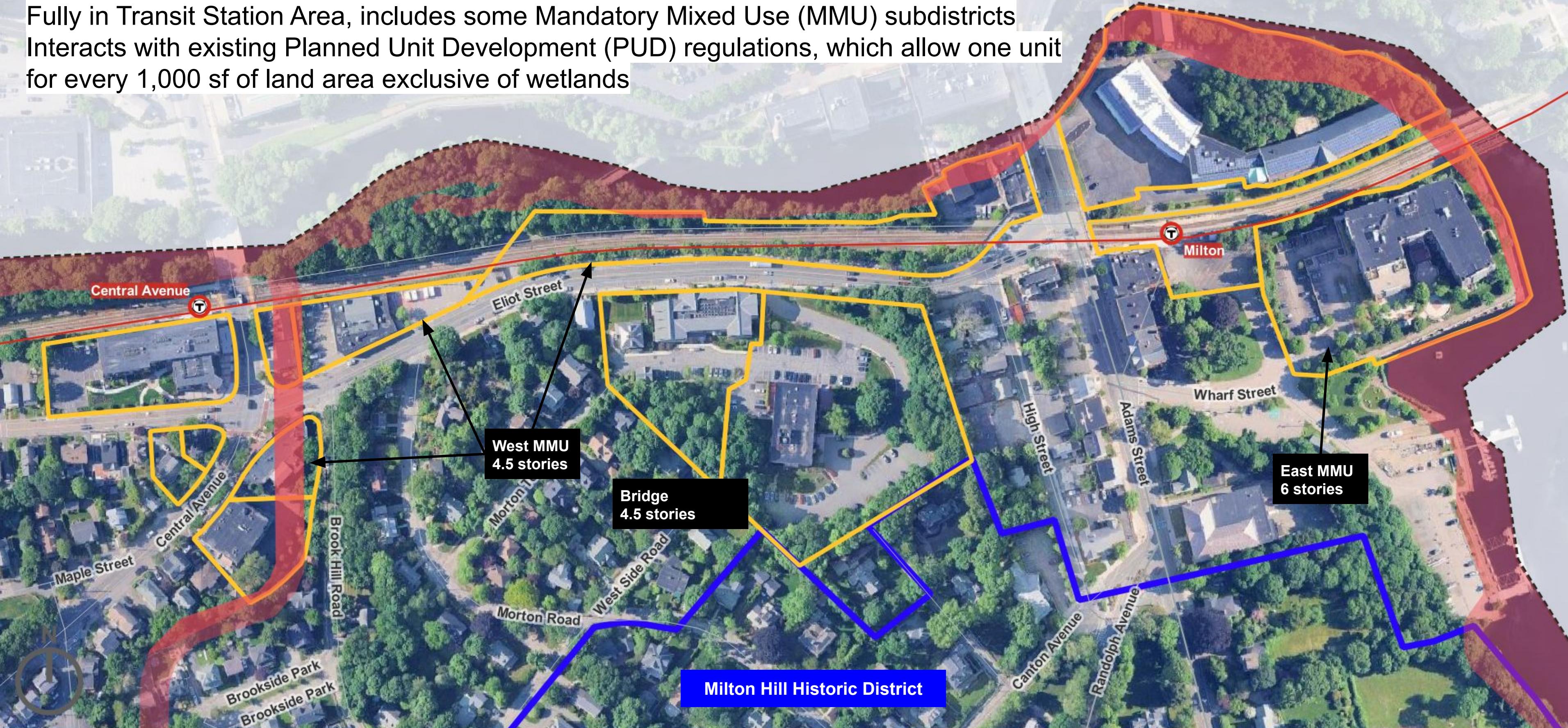
All Subdistricts

- Granite Ave North 3A District
-  Blue Hills Parkway Corridor 3A District
-  Mattapan Station 3A District
-  Eliot Street Corridor 3A District
-  Milton Station West MMU District
-  Milton Station Bridge 3A District
-  Milton Station East MMU District
-  Papermill 3A District
-  Randolph Ave / Access Road 3A District
-  711 Randolph Ave 3A District



Milton Station

Fully in Transit Station Area, includes some Mandatory Mixed Use (MMU) subdistricts
Interacts with existing Planned Unit Development (PUD) regulations, which allow one unit for every 1,000 sf of land area exclusive of wetlands



Mattapan Station

BOSTON

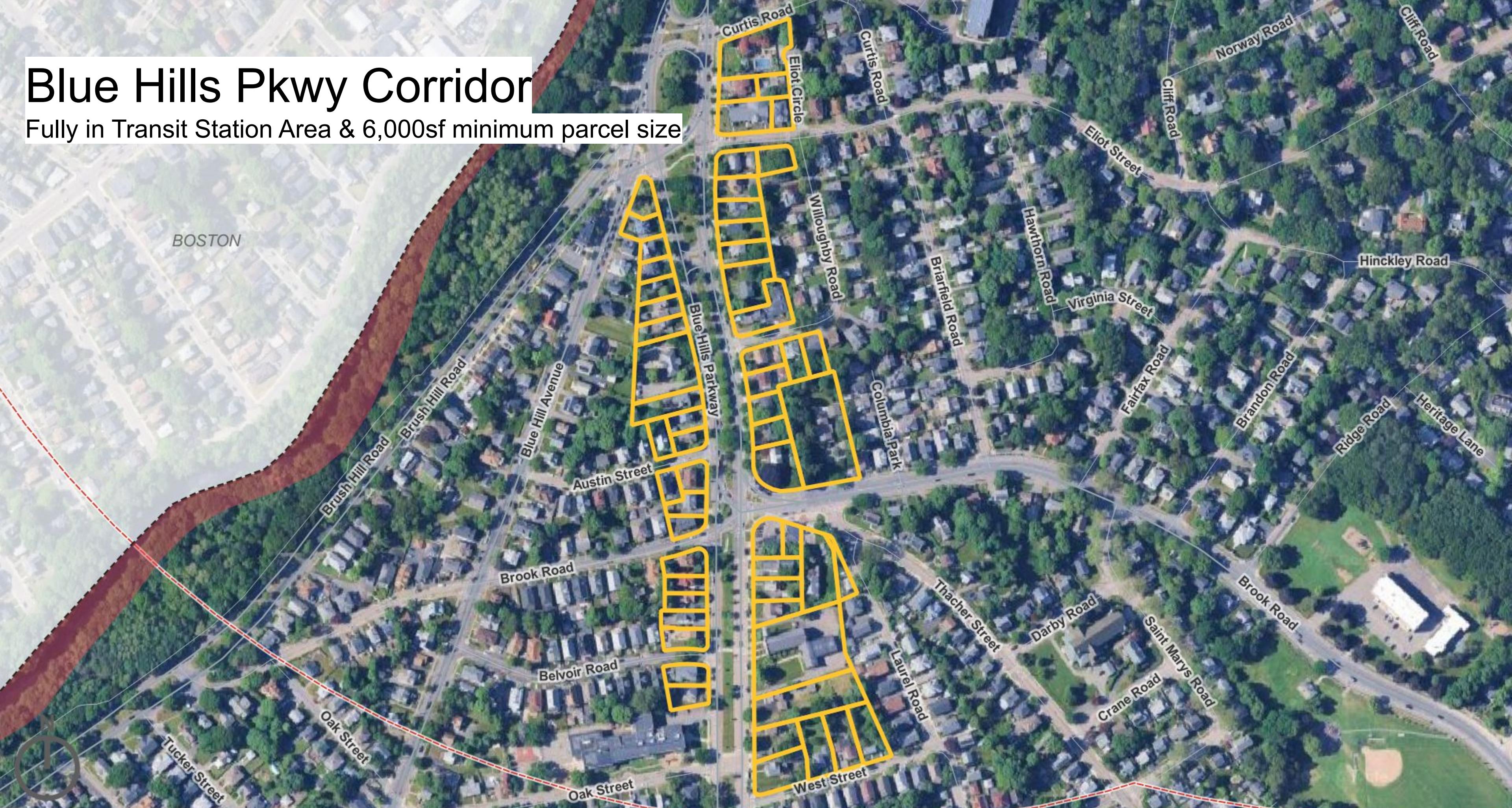
Fully in Transit Station Area, 5,000sf minimum parcel size for 1 unit & 1,000sf additional lot area required for each additional unit

Note: the boundaries of this subdistrict are being further analyzed, and some portions may be shifted into the adjacent Blue Hills Parkway Corridor or Eliot Street Corridor subdistricts.



Blue Hills Pkwy Corridor

Fully in Transit Station Area & 6,000sf 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



Granite Ave North

Partially in Transit Station Area

Update from DOT:

Town has reached out, initial indication from DOT is that they do not have an intention to dispose for multifamily housing.

Suggest assuming that Granite Ave South is not eligible for now.

North
3.8 acres

NOTE: May be considered for an exception to the 5 acre minimum and contiguity requirements due to unique siting conditions (highway and waterway)

South
8.9 acres

NOTE: Expired HPP means DOT-owned land may not be considered developable unless DOT can demonstrate intent to dispose of the property for development

Former rail ROW

Removed American Legion Hall Parcel



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



711 Randolph Ave



Randolph Ave & Access Rd



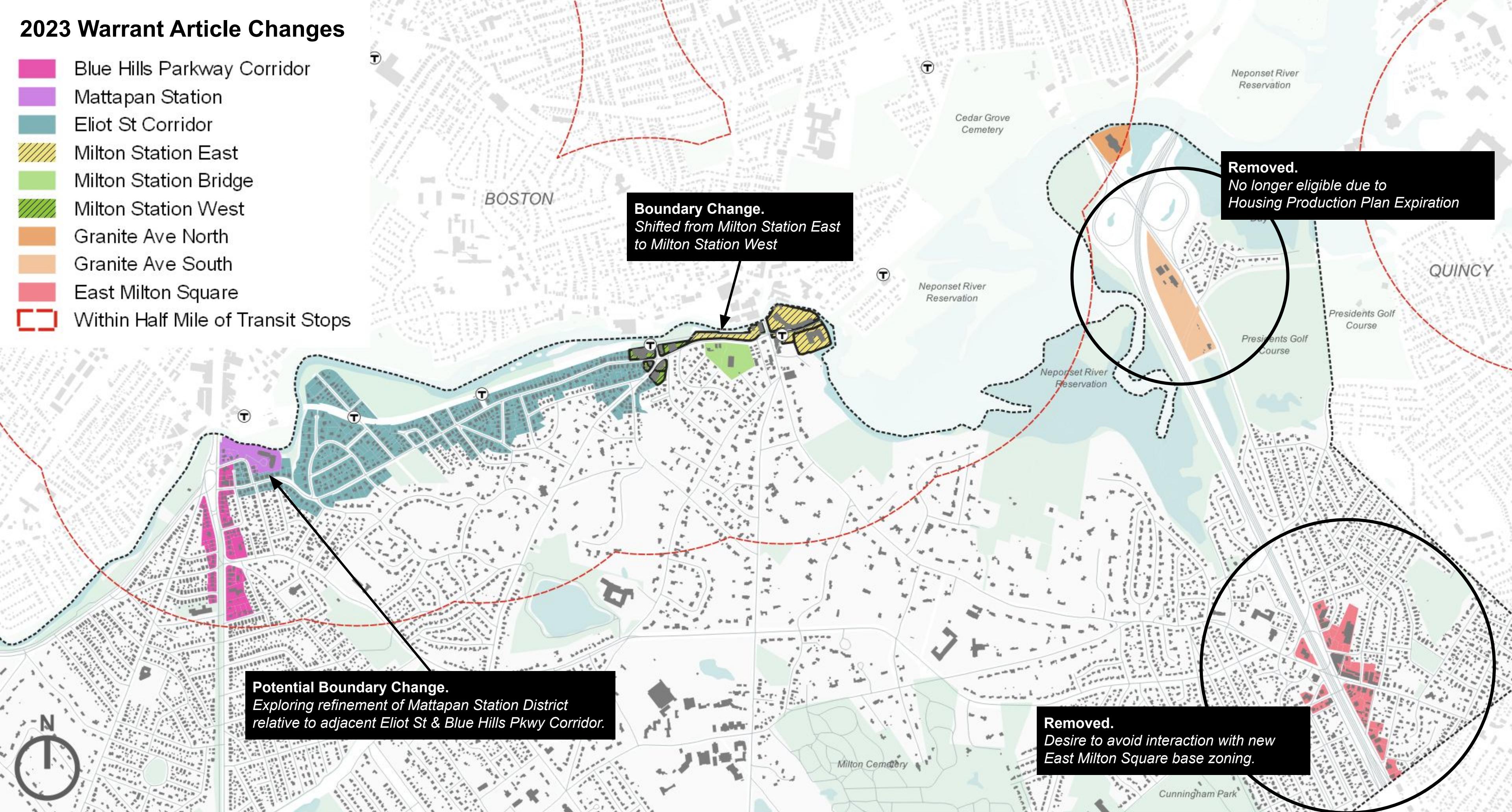
Rapid Transit Community Plan

Milton's Rapid Transit Community Plan Targets

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| Min. % Contiguous | 50% | 50% | n/a |
| Min. Land Area | 50 acres | 50 acres | n/a |

2023 Warrant Article Changes

- 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



Townwide Map 2023

Rapid Transit Community Subdistricts

- Granite Ave North 3A District
- Granite Ave South 3A District
- East Milton Square 3A District
- Blue Hills Parkway Corridor 3A District
- Mattapan Station 3A District
- Eliot Street Corridor 3A District
- Milton Station West MMU District
- Milton Station Bridge 3A District
- Milton Station East MMU District



Townwide Map 2025

Rapid Transit Community Subdistricts

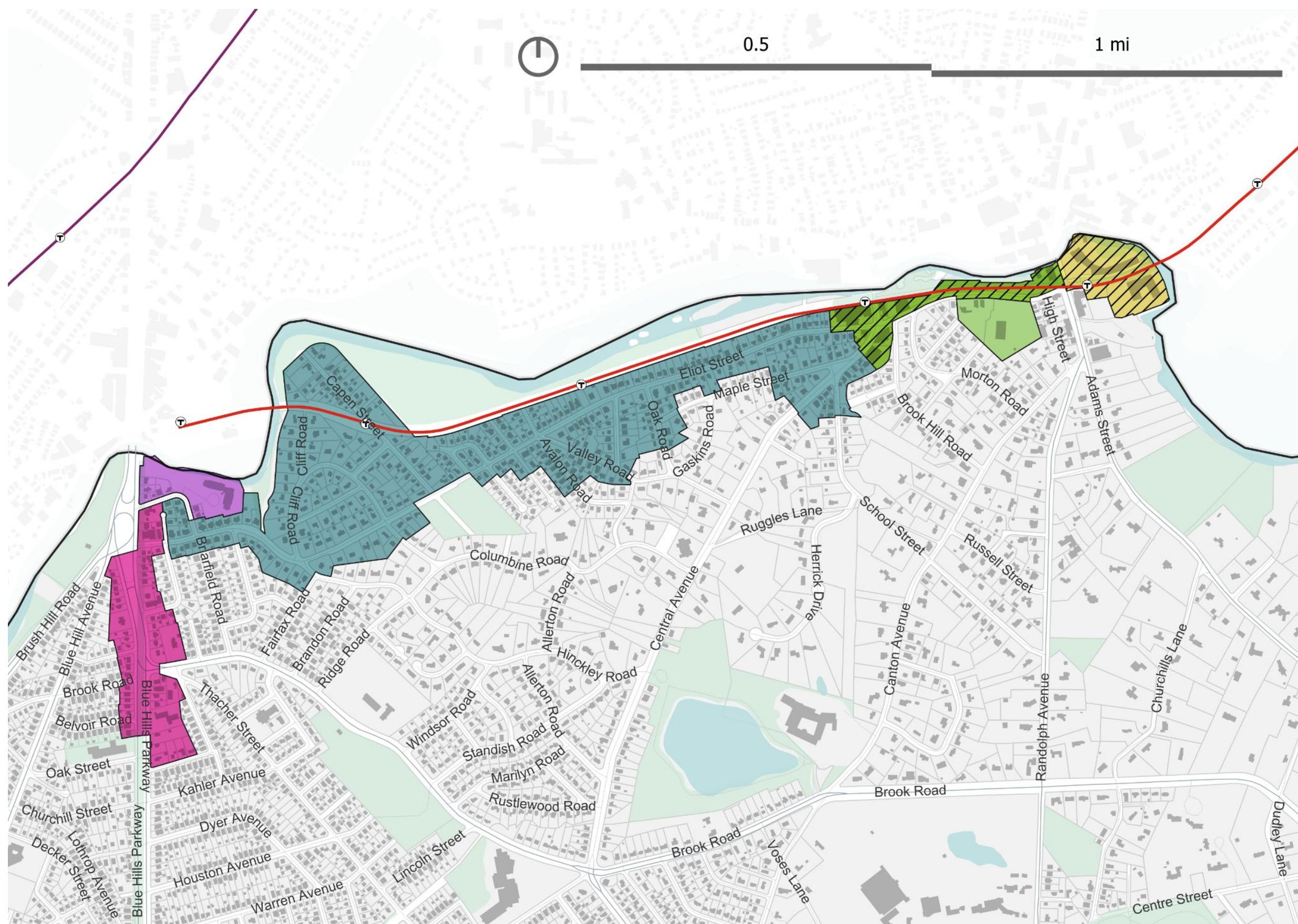
- Granite Ave North 3A District
- Blue Hills Parkway Corridor 3A District
- Mattapan Station 3A District
- Eliot Street Corridor 3A District
- Milton Station West MMU District
- Milton Station Bridge 3A District
- Milton Station East MMU District
- Papermill 3A District
- Randolph Ave / Access Road 3A District
- 711 Randolph Ave 3A District



Townwide Map 2025

Red Line Corridor Districts

- Blue Hills Parkway Corridor 3A District
- Mattapan Station 3A District
- Eliot Street Corridor 3A District
- Milton Station West MMU District
- Milton Station Bridge 3A District
- Milton Station East MMU District



2025 Rapid Transit Community Plan

| 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 | 51 | 1.2 | n/a | n/a | 1.5 | 6 | 40% | 194 | 3.8 | 2.8 | 69.2 | | contributing | contributing | 3A |
| 711 Randolph Ave | 21 | 0.4 | n/a | n/a | 1.5 | 2.5 | 40% | 130 | 8.1 | 6.4 | 20.2 | | | | |
| Randolph Ave & Access Rd | 20 | 0.3 | n/a | n/a | 1.5 | 2.5 | 40% | 83 | 6.6 | 6.1 | 13.6 | | | | |
| Milton Station East (MMU) | 47 | 1.1 | n/a | n/a | 1 | 6 | 40% | 286* | * MMU does not count toward density | | | contributing | contributing | contributing | MMU |
| Milton Station West (MMU) | 40 | 0.9 | n/a | n/a | 1 | 4.5 | 40% | 197* | * MMU does not count toward density | | | contributing | | | MMU |
| Milton Station Bridge | 40 | 1.0 | n/a | n/a | 1 | 4.5 | 40% | 185 | 4.6 | 4.6 | 40.2 | contributing | | | 3A |
| Eliot Street Corridor - Tier 1 | n/a | 0.5 | 3 | 6,000 sf | 1 | 2.5 | 40% | 465 | 47.0 | 47.0 | 9.9 | contributing | contributing | contributing | 3A |
| Eliot Street Corridor - Tier 2 | n/a | 0.4 | 4 | 10,000 sf | 1 | 2.5 | 40% | 236 | 20.2 | 20.2 | 11.7 | contributing | contributing | contributing | 3A |
| Eliot Street Corridor - Tier 3 | n/a | 0.27 | 4 | 15,000 sf | 1 | 2.5 | 40% | 112 | 14.7 | 14.7 | 7.6 | contributing | contributing | contributing | 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 | contributing | contributing | 3A |
| Mattapan Station | 45 | 1.1 | n/a | 5,000 sf* | 1 | 6 | 40% | 183 | 5.1 | 4.4 | 41.6 | contributing | contributing | contributing | 3A |
| Paper Mill Site | 45 | 1.0 | n/a | n/a | n/a | 6 | 40% | 156 | 4.1 | 3.12 | 49.2 | | | | |
| TOTAL | | | | | | | | 2,462 | 130.8 | 126.0 | 15.71 | 76% | 79% | 73% | 80% |
| COMPLIANCE TARGET | | | | | | | | 2,461 | 50 | n/a | 15 | 50% | 50% | 50% | Min. 75% |

* at 5,000sf one unit is allowed, and for each unit thereafter 1,000sf of additional lot area is required (aka 6,000sf for 2 units, 7,000sf for 3 units)

Compare With: 2023 Warrant Article

| 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) | 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 | 45 | 1.1 | <i>n/a</i> | <i>n/a</i> | 1.5 | 6 | 40% | 171 | 3.8 | 2.8 | 60.6 | | <i>contributing</i> | <i>contributing</i> | 3A |
| Granite Ave South | 45 | 1.1 | <i>n/a</i> | <i>n/a</i> | 1.5 | 4.5 | 40% | 530 | 11.8 | 11.3 | 46.8 | | | | 3A |
| East Milton Square | 30 | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | 1 | 2.5 | 40% | 423 | 20.6 | 20.6 | 20.6 | | | | 3A |
| Milton Station East (MMU) | 40 | 1.0 | <i>n/a</i> | <i>n/a</i> | 1 | 6 | 40% | 325* | | | | <i>contributing</i> | <i>contributing</i> | <i>contributing</i> | MMU |
| Milton Station West (MMU) | 40 | 1.0 | <i>n/a</i> | <i>n/a</i> | 1 | 4.5 | 40% | 114* | | | | <i>contributing</i> | | | MMU |
| Milton Station Bridge | 40 | 1.0 | <i>n/a</i> | <i>n/a</i> | 1 | 4.5 | 40% | 185 | 4.6 | 4.6 | 40.0 | <i>contributing</i> | | | 3A |
| Eliot Street Corridor - Tier 1 | <i>n/a</i> | 0.7 | 3 | 7,500 sf | 1 | 2.5 | 40% | 219 | 47.0 | 47.0 | 4.7 | <i>contributing</i> | <i>contributing</i> | <i>contributing</i> | 3A |
| Eliot Street Corridor - Tier 2 | <i>n/a</i> | 0.52 | 3 | 10,000 sf | 1 | 2.5 | 40% | 177 | 20.2 | 20.2 | 8.8 | <i>contributing</i> | <i>contributing</i> | <i>contributing</i> | 3A |
| Eliot Street Corridor - Tier 3 | <i>n/a</i> | 0.35 | 3 | 15,000 sf | 1 | 2.5 | 40% | 84 | 14.7 | 14.7 | 5.7 | <i>contributing</i> | <i>contributing</i> | <i>contributing</i> | 3A |
| Blue Hills Pkwy Corridor | 30 | 0.7 | <i>n/a</i> | 7,500 sf | 1 | 2.5 | 50% | 175 | 16.6 | 16.6 | 10.6 | <i>contributing</i> | <i>contributing</i> | <i>contributing</i> | 3A |
| Mattapan Station | 45 | 1.1 | <i>n/a</i> | 5,000 sf* | 1 | 6 | 40% | 183 | 5.1 | 4.4 | 42.0 | <i>contributing</i> | <i>contributing</i> | <i>contributing</i> | 3A |
| TOTAL | | | | | | | | 2,586 | 144.4 | 143 | 15.1 | 75.0% | 77.2% | 54.5% | 87.2% |
| COMPLIANCE TARGET | | | | | | | | 2,461 | 50 | <i>n/a</i> | 15 | 50% | 50% | 50% | Min. 75% |

* at 5,000sf one unit is allowed, and for each unit thereafter 1,000sf of additional lot area is required (aka 6,000sf for 2 units, 7,000sf for 3 units)

Summary of Unit Distribution Changes

Comparison to 2023 Warrant Article

Townwide
- 125 units

New Outlying Districts:
+156 @ Paper Mill Site
+213 @ Southern Randolph Ave

| East Milton Subdistricts | Key Model Inputs | | | | | | | Model Outputs | | | | Net Change Units 2023 to 2024 |
|--------------------------|------------------|-----|---------------|---------------|------------------------------|----------------------------|------------------|--------------------|--------------------|--------------|--------------|-------------------------------|
| | Max. units/acre | FAR | Max. unit/lot | Min. Lot Size | Max. Parking Spaces per Unit | Max. Bldg Height (stories) | Min % Open Space | 2024 Unit Capacity | 2023 Unit Capacity | 2024 Density | 2023 Density | |
| Granite Ave North | 51 | 1.2 | n/a | n/a | 1.5 | 6 | 40% | 194 | 171 | 69.3 | 60.6 | + 23 units |
| Granite Ave South | 25 | 0.7 | n/a | n/a | 1.5 | 4.5 | 40% | 0 | 530 | 0 | 46.8 | - 530 units |
| East Milton Square | 22 | n/a | n/a | n/a | 1 | 2.5 | 40% | 0 | 423 | 0 | 20.6 | - 423 units |
| TOTAL 2024 | | | | | | | | 194 | 1,124 | 69.3 | 32.4 | - 930 units |

East Milton
- 930 units
(2023: 1,124 units)

| Eliot St Corridor & Blue Hills Pkwy Corridor Subdistricts | Key Model Inputs | | | | | | | Model Outputs | | | | Net Change Units 2023 to 2024 |
|---|------------------|------|---------------|---------------|------------------------------|----------------------------|------------------|--------------------|--------------------|--------------|--------------|-------------------------------|
| | Max. units/acre | FAR | Max. unit/lot | Min. Lot Size | Max. Parking Spaces per Unit | Max. Bldg Height (stories) | Min % Open Space | 2024 Unit Capacity | 2023 Unit Capacity | 2024 Density | 2023 Density | |
| Eliot Street Corridor - Tier 1 | n/a | 0.5 | 3 | 6,000 sf | 1 | 2.5 | 40% | 465 | 219 | 9.9 | 4.7 | + 246 units |
| Eliot Street Corridor - Tier 2 | n/a | 0.4 | 4 | 10,000 sf | 1 | 2.5 | 40% | 236 | 177 | 11.7 | 8.8 | + 59 units |
| Eliot Street Corridor - Tier 3 | n/a | 0.27 | 4 | 15,000 sf | 1 | 2.5 | 40% | 112 | 84 | 7.6 | 5.7 | + 28 units |
| Blue Hills Parkway | 30 | 0.5 | n/a | 6,000 sf | 1 | 2.5 | 50% | 235 | 175 | 14.2 | 10.6 | + 60 units |
| TOTAL 2024 | | | | | | | | 1,048 | 655 | 10.6 | 6.6 | + 393 units |

Eliot St & Blue Hills Pkwy Corridors
+ 393 units
(2023: 655 units)

Hypothetical Adjacent Community Plan

Milton's Hypothetical Adjacent Community Plan 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 | n/a |
| 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 | n/a |

Determining the minimum multifamily unit capacity requirement:

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

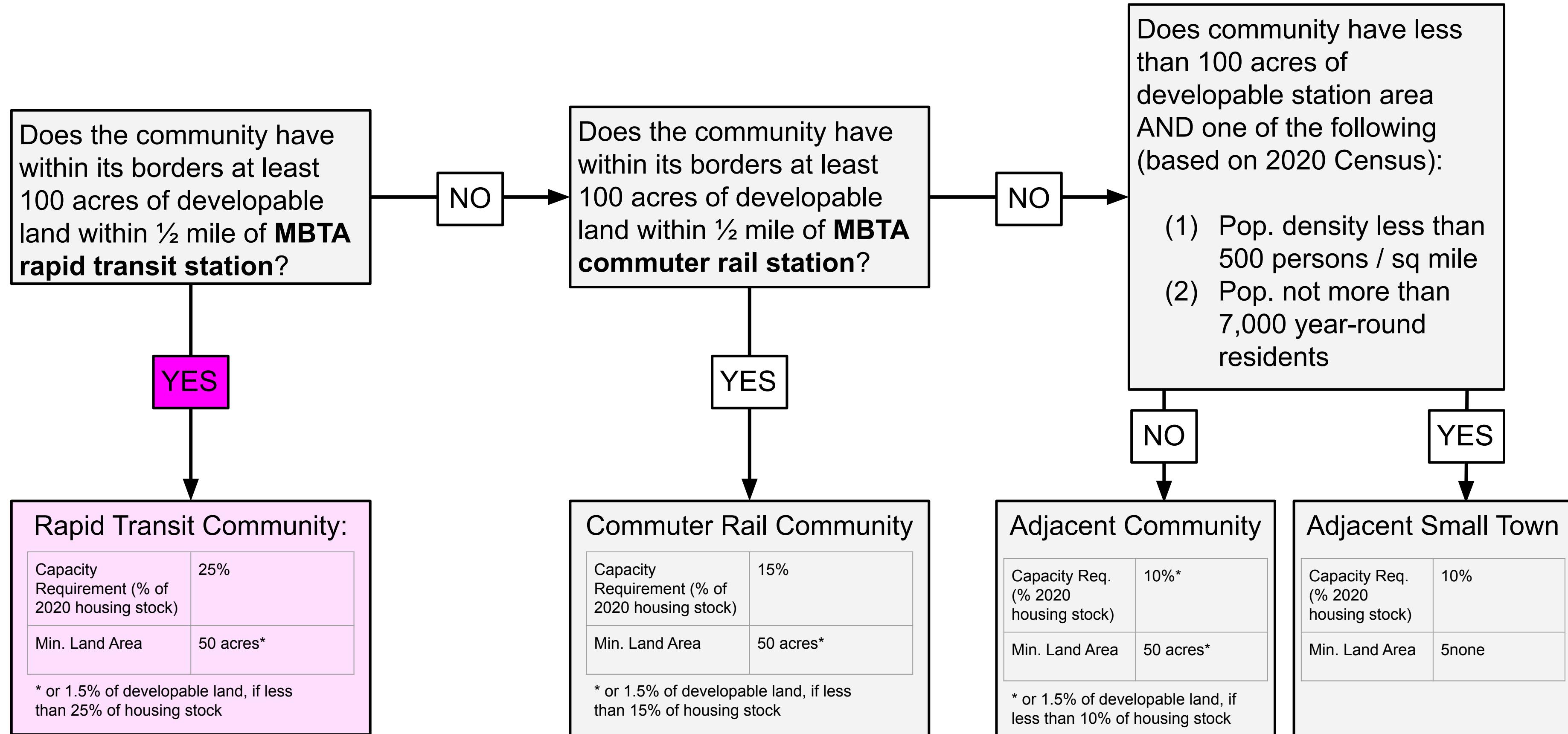
- 1) Designated % of housing stock based on community categorization (25%, 15%, 10%, 5%)
- 2) Minimum gross density (15 units / acre) multiplied by minimum land area requirement

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

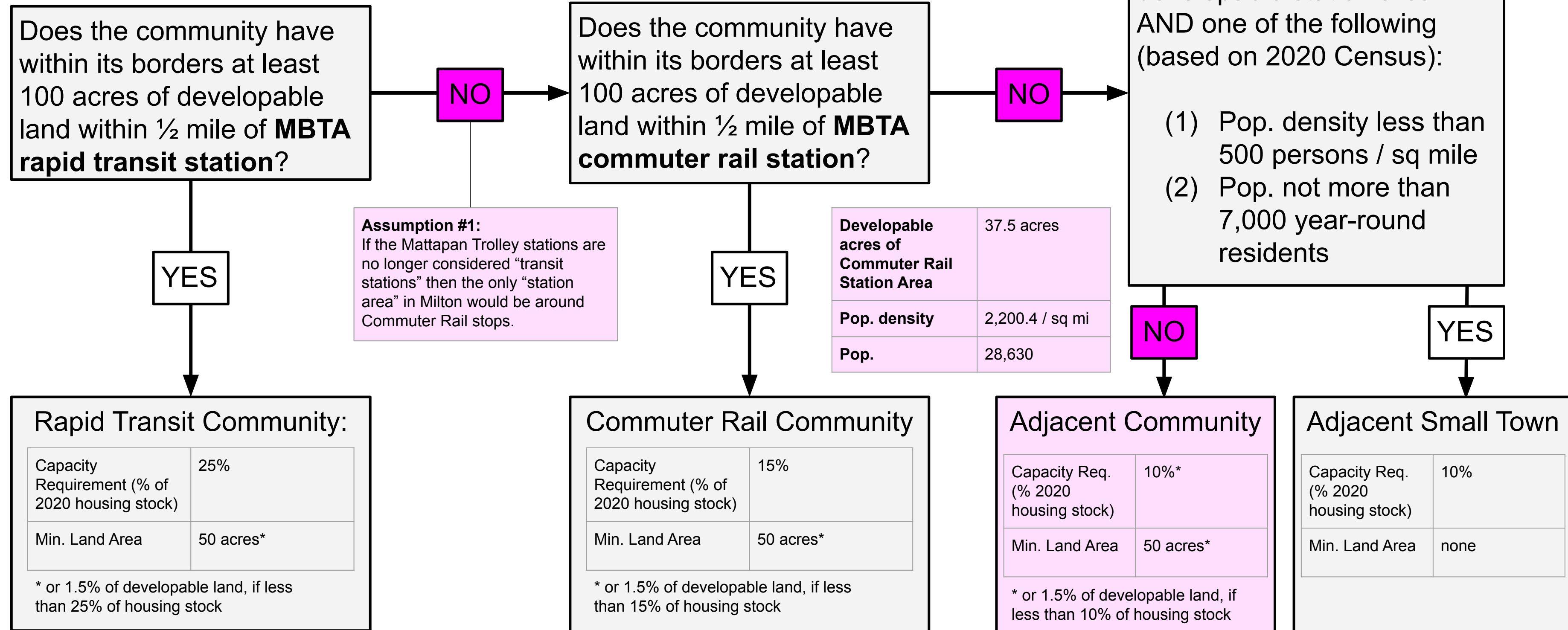
$$0.10 * 9,844 \text{ units} = 985 \text{ units} > 50 \text{ acres} * 15 \text{ units/acre} = 785 \text{ units}$$

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

EOHLC's designation of Milton: Rapid Transit

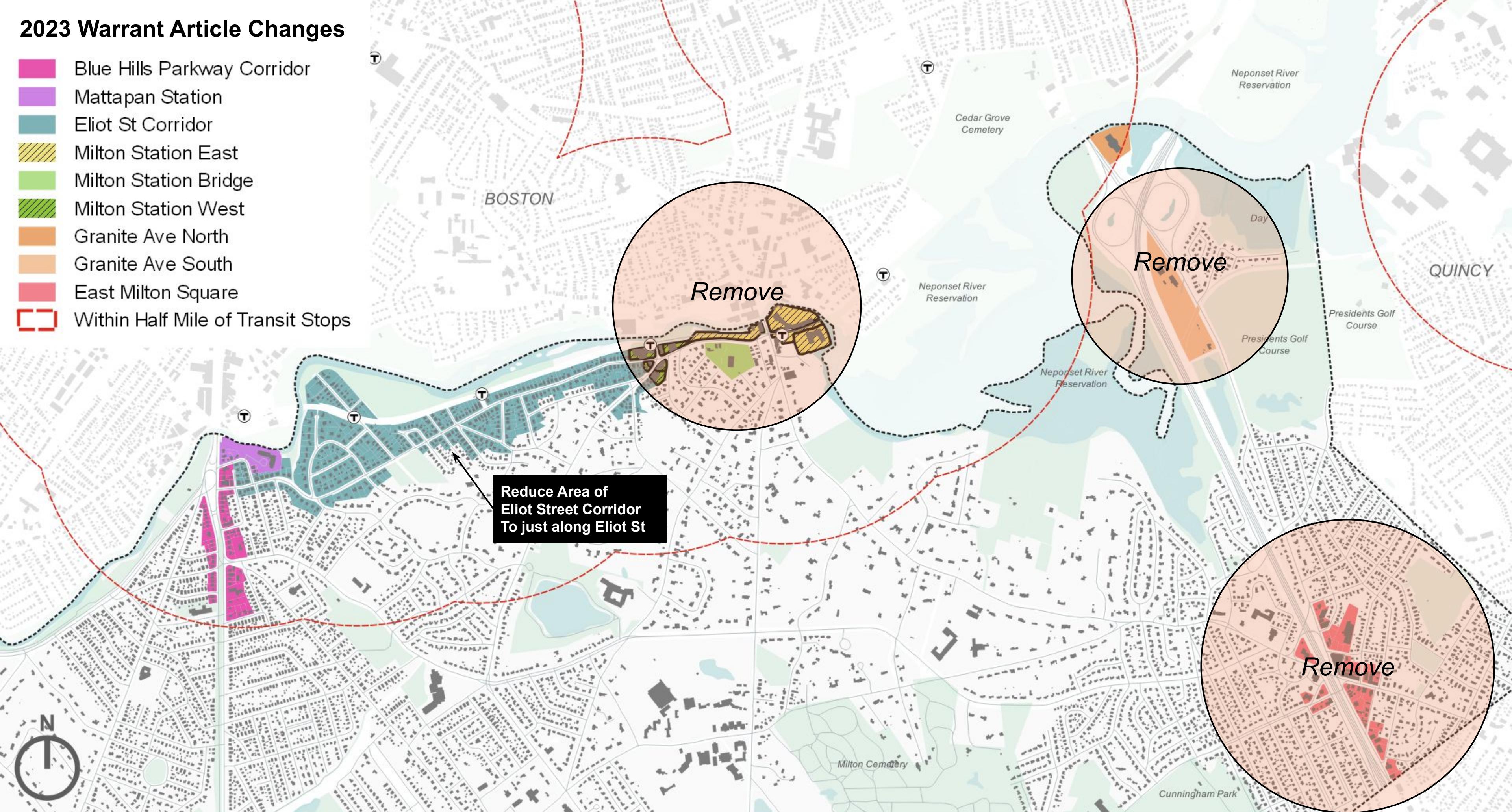


Milton's Hypothetical Alternative Scenario: Adjacent Community



2023 Warrant Article Changes

- 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

| 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 | | | | |
| Paper Mill Site | 40 | 0.9 | n/a | n/a | n/a | 6 | 40% | 141 | 3.6 | 2.7 | 52.2 | | | | |
| Eliot Street Corridor - Tier 1 | n/a | 0.5 | 3 | 7,000 sf | 1 | 2.5 | 40% | 123 | 20.6 | 20.6 | 6.0 | 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 | 7,000 sf | 1 | 2.5 | 50% | 187 | 16.6 | 16.6 | 11.3 | contributing | n/a | n/a | 3A |
| TOTAL | | | | | | | | 1001 | 71.1 | 66.8 | 15.0 | 78.2% | n/a | n/a | n/a |
| COMPLIANCE TARGET | | | | | | | | 985 | 50 | <i>n/a</i> | 15 | 50% | <i>n/a</i> | <i>n/a</i> | Min. 75% |

* at 5,000sf one unit is allowed, and for each unit thereafter 1,000sf of additional lot area is required (aka 6,000sf for 2 units, 7,000sf for 3 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 **developable** parcels within 0.5 mile commuter rail station(s)
- **Density:** **Result in gross density** of 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 has included all land within 0.5 miles of commuter rail stations, with the exception of public recreation land and parcels that are too small or have jurisdictional or roadway access barriers to transit-oriented multifamily development.

Definitions

- **Multi-family housing** is defined in the same way as explained previously, but this definition doesn't have any explicit relationship to how the calculations are done
- **Gross Density** is defined in the same way as explained previously, but the calculation is not specified

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)

Milton's Hypothetical Statute Plan 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 | n/a |
| 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 | n/a |

Determining the minimum multifamily unit capacity requirement:

The statute does not specify a minimum multifamily unit capacity, only density and location of the district.

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.

Current Use

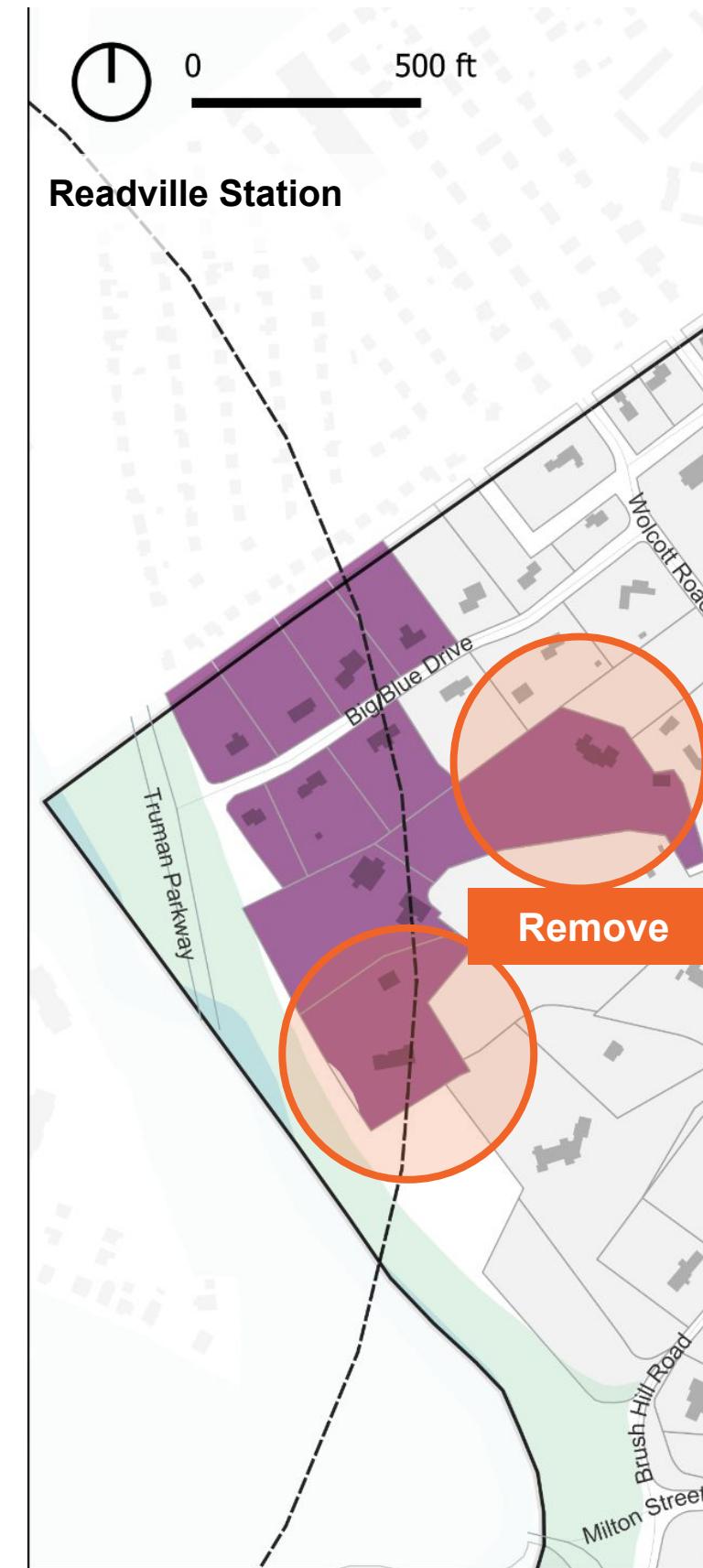
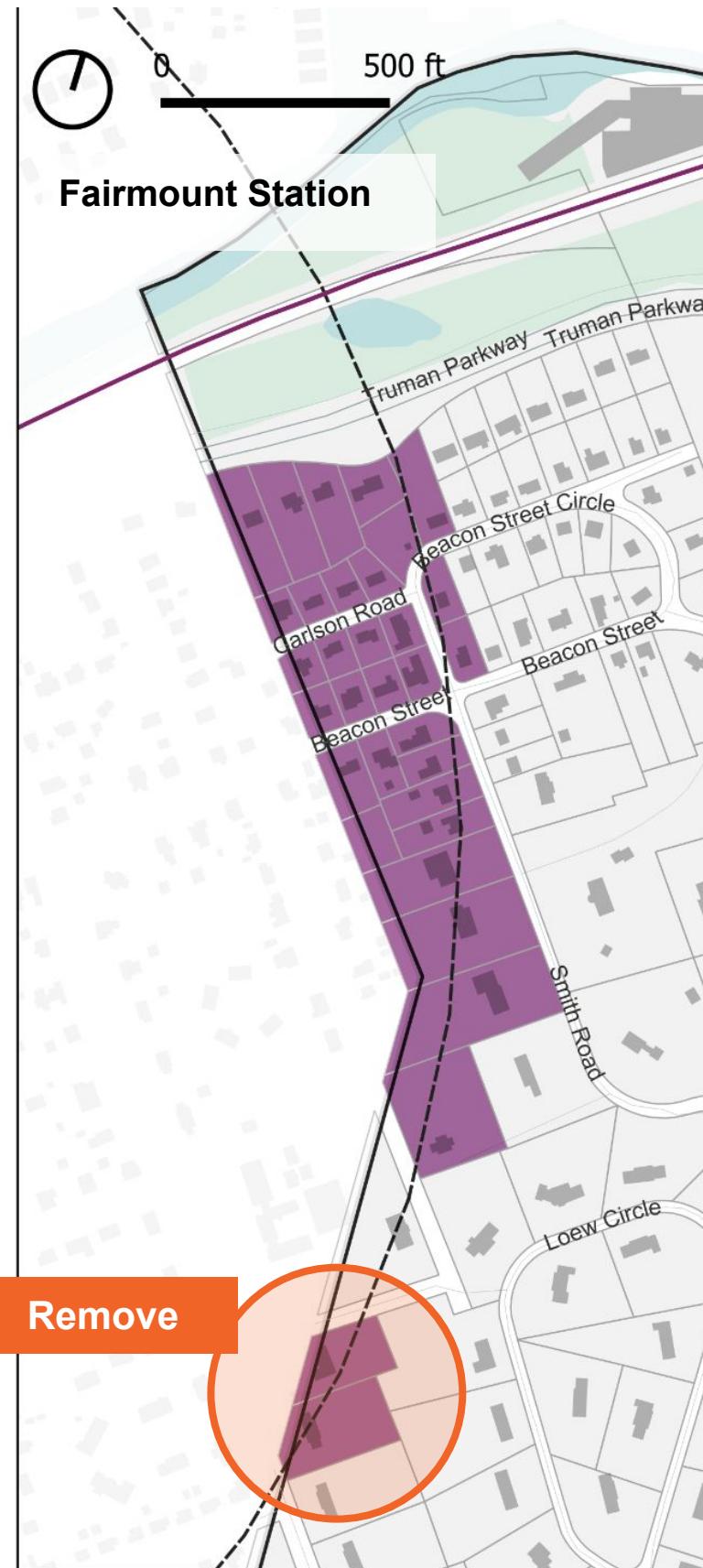
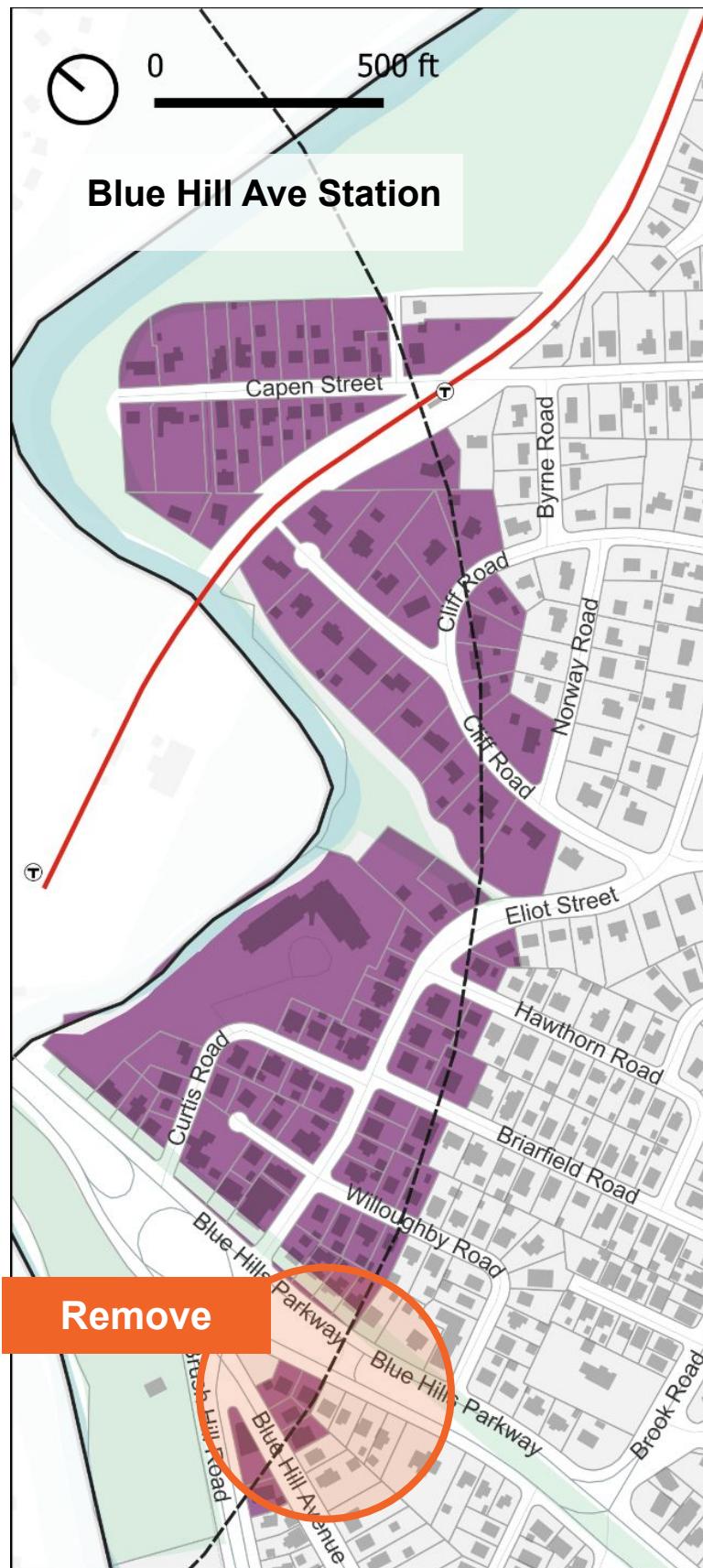
Of the 149 parcels, it is predominantly single family:

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

**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

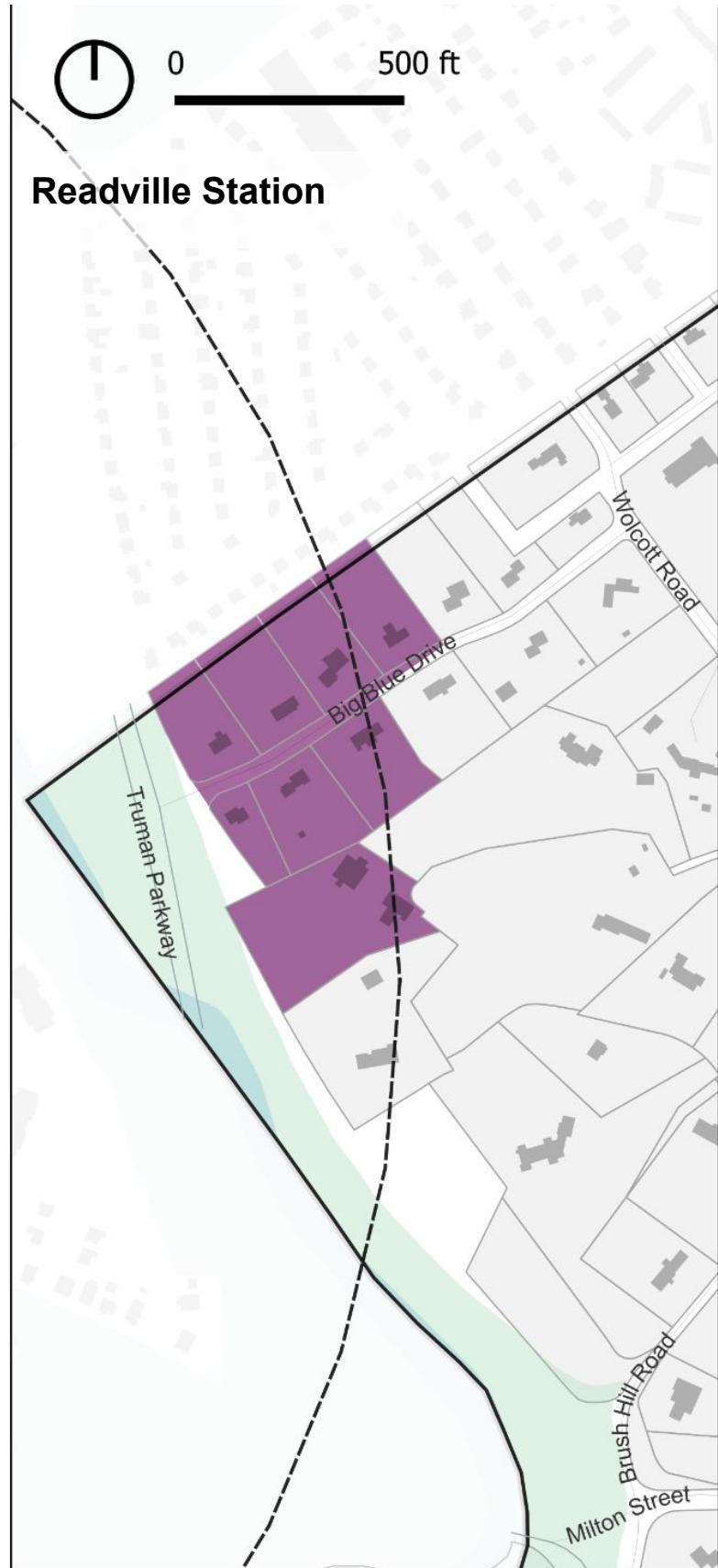
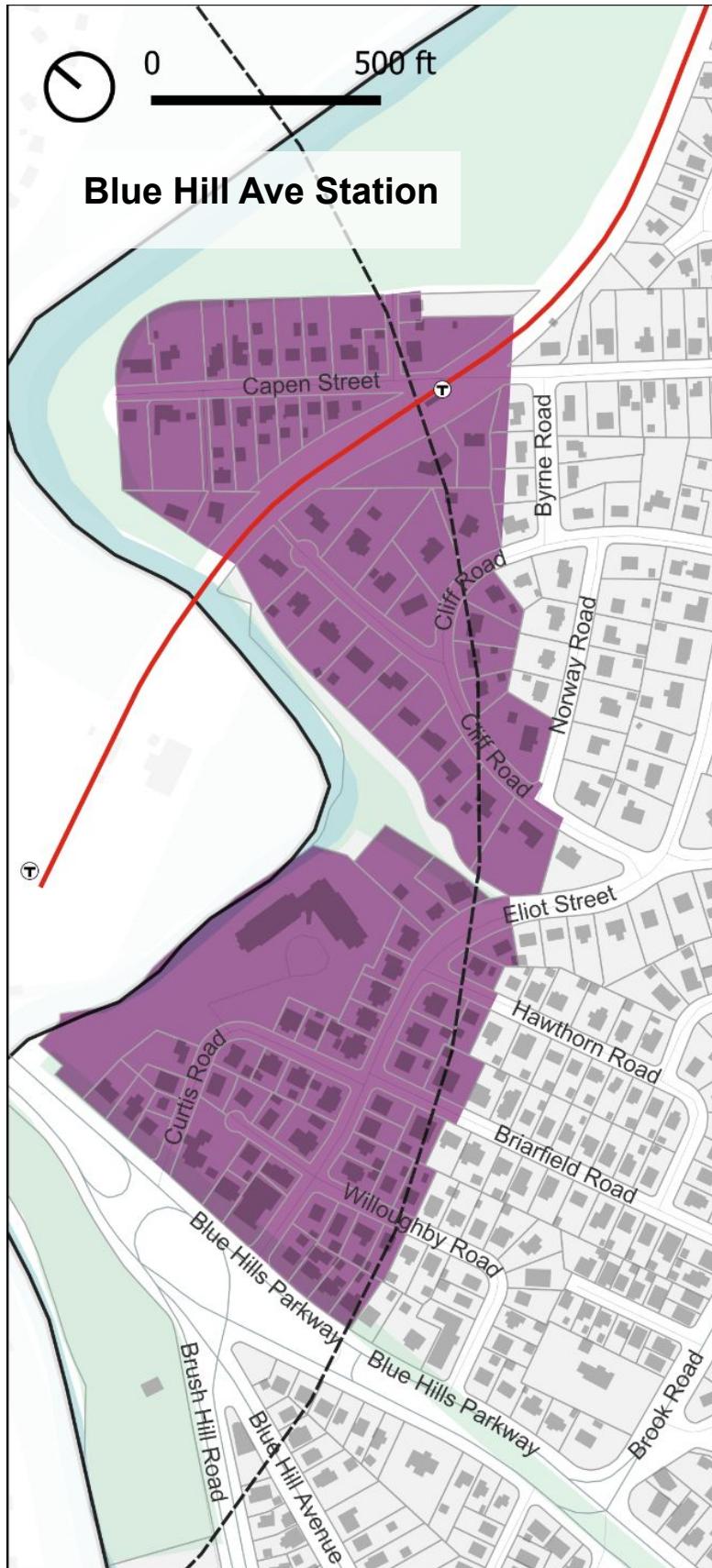
Hypothetical Statute Plan - parcels eliminated



Rationale for removal:

- State or Town-Owned open space and recreational land (all)
- Institutional ownership (Fairmount)
- Lack of logical pedestrian street network access within $\frac{1}{2}$ mile of station area (Blue Hill Ave & Readville)
- Joint jurisdiction with the City of Boston (Fairmount)

Hypothetical Statute Plan



Key Assumptions:

- Where the maximum units/acre allows a fractional unit of 0.5 or more, that will be rounded up to the nearest whole unit
- The State-provided “excluded land” parcel area figures and density denominator deduction layer were used as proxies for the Statute language on excluded land.
- Gross density calculations include public right of ways but exclude public open space and recreational assets at the edges of the districts.

| Subdistrict | Inputs | | Outputs | |
|---------------|---------------------------------------|-----------------|-----------------------|------------------------------|
| | Acres (total vs. density denominator) | Max. Units/Acre | Modeled Unit Capacity | Modeled Density (units/acre) |
| Blue Hill Ave | 31.4 vs 30.7 | 20 | 470 | 15.3 |
| Fairmount | 12.6 | 16 | 188 | 14.9 |
| Readville | 8.6 | 15 | 121 | 14.1 |
| TOTAL | | | 779 | 15.02 |
| TARGET | | | n/a | 15 |

Q & A



Rapid Transit Scenario 4b

Scenario 4b. Remove both East Milton Square & Granite Ave S, without Ice House Site

| Subdistrict | Acreage | | Subdistrict Zoning Parameters | | | | | | Subdistrict Model Outputs | | Townwide Model Outputs | | Comparison to 2023 Warrant* | | |
|---|---------------------|---------------------------------|-------------------------------|------|---------------|---------------|----------------------------|------------------|---------------------------|-----------------|------------------------|-----------------|-----------------------------|-------------------|-------------|
| | Subdistrict Acreage | Subdistrict Density Denominator | Max. units/acre | FAR | Max. unit/lot | Min. Lot Size | Max. Bldg Height (stories) | Min % Open Space | Unit Capacity | Modeled Density | Unit Capacity | Modeled Density | Townwide Units | East Milton Units | |
| 2024 Base Remove: - East Milton Square - Granite Ave South | | | | | | | | | | | 2248 | 15.21 | | | |
| Ice House Site | | | | | | | | | | | n/a | n/a | n/a | n/a | |
| Paper Mill Site | 4.11 | 3.12 | 35 | 0.8 | n/a | n/a | 5 | 40% | 120 | 38.40 | n/a | n/a | n/a | n/a | |
| Brushwood | 17.88 | 17.88 | 3 | 0.2 | n/a | n/a | 2.5 | 40% | 50 | 2.80 | n/a | n/a | n/a | n/a | |
| St. Pius | 6.31 | 6.31 | 5 | 0.2 | n/a | n/a | 2.5 | 40% | 30 | 4.76 | n/a | n/a | n/a | n/a | |
| 711 Randolph Ave | 8.10 | 6.42 | 16 | 0.4 | n/a | n/a | 2.5 | 40% | 115 | 17.90 | n/a | n/a | n/a | n/a | |
| Randolph Ave & Access Rd | 6.57 | 6.1 | 20 | 0.45 | n/a | n/a | 2.5 | 40% | 120 | 19.6 | n/a | n/a | n/a | n/a | |
| 2025 Scenario 4b Townwide Result | | | | | | | | | | | | 2,461 | 18.33 | -125 | -508 |
| 2024 Base | | | | | | | | | | | | 2,534 | 15.03 | -52 | -445 |
| 2023 Warrant Article | | | | | | | | | | | | 2,586 | 15.1 | | |
| COMPLIANCE TARGET | | | | | | | | | | | | 2,461 | 15 | | |

Rapid Transit Scenario 4b.1

Scenario 4b. Remove both East Milton Square & Granite Ave S, without Ice House Site

Scenario 4b.1 Remove St Pius (-30 units), Reduce Randolph/Access to 80 units (-40 units), add 20 units to Milton Station East (MMU), +12 to Paper Mill, +15 to 711 Randolph, +23 to Granite Ave North

| Subdistrict | Acreage | | Subdistrict Zoning Parameters | | | | | | | Subdistrict Model Outputs | | Townwide Model Outputs | | Comparison to 2023 Warrant* | |
|--|---------------------|---------------------------------|-------------------------------|------|---------------|---------------|----------------------------|------------------|---------------|---------------------------|---------------|------------------------|----------------|-----------------------------|------|
| | Subdistrict Acreage | Subdistrict Density Denominator | Max. units/acre | FAR | Max. unit/lot | Min. Lot Size | Max. Bldg Height (stories) | Min % Open Space | Unit Capacity | Modeled Density | Unit Capacity | Modeled Density | Townwide Units | East Milton Units | |
| 2024 Base Remove: - East Milton Square - Granite Ave South | | | | | | | | | | | 2248 | 15.21 | | | |
| Ice House Site | | | | | | | | | | | n/a | n/a | n/a | n/a | |
| Paper Mill Site | 4.11 | 3.12 | 35 | 0.8 | n/a | n/a | 5 | 40% | 120 | 38.40 | n/a | n/a | n/a | n/a | |
| Brushwood | 17.88 | 17.88 | 3 | 0.2 | n/a | n/a | 2.5 | 40% | 50 | 2.80 | n/a | n/a | n/a | n/a | |
| St. Pius | | | | | | | | | | | n/a | n/a | n/a | n/a | |
| 711 Randolph Ave | 8.10 | 6.42 | 16 | 0.4 | n/a | n/a | 2.5 | 40% | 115 | 17.90 | n/a | n/a | n/a | n/a | |
| Randolph Ave & Access Rd | 6.57 | 6.1 | 20 | 0.45 | n/a | n/a | 2.5 | 40% | 120 | 19.6 | n/a | n/a | n/a | n/a | |
| 2025 Scenario 4b Townwide Result | | | | | | | | | | | | 2,461 | 18.33 | -125 | -508 |
| 2024 Base | | | | | | | | | | | | 2,534 | 15.03 | -52 | -445 |
| 2023 Warrant Article | | | | | | | | | | | | 2,586 | 15.1 | | |
| COMPLIANCE TARGET | | | | | | | | | | | | 2,461 | 15 | | |

Rapid Transit Scenario 4b.1

Scenario 4b. Remove both East Milton Square & Granite Ave S, without Ice House Site

Scenario 4b.1 Remove St Pius (-30 units), Reduce Randolph/Access to 80 units (-40 units), add 20 units to Milton Station East (MMU), +12 to Paper Mill, +15 to 711 Randolph, +23 to Granite Ave North

| Subdistrict | Max. units/acre | FAR | Max. unit/lot | Min lot size | Max. Parking Spaces per Unit | max bldg height | Min. % OS | Unit Capacity | Acreage | Density Denominator | Modeled Density |
|--------------------------------|-----------------|------|---------------|--------------|------------------------------|-----------------|-----------|---------------|---------|---------------------|-----------------|
| Granite Ave North | 51 | 1.2 | n/a | n/a | 1.5 | 6 | 40% | 194 | 3.8 | 2.8 | 60.6 |
| Mattapan Station | 45 | 1.1 | n/a | 5,000 sf | 1 | 6 | 40% | 183 | 5.1 | 4.4 | 42 |
| Milton Station East (MMU) | 43 | 1 | n/a | n/a | 1 | 6 | 40% | 345 | | | |
| Milton Station Bridge | 40 | 1 | n/a | n/a | 1 | 4.5 | 40% | 185 | 4.6 | 4.6 | 40 |
| Milton Station West (MMU) | 40 | 1 | n/a | n/a | 1 | 4.5 | 40% | 114 | | | |
| Eliot Street Corridor - Tier 1 | n/a | 0.5 | 3 | 6,000 sf | 1 | 2.5 | 40% | 465 | 47 | 47 | 9.9 |
| Eliot Street Corridor - Tier 2 | n/a | 0.4 | 4 | 10,000 sf | 1 | 2.5 | 40% | 236 | 20.2 | 20.2 | 11.7 |
| Eliot Street Corridor - Tier 3 | n/a | 0.27 | 4 | 15,000 sf | 1 | 2.5 | 40% | 112 | 14.7 | 14.7 | 7.6 |
| Blue Hills Pkwy Corridor | 30 | 0.5 | n/a | 6,000 sf | 1 | 2.5 | 50% | 235 | 16.6 | 16.6 | 14.2 |
| Paper Mill | 40 | 0.9 | n/a | n/a | 1 | 5 | 40% | 132 | 4.11 | 3.12 | 42.24 |
| Brushwood | 3 | 0.2 | n/a | n/a | 1 | 2.5 | 40% | 50 | 17.88 | 17.88 | 2.80 |
| 711 Randolph | 21 | 0.4 | n/a | n/a | 1 | 2.5 | 40% | 130 | 8.10 | 6.42 | 20.24 |
| Randolph Ave & Access Rd | 20 | 0.45 | n/a | n/a | 1 | 2.5 | 40% | 80 | 6.57 | 6.1 | 13.1 |
| Total | | | | | | | | 2461 | | | |
| Delta from Target | | | | | | | | 0 | | | |
| Delta from 2023 | | | | | | | | -125 | | | |

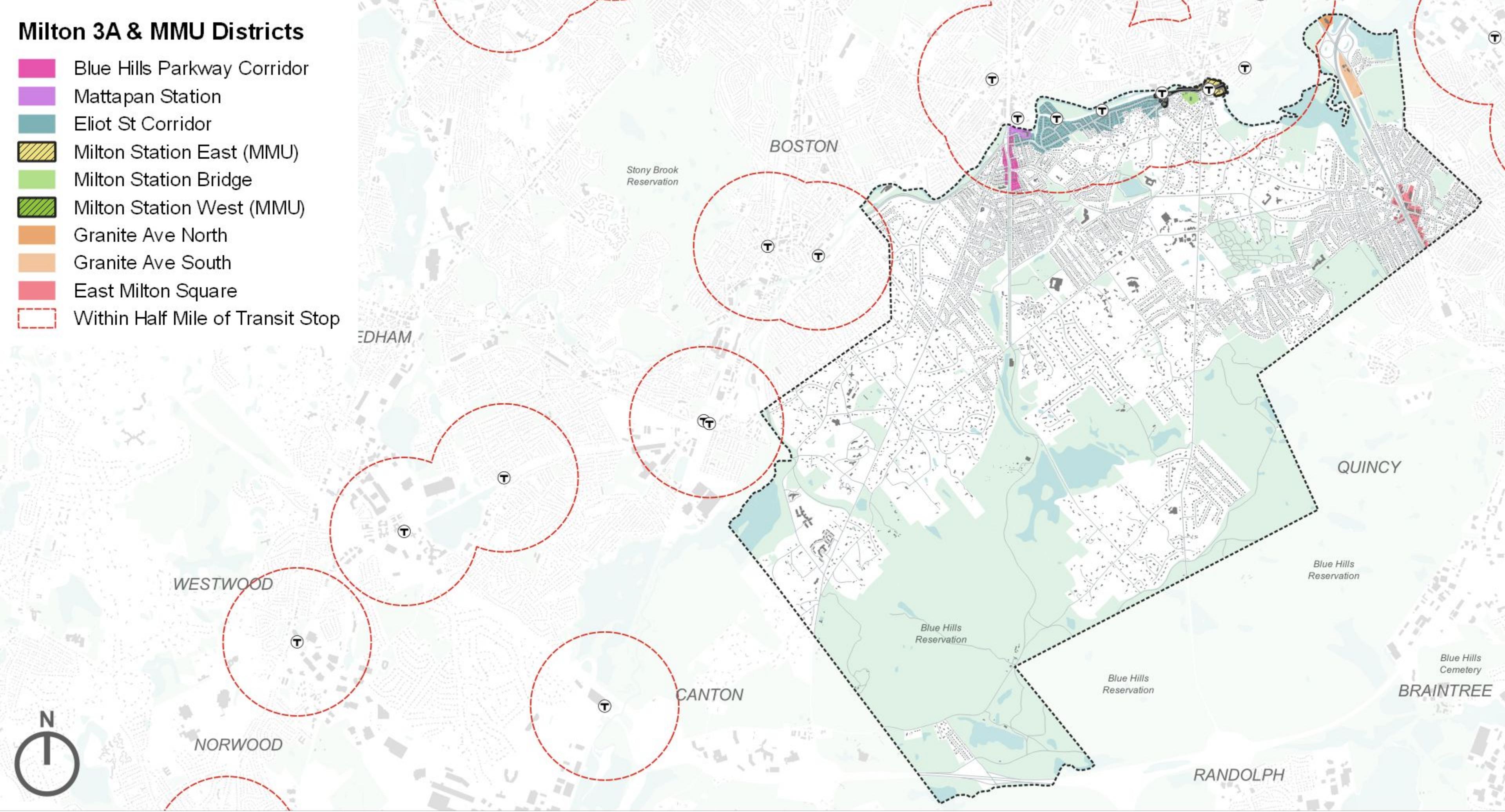
Brushwood

Adjacency:
Paper Mill Site



Milton 3A & MMU Districts

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



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

