

MBTA Communities Compliance

Technical Assistance
Town of Milton

Planning Board Meeting
April 24, 2025

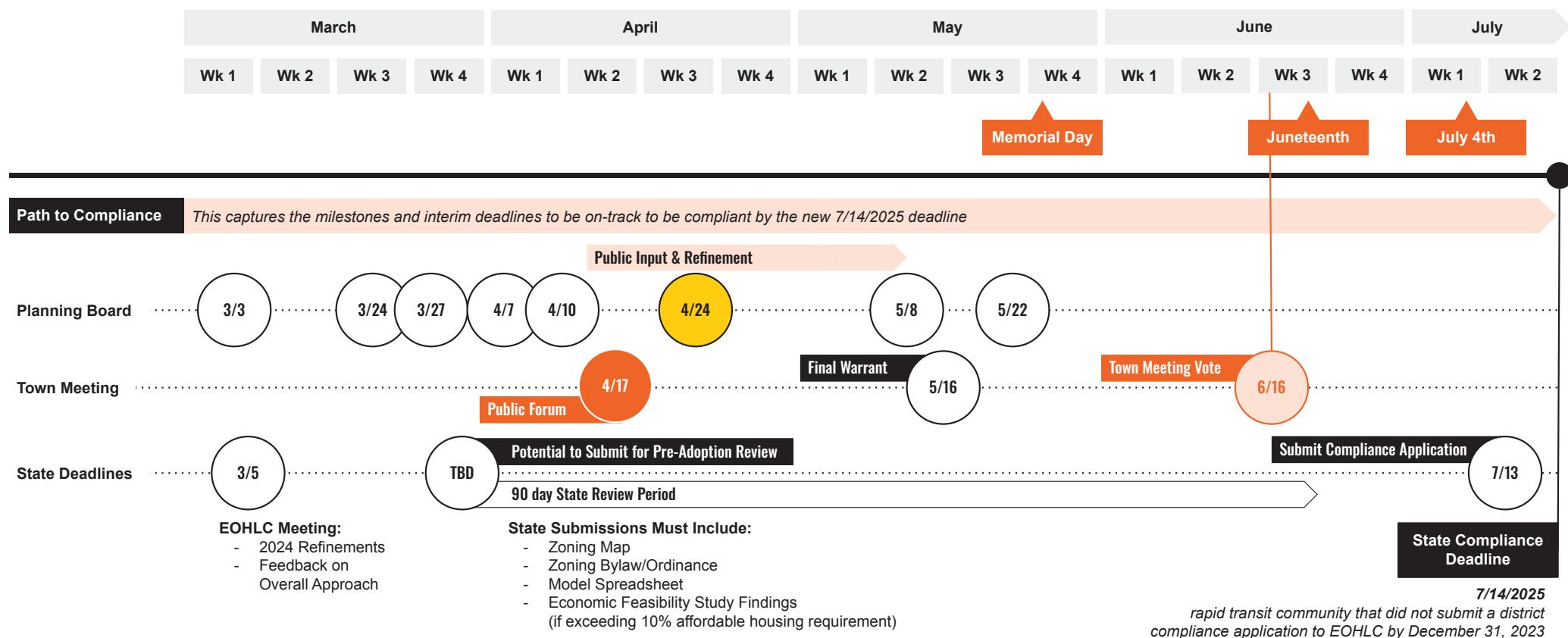
Agenda

Planning Board Meeting

- 1. Timeline & Next Steps**
- 2. Rapid Transit Community Plan - refinements & additional request**

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**.



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

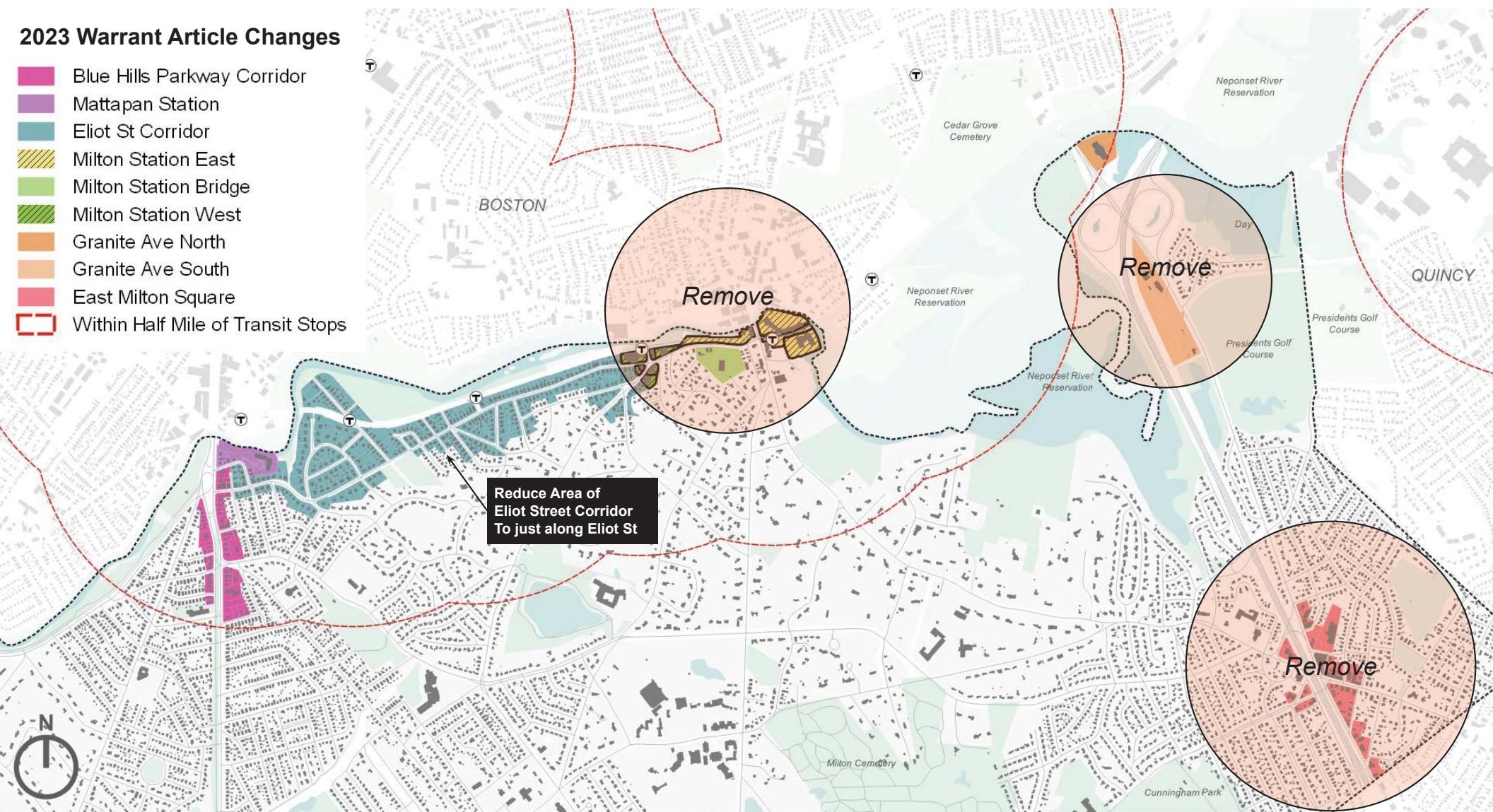
If we calculate Milton's targets as if it was in the **Adjacent Community** category, we get:

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

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

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

Public Forum Scenario

| 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)

Rapid Transit Community Plan

Milton's Rapid Transit 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 |

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 | | | | 3A |
| Randolph Ave & Access Rd | 20 | 0.3 | n/a | n/a | 1.5 | 2.5 | 40% | 83 | 6.6 | 6.1 | 13.6 | | | | 3A |
| 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 | 0.55 | n/a | 5,000 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 | | | | 3A |
| TOTAL | | | | | | | | 2,462 | 130.8 | 126.0 | 15.71 | <i>not calculated</i> | <i>not calculated</i> | <i>not calculated</i> | 80% |
| 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)

2025 Rapid Transit Community Plan

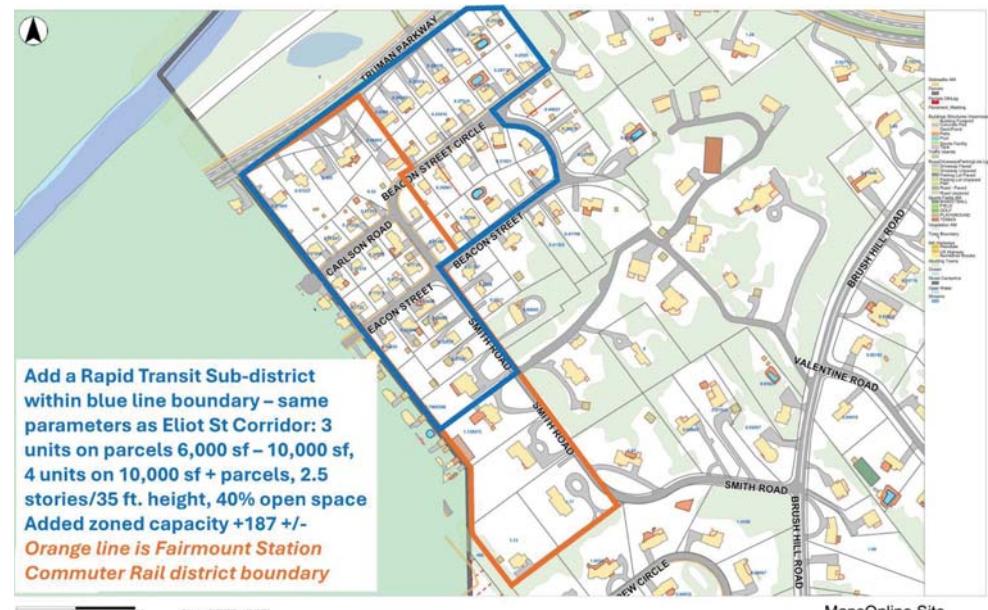
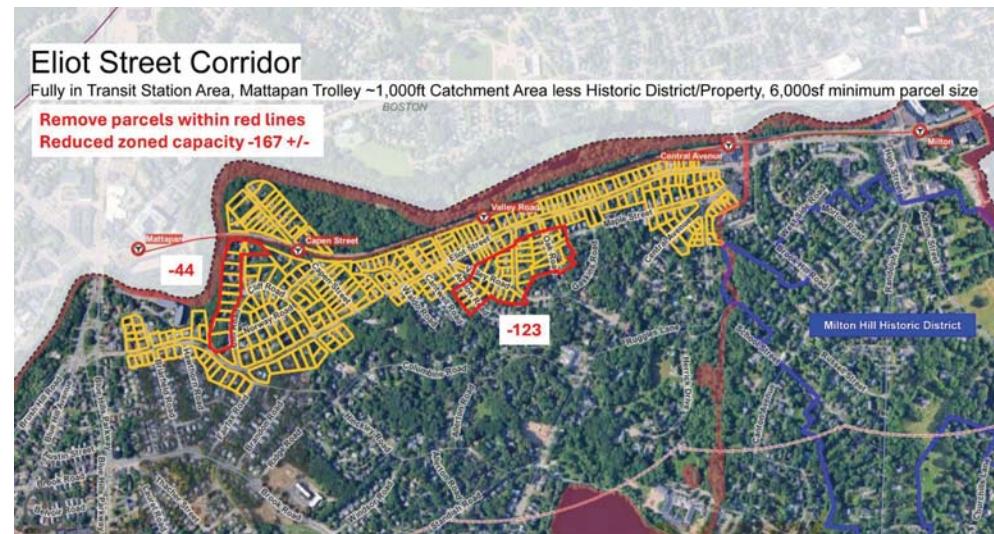
This revision restores alignment between the Blue Hills Parkway Corridor and Eliot Street Corridor Tier 1 by absorbing an additional 56 units across the Milton Station districts and aligning Randolph Ave & Access Rd with the parameters for 711 Randolph Ave.

| 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 | | | | 3A |
| Randolph Ave & Access Rd | 21 | 0.4 | n/a | n/a | 1.5 | 2.5 | 40% | 102 | 6.6 | 6.1 | 16.7 | | | | 3A |
| 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) | 45 | 1.0 | n/a | n/a | 1 | 4.5 | 40% | 218* | * MMU does not count toward density | | | contributing | | | MMU |
| Milton Station Bridge | 45 | 1.0 | n/a | n/a | 1 | 4.5 | 40% | 201 | 4.6 | 4.6 | 43.5 | 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% | 179 | 16.6 | 16.6 | 12.6 | 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 | | | | 3A |
| TOTAL | | | | | | | | 2,462 | 130.8 | 126.0 | 15.5 | <i>not calculated</i> | <i>not calculated</i> | <i>not calculated</i> | 80% |
| 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)

Suggested Revision from Cheryl

Reduce **Eliot Street Corridor** geographically, add new **Fairmount Station District** with same zoning parameters as the Eliot Street Corridor



Eliot Street Corridor

Fully in Transit Station Area, Mattapan Trolley ~1,000ft Catchment Area less Historic District/Property, 6,000sf minimum parcel size
Eliminate parcels south of Eliot Street that do not front on Eliot Street



2025 Rapid Transit Community Plan

* 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)
 ** tiering is same as Eliot St Corridor

This revision maintains alignment between the Blue Hills Parkway Corridor and Eliot Street Corridor Tier 1 parameters (per the earlier slide) and distributes some of the unit capacity of Eliot Street Corridor to a new Fairmount Station District.

| 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 | | | | 3A |
| Randolph Ave & Access Rd | 21 | 0.4 | n/a | n/a | 1.5 | 2.5 | 40% | 102 | 6.6 | 6.1 | 16.7 | | | | 3A |
| 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) | 45 | 1.0 | n/a | n/a | 1 | 4.5 | 40% | 218* | * MMU does not count toward density | | | contributing | | | MMU |
| Milton Station Bridge | 45 | 1.0 | n/a | n/a | 1 | 4.5 | 40% | 201 | 4.6 | 4.6 | 43.5 | contributing | | | 3A |
| Eliot Street Corridor - Tier 1 | n/a | 0.5 | 3 | 6,000 sf | 1 | 2.5 | 40% | 366 | 39.5 | 39.4 | 9.3 | contributing | contributing | contributing | 3A |
| Eliot Street Corridor - Tier 2 | n/a | 0.4 | 4 | 10,000 sf | 1 | 2.5 | 40% | 216 | 18.6 | 18.5 | 11.7 | contributing | contributing | contributing | 3A |
| Eliot Street Corridor - Tier 3 | n/a | 0.27 | 4 | 15,000 sf | 1 | 2.5 | 40% | 108 | 14.3 | 14.3 | 7.6 | contributing | contributing | contributing | 3A |
| Blue Hills Pkwy Corridor | 30 | 0.5 | n/a | 6,000 sf | 1 | 2.5 | 50% | 179 | 16.6 | 16.6 | 12.6 | 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 | | | | 3A |
| Fairmount Station District** | ** | ** | ** | ** | ** | ** | ** | 185 | 15.7 | 15.7 | 11.8 | | contributing | contributing | 3A |
| TOTAL | | | | | | | | 2,524 | 137.0 | 131.9 | 15.3 | <i>not calculated</i> | <i>not calculated</i> | <i>not calculated</i> | 82% |
| COMPLIANCE TARGET | | | | | | | | 2,461 | 50 | <i>n/a</i> | 15 | 50% | 50% | 50% | Min. 75% |

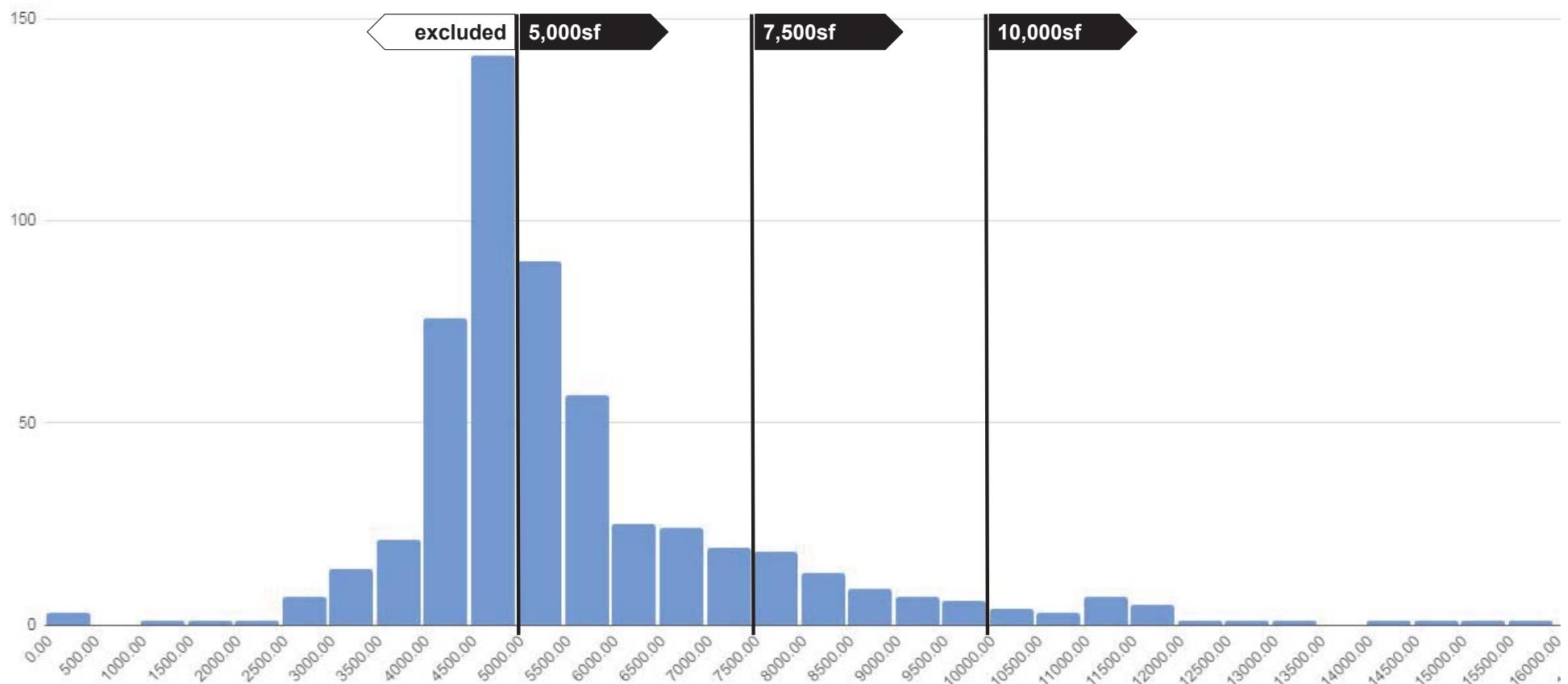
Blue Hills “Triplex”

Discarded due to many lots below 5,000sf
and resulting low modeled density



Blue Hills “Triplex”

Parcel Size Distribution (histogram of parcel size in 500sf increments)

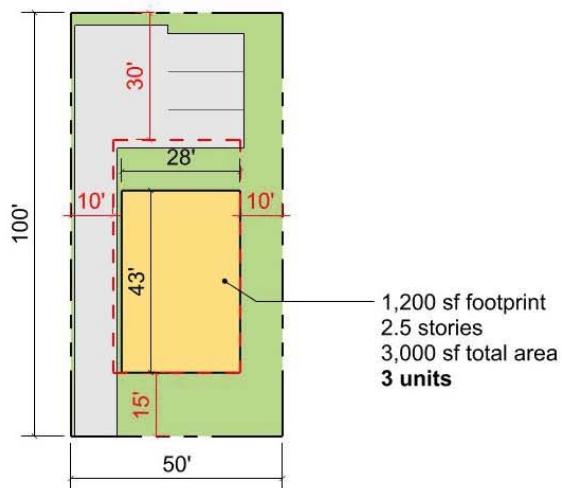


Small-Lot Existing Residential Buildout

5,000 sf Parcel, 3 Units

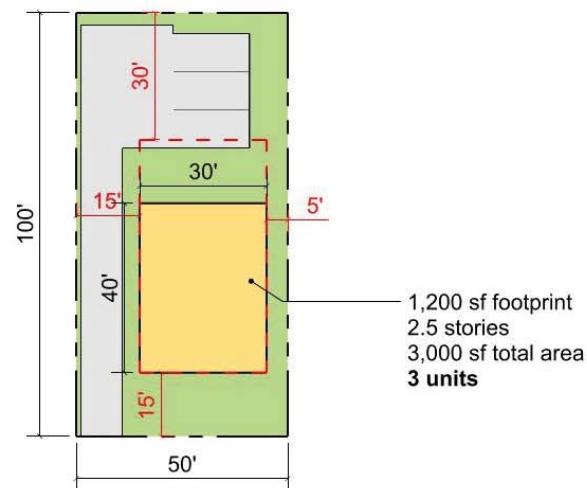
Recommended Zoning Parameters

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%

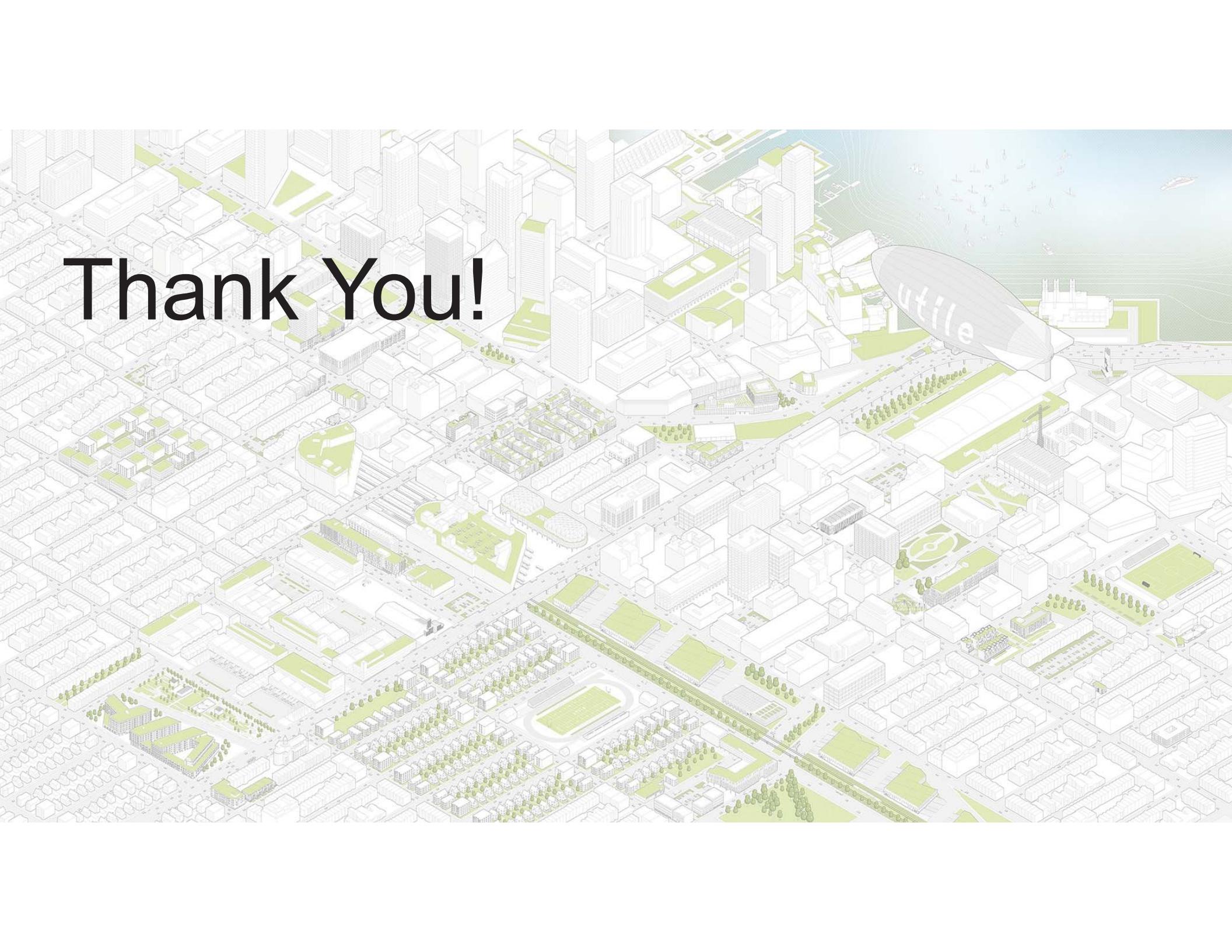


1 Building - Asymmetrical Side Setbacks

Building Coverage = 24.0%
Building + Parking/Paving Coverage = 60.2%
Open Space = 39.8%



Similar Existing Parcel



Thank You!