

TOWN OF MILTON

2025



Special Town Meeting

Monday, June 16, 2025

Milton High School Auditorium

7:30 p.m.

WARRANT

**INCLUDING THE REPORT OF THE WARRANT COMMITTEE
AND RECOMMENDATIONS ON ARTICLES
as required by Chapter 75, Section 1, of the General Bylaws of Town**

PLEASE BRING THIS REPORT TO TOWN MEETING

June 2025 Special Town Meeting Warrant

Commonwealth of Massachusetts, SS
County of Norfolk

To any of the constables of the Town of Milton in said County:

GREETINGS:

In the name of the Commonwealth of Massachusetts, you are hereby required to notify and warn the inhabitants of the Town of Milton, qualified to vote in Town affairs, to meet at the Milton High School Auditorium at 25 Gile Road in said Milton on Monday, the sixteenth day of June next at 7:30 o'clock in the evening, then and there to act upon the following Articles to wit:

Articles 1-6

And you are directed to warn said inhabitants qualified as aforesaid to meet at the times and places and for the purposes herein mentioned by posting attested copies of the Warrant in each of the Post Offices of said Town fourteen days at least before the sixteenth day of June. Hereof fail not and make due return of this Warrant with your doings thereon to the Town Clerk, on or before the second day of June 2025.

Given under our hands at Milton this of 27th day of May, 2025.

**Benjamin D. Zoll
John C. Keohane
Meghan E. Haggerty
Winston A. Daley
Richard G. Wells, Jr.**

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In compliance with the American with Disabilities Act, this Warrant can be made available in alternative formats. The June 16, 2025, Special Town Meeting, if requested, will be offered by assisted listening devices or an interpreter certified in sign language. Requests for alternative formats should be made as far in advance as possible.

Should you need assistance, please notify the SELECT BOARD at 617-898-4843 or 617-696-5199 TTY.

Smoking and other tobacco use is prohibited in school facilities and outside on the school grounds by MGL Chapter 71, Section 37H, “An Act Establishing the Education Act of 1993.” This law applies to any individual at any time.

Strong fragrances cause significant adverse reactions in some people, such as migraine headaches. Products with strong fragrances include personal care products such as perfume, cologne, fragranced hair products, after shave lotion, scented hand lotion, etc. Attendees at Town Meeting are requested to avoid wearing products with strong fragrances. As an accommodation to persons with such adverse reactions, and to allow safe and free access to the auditorium, the lobby and restroom, attendees at Town Meeting who are wearing products with strong fragrances, or who think they may be wearing products with strong fragrances, are requested to sit away from the sections nearest to the lobby entrance.

MESSAGE FROM THE TOWN MODERATOR ELIZABETH S. DILLON

Welcome to the June 2025 Special Town Meeting.

As you may be aware, Milton holds Special Town Meetings for the purpose of addressing certain articles prior to the next annual town meeting.

During this June Town Meeting, there are six articles for your review and consideration. Two were submitted by the Select Board, three were submitted by the Planning Board, and one was submitted via citizen's petition. The Warrant Committee has reviewed each article. Warrant Committee recommendations and comments not included in this warrant will be available on the Town Meeting website prior to June 16 and hard copies will be provided at Town Meeting.

Please carefully review each article and direct any questions to the submitting party prior to Town Meeting. As is customary, I will host co-host a show with our Warrant Committee Chair on Milton Cable Access TV prior to the Town Meeting, during which we will discuss the articles.

The June Town meeting will proceed subject to the rules that were approved at the Annual Town Meeting and printed in the Annual Town Meeting Warrant. Please read these rules carefully, as the rules will not be repeated during Town Meeting. In keeping with the rules set forth in the Annual Warrant, proposed amendments are to be submitted prior to Town Meeting. Specifically, such amendments should be provided to the Moderator at or before 3:00 PM on Thursday, June 12, 2025, to afford adequate time for review by the Moderator, Town Counsel, Submitting Board or Committee and/or the Warrant Committee, as appropriate. Proposed amendments submitted after 3 PM on June 12 may or may not be permitted, at the discretion of the Moderator.

Finally, please note that I will recuse myself from the discussion of Articles 5 and 6. During the June Town Meeting, a temporary Town Moderator shall be elected with respect to these articles only. This process will be handled according to Town Meeting Time, Volume 4.

I look forward to seeing you for in-person Town Meeting beginning on June 16, 2025 at 7:30 PM at the high school.

Sincerely,

/s/ Elizabeth S. Dillon

Elizabeth Dillon,
Town Moderator

REPORT OF THE WARRANT COMMITTEE FOR THE 2025 JUNE SPECIAL TOWN MEETING

Greetings to the Honorable Select Board, Town Meeting members and Residents of the Town of Milton.

The Warrant Committee herein presents to the Town Meeting recommendations for action on Articles submitted to the Special Town Meeting convening on Monday, June 16, 2025.

Welcome back to what looks to be the final meeting of Fiscal Year 2025! Not too many weeks ago, the Town was engaged in not only the matters before the Annual Town Meeting, but also a Town wide election and an override ballot question. However, the work is not done and there are still some important matters that must be resolved at this June Special Town Meeting.

In summary, there are six (6) Articles in all for this Town Meeting to consider in which there are two housekeeping matters that need to be addressed. The first concerns a transfer to the Town's Reserve Fund and the second, statutory amendments to the Flood Plain Overlay District. In addition, there is a request to adopt a new property tax exemption for those who qualify under M.G.L. Chapter 59, Section 5. There are also two significant Planning Board articles for consideration. The first concerns the East Milton Overlay District, which significantly changes the zoning in East Milton Square to encourage a walkable, vibrant business district for the Town. The second addresses the MBTA Communities Act and Milton's MBTA Multi Family Overlay District (and Zoning Map Amendments) which is comprised of a 10% housing plan. The final article is a citizen's petition brought forward by ten (10) residents of the Town that also sets forth a plan for the MBTA Communities Act and Milton's MBTA Multi Family Overlay District (and Zoning Map Amendments) which is comprised of a 25% housing plan.

Please note that the Warrant Committee did not have an opportunity to vote on a recommendation for Articles One (Reserve Fund Transfer), Two (Adoption of Statutory Property Tax Exemptions) and both Articles Five and Six (Planning Board, MBTA Communities Overlay and Citizens' Petition) prior to the closing and printing of the Warrant. The Warrant Committee did vote and provide comments on Articles Three (Flood Plain Overlay District Amendments) and Four (East Milton Overlay District Bylaw Adoption). The Warrant Committee voted in favor of both those Articles. As for the remaining Articles, the Warrant Committee continues to meet and will make its recommendations prior to the June 16, 2025, Special Town Meeting. All comments and recommendations will be available in hard copy form at the Town Meeting and available on the Town's Town Meeting webpage:

<https://townofmilton.org/townmeeting>

The Chair wishes to express his sincere appreciation to each of the members of the Warrant Committee for the many hours of work required over the course of this last fiscal year. The Warrant Committee also extends thanks to the Town Administrator, Mr. Nicholas Milano, for his assistance and collaboration in the crafting of the Warrant for this Special Town Meeting. The Warrant Committee would also like to especially thank the Select Board for their consideration in preparing this Warrant and the Planning Board for all their diligent work in the articles included for consideration.

The Chair is especially grateful for the continued assistance and patience of the Warrant Committee Clerk, Karen Bosworth.

Thank you all for a great year and have a nice summer!

Yours in Service,

The Warrant Committee

Thomas A. Caldwell (Chair)
Stephen H. Rines (Secretary)
Lori A. Connelly
James H. "Jay" Fundling
Allison J. Gagnon
Julie A. Joyce
Andrew S. Koh
Macy Lee
Julia Maxwell
Peter F. Mawn
Brian J. McGuire
Aman Negassi
Ronald T. Sia
Judith A. Steele

Karen Bosworth (Clerk)

ARTICLE 1 To see if the Town will vote to amend the appropriations voted for the Fiscal Year 2025 Reserve Fund by appropriating \$300,000 for the Fiscal Year 2025 Reserve Fund from funds certified by the Department of Revenue as free cash; and to act on anything relating thereto.

Submitted by the Select Board.

The Warrant Committee has not yet made a recommendation on this article.

COMMENT: This article requests an appropriation of \$300,000 from free cash to the Fiscal Year 2025 Reserve Fund. The Town's current free cash balance is \$300,000 and this appropriation would transfer it to the Reserve Fund for unanticipated expenses in the current Fiscal Year, which ends June 30, 2025. Any unused funds in the Reserve Fund will contribute to next year's free cash balance. Any transfers from the Reserve Fund require approval of the Warrant Committee.

The Warrant Committee did not have an opportunity to vote on a recommendation for this article prior to the printing of the Warrant. The Warrant Committee will make its recommendation prior to the June 16, 2025 Special Town Meeting. The recommendation will be available in hard copy form at the Town Meeting and it will be available on the Town Meeting webpage:

<https://townofmilton.org/townmeeting>

ARTICLE 2 To see if the Town will vote to accept:

- (1) the provisions of M.G.L. c.59, §5 clause Seventeenth F, to allow exemptions granted to those qualifying pursuant to clause Seventeenth to be increased annually by an amount equal to the percentage increase in the U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index for the previous year as determined by the Commissioner of Revenue to be effective for exemptions granted for any fiscal year beginning on or after July 1, 2025; and,
- (2) to accept the provisions of M.G.L. c.59, §5 clause Twenty-second I, to allow exemptions granted to those qualifying pursuant to clause Twenty-second, Twenty-second A, Twenty-second B, Twenty-second C, Twenty-second E or Twenty-second F to be increased annually by an amount equal to the percentage increase in the U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index for the previous year as determined by the Commissioner of Revenue to be effective for exemptions granted for any fiscal year beginning on or after July 1, 2025; and,
- (3) to accept the provisions of M.G.L. c.59, §5 clause Forty-first D to authorize an annual increase in the income (gross receipts) and asset (whole estate) limits for exemptions granted to senior citizens under clause 41 by the percentage increase in the U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index for the previous year as determined by the Commissioner of Revenue, to be effective for exemptions granted for any fiscal year beginning on or after July 1, 2025; or to act on anything relating thereto.

Submitted by the Select Board.

The Warrant Committee has not yet made a recommendation on this article.

COMMENT: This article proposes to accept three clauses from M.G.L. Chapter 59, Section 5. The three clauses would allow annual cost-of-living-adjustments for three sets of property tax exemptions found in Clause 17 (seniors, surviving spouses, and minor children of deceased parent), Clause 22 (various veterans tax exemptions), and Clause 41 (seniors). The annual cost of living adjustment would be based on the consumer price index, determined by the Massachusetts Department of Revenue.

The Warrant Committee did not have an opportunity to vote on a recommendation for this article prior to the printing of the Warrant. The Warrant Committee will make its recommendation prior to the June 16, 2025 Special Town Meeting. The recommendation will be available in hard copy form at the Town Meeting and it will be available on the Town Meeting webpage:

<https://townofmilton.org/townmeeting>

Article 3 To see if the Town will vote to amend Section 7 of Chapter 275 of the General Bylaws, known as the Zoning Bylaw, as follows:

(1) By striking Section 7.1(A) in its entirety and inserting in place thereof the following:

SECTION 7.1

Flood Plain District.

A. The Floodplain District is herein established as an overlay district. The District includes all special flood hazard areas designated within the Town of Milton designated as Zone A or AE on the Norfolk County Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency for the administration of the National Flood Insurance Program, dated July 08, 2025. These maps indicate the 1%-chance regulatory floodplain. The exact boundaries of the District shall be defined by the 1%-chance base flood elevations shown on the FIRM and further defined by the Flood Insurance Study (FIS) report dated July 08, 2025. The effective FIRM, FBFM, and FIS report are incorporated herein by reference and are on file with the Planning Board and the Inspectional Services Department.

(2) By striking Sections 7.3(A)(2) & (3) in their entirety and inserting in place thereof the following:

- (2) NFIP State Coordinator,
Massachusetts Department of Conservation and Recreation
- (3) NFIP Program Specialist
Federal Emergency Management Agency, Region I

(3) By striking Sections 7.4(A) & (B) in their entirety and inserting in place thereof the following::

- (A) NFIP State Coordinator,
Massachusetts Department of Conservation and Recreation
- (B) NFIP Program Specialist
Federal Emergency Management Agency, Region I

(4) By striking the definition of Recreational Vehicle in Section 7.5(B)(6), and replacing it with the following amended text:

Recreational Vehicles: In A and AE Zones, all recreational vehicles to be placed on a site must be elevated and anchored in accordance with the zone's regulations for foundation and elevation requirements or be on the site for less than 180 consecutive days or be fully licensed and highway ready.

(5) By striking the following definitions in § 275-7.10 Definitions and inserting in place thereof the following:

DEVELOPMENT

Any manmade change to improved or unimproved real estate, including but not limited to building or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations, or storage of equipment or materials

FLOODWAY

The channel of a river, creek or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

SPECIAL FLOOD HAZARD AREA

The land area subject to flood hazards and shown on a Flood Insurance Rate Map or other flood hazard map as Zone A, AE, A1-30, A99, AR, AO, AH, V, VO, VE or V1-30.

And to authorize the Town Clerk to assign or amend chapter and section numbers and titles; and to act on anything relating thereto.

Submitted by the Planning Board

RECOMMENDED that the Town vote to approve the article as printed in the Warrant.

COMMENT: The main purpose of this Article is to amend Chapter 275, Section 7 of the General Bylaws updating the Milton Flood Plain Overlay District with new flood plain elevations for the Town as promulgated by the Federal Emergency Management Agency (FEMA) dated July 8, 2025. Moreover, this General Bylaw Amendment updates the current Milton Flood Plain Overlay with the new Flood Insurance Study Report as required by law to assess flood risk. The Flood Plain District Overlay has been previously amended by the Annual Town Meeting in 2012 (Article 37) and again by the Annual Town Meeting in 2021 (Article 42).

There are some additional amendments included in this Article, also required by law:

The amendments proposed to Sections 7.3 and Section 7.4 provide for updated reporting addresses for watercourse alterations and the submission of floodplain data to FEMA and the Department of Conservation and Recreation by the Town.

The amendment in Section 7.5 addresses the restricted use of recreational vehicles in the district. The remaining amendments concern the expanded definitions of: development; floodways; and flood hazard areas.

The purpose of the Floodplain Overlay District is to: ensure public safety through reducing the threats to life and personal injury; eliminate new hazards to emergency response officials; prevent the occurrence of public emergencies resulting from water quality, contamination, and pollution due to flooding; avoid the loss of utility services which if damaged by flooding would disrupt or shut down the utility network and impact regions of the community beyond the site of flooding; eliminate costs associated with the response and cleanup of flooding conditions; reduce damage to public and private property resulting from flooding waters.

ARTICLE 4 To see if the Town will vote to amend Chapter 275 of the General Bylaws, known as the Zoning Bylaw, by inserting the following new Section 275-3.23 East Milton Square Mixed-Use Overlay District and to amend the Zoning Map to include the East Milton Square Mixed Use Overlay District.

Section 275-3.23 East Milton Square Mixed-Use Overlay District

In East Milton Square, mixed residential and business uses may be permitted by right with site plan review through the Planning Board for up to 3-stories and 45 feet subject to reasonable terms and conditions based on the standards defined herein. The boundary of the East Milton Square Overlay District is shown on the current Milton Zoning Map.

A. Purpose. This section's purpose is to allow high-quality mixed-use development that enhances East Milton Square. Successful mixed-use development shall:

- a. Strengthen walkability and safe and convenient circulation for all travel in East Milton Square
- b. Proactively and intentionally guide commercial district investment
- c. Enhance the sense of place and district identity
- d. Leverage private investments to add community amenities while reducing impacts
- e. Encourage mixed-use redevelopment and an increased variety of housing options
- f. Improve environmental sustainability and resilience in the district
- g. Preserve and enhance historic character of East Milton

B. Allowable Uses.

- a. **Allowed uses.** Mixed-use development is required with non-residential and residential uses.
- b. **Non-residential uses.** All business uses otherwise permissible in the East Milton Square Business District shall be allowed by-right with site plan review. Except for drive-through food service facilities, filling stations, garages, sales rooms and repair shops for motor vehicles, storage warehouses, and undertakers which are prohibited.
- c. **Residential uses.** Residential use shall be allowed by-right with site plan review in conjunction with one or more Non-residential uses identified in Section B.b. The permissible residential use shall be multi-family housing, which is defined as having more than one housing unit in a building or in multiple buildings on a lot. A housing unit is defined as that portion of a building providing complete housekeeping and cooking facilities for one family, as defined in § 275-1.1.
- d. **Ground Floor Uses.** Ground floor uses shall promote an active pedestrian environment and lively streetscape. At least 50% of the usable ground floor area of the building must be designed for and shall be occupied by Non-residential uses identified in Section B.b, except that parking shall not be permitted to satisfy this requirement. Where possible, this area should be designed to accommodate individual business of 1,500 square feet or less. As used in this Section § 275-3.22, the "ground floor" shall be the story directly above the basement or, if there is no basement, the story directly above the foundation, which generally coincides with the elevation of the adjacent sidewalk at the frontage of the property.

C. Dimensional Requirements.

a. **Setbacks.**

- i. **Front Yard Setbacks.** The primary frontage of new buildings and new

additions to existing buildings shall be located no less than zero (0) feet and no more than ten (10) feet from the lot line.

- ii. Side Yard Setbacks. Side yard setbacks are not required when the abutting use is an existing business or mixed-use. When the abutting use is an existing residential-only use, the minimum side yard setback is ten (10) feet.
- iii. Rear Yard Setbacks. The minimum rear yard setback is twelve (12) feet when the abutting use is an existing business or mixed-use. When the abutting use is an existing residential-only use, the minimum rear yard setback is twenty (20) feet.

b. Building Height.

- i. Maximum Height. No building shall be erected or altered to exceed three (3) stories and forty-five (45) feet in height.
- ii. Definitions.
 - 1. The height of any building shall be measured from the mean grade of the natural ground contiguous to the building at the property's street frontage, as such ground exists at the sidewalk elevation. Existing structures may retain their existing heights and number of stories.
 - 2. The term "story," as used in this Paragraph C(b), shall not include a basement provided that the finished floor height of the ground story shall at no point be more than four (4) feet above the mean grade of the adjacent sidewalk and provided that convenient and accessible entry to commercial spaces be provided at the ground floor from the sidewalk. A basement may be used for parking, storage, utilities and commercial space, but not for residential units. If reasonably necessary and appropriate for good design or to address the existing conditions on site, the Planning Board can modify the requirements in this subparagraph.
 - 3. Height shall be measured to the midpoint of the slope of a pitched roof, or the parapet of a flat roof, excluding the items specifically defined as allowable projections herein. The Planning Board may permit protrusions of up to eight feet above the roofline, such as elevator shaft housings or chimneys, so long as the appearance of the building remains architecturally coherent, visually attractive, and appropriate to its context. The Planning Board may allow a cupola or clock tower up to fifteen feet above the roofline so long as it has been shown to add significant merit to the building's design.

c. Ground Story Height. The minimum ground story height in a new building shall be twelve (12) feet clear for properties with frontage on Adams Street, Granite Avenue, Bryant Avenue, and Bassett Street.

d. Open Space. All properties must provide a minimum of 10% open space. Minimum open space may include hardscape pedestrian plazas, extensions of the sidewalk/public realm, planting of street trees, pocket parks, balconies, roof decks, or off-site improvements to existing open space amenities.

D. Historic Preservation. Buildings constructed in whole or substantial part before 1940

shall be preserved as part of an adaptive reuse mixed-use redevelopment.

- a. Purpose. The preservation of buildings of historical significance and an expansion of the economic options for historic properties in East Milton Square.
- b. Definitions. Preservation shall include preservation or restoration of a building's exterior appearance and may include renovation, rehabilitation, restoration or re-creation of features or elements of the building. The exterior elements of a building shall be historically compatible and appropriate to the preserved historic structure.
- c. Guidance. Preservation plans shall be guided by the Secretary of the Interior's Standards for the Treatment of Historic Properties and shall be submitted to the Historical Commission for comment. Notwithstanding the foregoing, a building constructed before 1940 need not be preserved if the Planning Board, after seeking the advice of the Historical Commission, determines that the building lacks substantial architectural significance and is not historically important or that the building is in an advanced stage of deterioration and is not able to be preserved at a reasonable financial cost. Buildings listed in the National and State Registers of Historic Places or identified in the Massachusetts Cultural Resource Information System shall be deemed historically important.
- d. Approval. If deemed historically important, project approval may require the restoration, rehabilitation, renovation, repair, adaptive reuse, or addition to historic structures in the district. In order to grant project approval, the proposed restoration, rehabilitation, renovation, repair, adaptive reuse, or addition shall preserve, to the maximum extent feasible, the historical and architectural features of the building, structure, or element.
- e. Waivers. At the discretion of the Planning Board through site plan review, relief from dimensional or parking requirements may be granted for good cause, to accommodate the preservation of a historic structure and property.

E. Design Standards. Each building and site shall be designed to positively contribute to the legacy and character of East Milton Square while enhancing livability for surrounding residents. The building design and site layout shall define street frontage by occupying street edges with an active ground floor and filling gaps between existing buildings. The building design and site layout shall configure the building layout and building massing to shape outdoor spaces by placing buildings at the edges of the outdoor space and located active ground floor uses, and transparent ground floor facades at those locations. The building design and site layout shall also be used to define streets edges, corners, and intersections. Site layouts shall consolidate and share off-street parking efficiently across lot lines, improve streetscapes and walkability by minimizing curb cuts, and contribute to livability through the creation of pocket parks, additional outdoor spaces, and new outdoor amenities. The architectural design shall be composed to be visually attractive and compatible with the context of the East Milton Square Business District and nearby buildings.

- a. In addition, each building shall meet the following design standards:
 - i. Context sensitive – New building and site layouts, including side and rear setbacks, shall respond to the context of neighboring properties. Buildings shall be positioned on their site to provide buffers for abutting existing single- and two-family residences.
 - ii. Public realm expansion – New building and site layouts, including front setbacks, shall respond to the context of the adjacent sidewalk. Where the

sidewalk width is less than or equal to 6 feet at the building frontage, new buildings shall provide a setback within the build-to range defined in Section

C.a. to expand the width of the sidewalk to a minimum of 10 feet to allow for additional outdoor amenities and activity.

iii. Historical context, heritage and legacy – The building form, scale, proportion, massing, roof lines, and architectural design shall recognize and complement the historic buildings and styles of the East Milton Square Business District and positively contribute to the district's character. Particular attention shall be paid to reinterpreting design elements found in the context of the district through façade design, proportion and location of windows, location and ornamentation of entrances, and complementary building materials and colors.

iv. Context-sensitive height and scale – The building form shall provide step-backs in the facade that respond to the surrounding context, as the Planning Board deems appropriate. The step backs shall provide a vertical change in the plane of the facade to reduce the perceived building height. For example, if a 3-story building is adjacent to a 2-story existing building, the facade of the third story shall step back from the facade of the lower two stories to reduce the visual prominence of the upper floor.

v. Context-sensitive width and scale – Buildings more than forty (40) feet wide shall be broken down into a series of smaller bays to evoke the rhythm of historic shop fronts, add visual character, and maintain the pedestrian scale of the streetscape. No uninterrupted length of any facade shall be permitted to exceed twenty (20) horizontal feet without incorporating at least one of the following massing elements: horizontal setbacks or vertical step-backs, architectural projections, recesses, and at least one of the following design elements: color change, material change, or texture change.

vi. Active ground floor at active sidewalks – The building facade shall integrate a higher proportion of transparent glass in the ground level frontage oriented to Adams Street, Granite Avenue, Bryant Avenue, and Bassett Street including business and entryway storefronts, display windows, or other glazing elements.

vii. Highlight windows and doors as design features – Windows and doors shall be integrated with appropriate architectural elements that highlight them as facade features. When integrated with the design of the facade, recessed doorways are preferred, to break up the building facade, provide a welcoming space, provide protection from sun and rain, and reduce conflict between an external door swing and sidewalk circulation. Where a recessed doorway is not used, an awning can have a similar effect.

viii. Attractive from all sides – The back and sides of each building shall be given as much architectural care as the front. The building, whether observed from the front, rear, or sides shall present an attractive appearance and offer a unified architectural approach. Where windows are not possible or appropriate to the intended use on the side or rear, facade articulation in the form of raised or recessed surfaces shall be used to break up blank walls.

ix. Integrate and conceal mechanical equipment – Mechanical equipment and other utilitarian features, including metal chimneys and

elevator penthouses, shall be integrated into the overall architectural design of the building by use of screening materials, placement, roof shape or form, or other means.

- x. Reduce visual impact of parking – If parking is provided on-site, it shall be to the rear of the primary building underneath the building. If a parking structure is provided it shall be unobtrusive and designed to integrate with the building and the district. Garage doors or other forms of vehicular access shall be integrated into the architectural design of the building. Surface parking areas shall be designed to be used as flexible plaza space that could be temporarily used for other private purposes or events. These parking areas shall use permeable pavers and shall include landscape islands, or other design features to add visual interest and flexibility to parking areas while enhancing stormwater mitigation and reducing the heat island effect.
- xi. Reduce impact of vehicular access – Vehicular access to the site shall be integrated with the design of the public realm and property frontage to minimize the access width and potential negative impacts on the pedestrian environment.
- xii. Integrate site landscape – Landscaping shall be used to enhance the building's design, strengthen attractive outdoor features, and to provide shade. Street trees shall be integrated with the design of sidewalk extensions or creation of pocket parks with flush tree grates or permeable pavers. Where space is limited, window boxes, trellises, green walls, or other compact landscape features shall be integrated with the building design.
- xiii. Integrate site and building lighting – Lighting fixtures shall be appropriate to the architecture and provide suitable lighting without detriment to nearby residences. Light fixtures including site and streetlights shall match existing standards in the Town, for example matching streetlights recently installed at Manning Community Park and related streetscape improvements.
- xiv. Integrate signs into building design – Signs shall be integrated with the building design and placed consistently on the building with a sign band integrated into the façade design of the ground floor and coordinated among multiple tenants. If illuminated, external gooseneck lighting is encouraged.

b. The Planning Board has the discretion to allow changes to one or more of the design standards if the project proponent can show that with such changes the project would remain architecturally coherent, well sited on its lot, visually attractive and compatible with the district and nearby context. In addition to the required Design Standards in this Section, the Milton Planning Board may adopt additional design guidelines for development in the East Milton Square Mixed-use Overlay District.

F. Sign Approval. Sign approval shall be determined as provided in § 275-3.3.

G. Affordable Housing Units.

- a. In the East Milton Square Mixed-use Overlay District, twelve (12) percent of the total housing units for a project with less than 25 units, or fifteen (15) percent of the total housing units for a project with 25 units or more (computed to the nearest whole number) shall be affordable housing units, subject to perpetual deed

restrictions, and if applicable, a regulatory agreement ensuring permanent affordability. Should the calculation result in a remainder of 0.5 or above an additional on-site unit shall be required. Should the remainder be below 0.5 a contribution to the Affordable Housing Trust shall be required in an amount to be determined by the Planning Board. These units shall be affordable to households whose annual income shall not exceed 80% of the then current Area Median Income (AMI) for the Boston- Cambridge-Quincy, MA-NH HUD Metro FMR Area as determined by the United States Department of Housing and Urban Development ("HUD") adjusted for household size and these units shall qualify for inclusion in the Subsidized Housing Inventory (SHI) maintained by the Massachusetts Executive Office of Housing and Livable Communities ("EOHLC").

- b. All affordable units shall be integrated with and distributed throughout the development and shall be comparable in design, floor area, number of bedrooms, appearance, construction and quality of materials with market rate units.
- c. To the maximum extent permissible, preference shall be given to Milton residents and employees of the Town of Milton in the rental or purchase of affordable units. A site plan approval issued under this section shall state that final occupancy permits shall not be issued until the affordable housing restrictions, and, if applicable, the regulatory agreements have been recorded with the Registry of Deeds and copies of the recorded documents have been provided to the Planning Board and the Building Commissioner.

H. Parking.

- a. Business Parking. In the East Milton Square Mixed-use Overlay District, minimum parking requirements for business uses shall follow Parking Requirements in Business Districts § 275-11.3 provided that, upon a determination that a greater or lesser number of parking spaces would be reasonably necessary so as to be adequate for the business use in a particular project, the Planning Board may increase or decrease the minimum number of business parking spaces required for the project. In the event of a restaurant use, at least one parking space shall be provided for each four patron seats provided that, upon an applicant showing that a lesser number of spaces would be adequate for the restaurant use, the Planning Board may reduce the required amount of parking.
- b. Residence Parking. There shall be a minimum of one parking space for each residential unit.
- c. Off-Site Parking. Safe and convenient parking may be provided off-site within or adjacent to the East Milton Square Business District for the parking required to support business uses at other properties in the East Milton Square Business District. Off-site spaces used to fulfill parking requirements shall be associated with a parking agreement between the applicant and the owner of the property where the off-site spaces are proposed to be located. The parking agreement shall be submitted as part of the application.
- d. Shared Parking Reductions. Off-street parking requirements may be reduced if they collectively serve different uses within the same mixed-use development or collectively serve multiple uses across multiple sites, where such collective use of

the parking facilities is based on a written agreement that: 1) assures the continued collective use; 2) states the number of parking spaces allocated to each participating use and the anticipated peak parking demand days and times for such uses; and 3) assures access to and maintenance of the common parking facility. The parking spaces provided through the collective use of parking facilities shall be counted towards the minimum required parking spaces as approved by the Planning Board.

- e. Other Parking Reductions. A reduction in the calculated parking requirement may be allowed as deemed appropriate by the Planning Board through a special permit upon demonstration of the features of the project that reduces automobile dependence for the development. These features may include the provision of on-site dedicated parking space(s) to car-share vehicles, increased bicycle parking and amenities beyond the requirements of § 275-11.12, on-demand shuttle services, or other transportation demand management techniques, and shall be appropriately scaled to the scale of the development and the requested reduction in parking.
- f. Bicycle Parking. § 275-11.12 applies to residential components of projects. Projects involving business uses shall also provide adequate exterior parking of bicycles for customers and employees.

I. Application Requirements.

- a. An application shall include a plan meeting the requirements for site plan specified in § 275-12.4 and such other requirements as may be specified by the Planning Board. The plan shall be contained in various sheets, all of which, after approval, shall contain the written approval of the Planning Board and shall be recorded with the Norfolk County Registry of Deeds or Registry District of the Land Court, as applicable, at the applicant's expense. Any relevant special permits shall also be recorded with the plan at the applicant's expense. The recorded plan shall be a part of the site plan approval. The plan shall show the development in all material detail. Any amendments or modifications to the plan shall be approved by the Planning Board and recorded or filed with said Registry at the applicant's expense. The applicant shall promptly provide to the Planning Board evidence of recording of each approved plan, amendment, or modification. The applicant shall promptly provide a copy of all recorded or filed documents to the Planning Board, showing the book and page or document number.
- b. If applicable, an application involving a property, on which there is a building constructed in or before 1940, shall be referred to the Milton Historical Commission for consideration of its historical and architectural significance and of the desirability and feasibility of its preservation, rehabilitation, or restoration in the proposed development. After consideration, the Milton Historical Commission may issue a report, which may include comments and suggestions, to the Planning Board on these matters and any associated matters pertinent to the Commission's responsibilities, and the Planning Board shall consider any such report in its evaluation of the application.
- c. If applicable, an application involving a property, on which there is a building constructed in or before 1940, shall include a narrative describing compliance with the Secretary of the Interior Standards with the application materials. The application shall include a narrative prepared by the project architect describing the project relative to the historic context of East Milton Square including a statement of the positive contributions the project will make to the character of the

East Milton Square Business District by preserving its history and strengthening its streetscape and vitality.

- d. The application shall include professional studies calculating the impact of the development on town services, on parking in the East Milton Square Business District and adjacent neighborhood streets, on traffic in district and surrounding areas of the town, on existing nearby businesses, and on future business development. If there is a material adverse impact projected, mitigating strategies shall be proposed.
- e. The application shall include a narrative describing the parking, ride sharing, bicycle storage, and other similar transportation infrastructure elements integrated with the project. This narrative shall include discussion of off-site transportation impacts, including a district parking impact analysis and traffic impact analysis for the proposed project. The narrative shall describe potential district mitigation that may be proposed to address the impacts identified.
- f. The application shall include a narrative describing compliance with the Design Standards.
- g. The application shall include architectural renderings, building elevations, an existing conditions survey with structures, retaining walls, parking areas, trees and topography, existing condition photos of the site and adjacent properties, proposed site plan with structures, retaining walls, parking areas, topography, landscape plan and details, site/building sections with accurate topographic depiction, building material specifications and other pertinent details regarding the project architecture and site plan.

J. Application Review Fees. When reviewing an application for a site plan review or special permit, the Planning Board may determine that the assistance of outside consultants is warranted due to the size, scale, or complexity of the proposed project or due to the project's potential impacts. The Planning Board may require that an applicant pay a review fee, consisting of the reasonable costs incurred by the Planning Board for employment of outside consultants engaged by the Planning Board to assist in the review of an application. In hiring outside consultants, the Planning Board may engage disinterested engineers, planners, architects, urban designers, or other appropriate professionals who can assist the Planning Board in analyzing a project to ensure compliance with this section and with other Town of Milton bylaws, regulations and requirements. Expenditures may be made at the direction of the Planning Board and shall be made only in connection with the review of the specific project for which the review fee has been collected from the applicant. Failure of an applicant to pay a review fee shall be grounds for denial of the application. At the completion of the Planning Board's review of a project, any excess amount of the review fee shall be repaid to the applicant. A final report of expenditures shall be provided to the applicant.

K. Notice, Procedures and Standard for Decision. The notice and procedural requirements set out in § 275-13.2 and § 275-13.3 and the standard to be used in rendering a decision set out in § 275-13.3 shall apply to site plan review for mixed-use development under this section.

**East Milton Square
Final Zoning Map**



Map Legend

■ Proposed overlay zoning district boundary

And to authorize the Town Clerk to assign or amend chapter and section numbers and titles; and to act on anything relating thereto.

Submitted by the Planning Board

RECOMMENDED that the Town vote to approve the article as printed in the Warrant.

*COMMENT: This article proposes to amend the Town's Zoning Bylaw by creating a new **East Milton Square Mixed-Use Overlay District**. The Overlay District is intended to promote redevelopment that supports a walkable, vibrant, and economically active East Milton Square, while preserving its character and addressing concerns of nearby residents.*

If adopted, this bylaw would allow for the construction of multi-story, mixed-use buildings in the East Milton Square Business District, subject to site plan review by the Planning Board. These buildings would include ground-floor commercial or civic uses with residential units above and would be designed in accordance with a comprehensive set of design standards aimed at improving livability, maintaining historic character, and enhancing the public realm.

Key provisions include:

- **Building Height:** The maximum height is 3 stories or 45 feet by right, reduced from a prior draft in response to resident feedback.
- **Design Standards:** New development must meet detailed design requirements to ensure compatibility with East Milton's historic character. These include requirements for active ground floors, setbacks, articulated facades, high-quality materials, landscaping, integrated lighting and signage, and sensitivity to adjacent properties.
- **Affordable Housing:** Projects must include 12% affordable units for developments under 25 units, and 15% for projects with 25 units or more. Units must qualify for the state's Subsidized Housing Inventory and be comparable to market-rate units.
- **Parking Flexibility:** Minimum parking requirements are established but may be adjusted by the Planning Board. Reductions may be granted for shared parking arrangements or inclusion of features that reduce car dependence, such as car-share, bike facilities, or shuttle services.
- **Historic Preservation:** Projects involving buildings constructed prior to 1940 must be reviewed for historical significance and designed to preserve or reflect the architectural heritage of the district.
- **Application Requirements:** Developers must submit extensive documentation, including architectural plans, traffic and parking studies, and narratives on design compliance, transportation impacts, and historic context.
- **Review Process:** The Planning Board retains authority to review and approve all applications and may hire outside consultants at the applicant's expense to evaluate projects.

In its deliberations, the Warrant Committee noted some concern had been raised about limitations on certain uses within the district—for example, that not allowing additional funeral homes in the overlay could be viewed as non-competitive. However, the Committee agreed with the Planning Board that the intent was not to restrict competition unfairly, but rather to guide East Milton Square toward a more pedestrian-friendly, mixed-use environment that supports long-term community vitality.

The Committee also acknowledges that the Planning Board made meaningful changes in response to feedback from East Milton residents, including most notably a reduction in the allowed building height and additional attention to design standards that buffer nearby homes and expand public sidewalk space.

The Warrant Committee recommends adoption of Article 4. It offers a careful framework for thoughtful redevelopment that balances neighborhood concerns, historic preservation, and the town's need for housing and economic growth.

ARTICLE 5 To see if the Town will vote to amend Chapter 275 of the General Bylaws, known as the Zoning Bylaw, by adding the following new Section 275-3.2X MBTA Communities Multi-family Overlay District and to amend the Zoning Map to include the MBTA Communities Multi-family Overlay District, including the following subdistricts: Granite Ave North Subdistrict, Paper Mill Site Subdistrict, Blue Hill Ave Station Subdistrict, Blue Hills Parkway Corridor Subdistrict, Eliot Street Corridor Subdistrict, and the 711 Randolph Ave Subdistrict, as shown on the MBTA Communities Multi-family Overlay District Boundary Map, dated May 8, 2025.

Section 275-3.2X MBTA Communities Multi-family Overlay District

A. Purpose

The purpose of the MBTA Communities Multi-family Overlay District (“MCMOD”) is to allow multi-family housing as of right in accordance with Section 3A of the Zoning Act (Massachusetts General Laws Chapter 40A). This zoning provides for as of right multi-family housing to accomplish the following purposes:

1. Meet local housing needs along the full range of incomes, promoting social and economic diversity and the stability of individuals and families living in Milton.
2. Ensure that new multi-family housing creation is harmonious with the existing community.
3. Provide a wide range of housing alternatives to meet Milton’s diverse housing needs.
4. Promote smart growth development by siting multi-family housing adjacent to transit or in areas where existing commercial and civic amenities and infrastructure already exist.
5. Increase the municipal tax base through private investment in new residential development.

B. Establishment and Applicability

This MCMOD is an overlay district having a land area of approximately 71 acres in size that is superimposed over the underlying zoning district(s) and is shown on the Zoning Map.

1. **Applicability of MCMOD.** An applicant may develop multi-family housing located within a MCMOD in accordance with the provisions of this Section 275-3.2X.
2. **Underlying Zoning.** The MCMOD is an overlay district superimposed on underlying zoning districts. The regulations for use, dimension, and all other provisions of the Zoning Bylaw governing the respective underlying zoning district(s) shall remain in full force, except for uses allowed as of right or by special permit in the MCMOD. Uses that are not identified in Section 275-3.2X are governed by the requirements of the underlying zoning district(s).
3. **Sub-districts.** The MCMOD contains the following sub-districts, all of which are shown on the MCMOD Boundary Map: Granite Ave North Subdistrict, Paper Mill Site Subdistrict, Blue Hill Ave Station Subdistrict, Blue Hills Parkway Corridor Subdistrict, Eliot Street Corridor Subdistrict, and the 711 Randolph Ave Subdistrict.

C. Definitions.

For purposes of this Section 275-3.2X, the following definitions shall apply.

1. **Affordable unit.** A multi-family housing unit that is subject to a use restriction recorded in its chain of title limiting the sale price or rent or limiting occupancy to an individual or household of a specified income, or both.
2. **Affordable housing.** Housing that contains Affordable Units as defined by this Section 275-3.2X.
3. **Applicant.** A person, business, or organization that applies for a building permit, Site Plan Review, or Special Permit.
4. **Area Median Income (AMI).** The median family income for the metropolitan statistical region that includes the Town of Milton, as defined by the U.S. Department of Housing and Urban Development (HUD).
5. **As of right.** Development that may proceed under the Zoning in place at time of application without the need for a special permit, variance, zoning amendment, waiver, or other discretionary zoning approval.
6. **Building coverage.** The maximum area of the lot that can be attributed to the footprint of the buildings (principal and accessory) on that lot. Building Coverage does not include surface parking.
7. **Compliance Guidelines.** Compliance Guidelines for Multi-Family Zoning Districts Under Section 3A of the Zoning Act as further revised or amended from time to time.
8. **Design Guidelines.** Design standards made applicable to all rehabilitation, redevelopment, or new construction within the MCMOD.
9. **EOHLC.** The Massachusetts Executive Office of Housing and Livable Communities, DHCD's successor agency.
10. **Floor Area Ratio (FAR).** A measurement derived by dividing the total building area by the total lot area.
11. **Height, Feet.** Height shall be measured to the midpoint of the slope of a pitched roof, or the parapet of a flat roof, excluding the items specifically defined as allowable projections herein, from the average mean grade of the natural ground contiguous to the building.
12. **Height, Stories.** "Stories," as used in this section, shall not include a basement so long as the finished floor height of the first story is no more than four (4) feet above the average mean grade of the natural ground contiguous to the building.
13. **Lot.** An area of land with definite boundaries that is used or available for use as the site of a building or buildings.
14. **MBTA.** Massachusetts Bay Transportation Authority.
15. **Mixed-use development.** Development containing a mix of multi-family residential uses and non-residential uses, including, commercial, institutional, industrial, or other uses.

16. **Multi-family housing.** A building with three or more residential dwelling units or two or more buildings on the same lot with more than one residential dwelling unit in each building.
17. **Multi-family zoning district.** A zoning district, either a base district or an overlay district, in which multi-family housing is allowed as of right.
18. **Open space.** For the purposes of this subsection, open space shall mean a portion of a lot or of adjacent lots in common ownership exclusive of any building or buildings and/or their associated driveways and parking areas and shall include parks, lawns, gardens, landscaped areas, community gardens, terraces, patios, areas left in their natural condition, athletic fields, open air athletic courts, playgrounds, open air swimming pools, and any open vegetated areas. Driveways and parking areas permanent or temporary, shall not be counted as open space.
19. **Parking, structured.** A structure in which vehicle parking is accommodated on multiple stories; a vehicle parking area that is underneath all or part of any story of a structure; or a vehicle parking area that is not underneath a structure, but is entirely covered, and has a parking surface at least eight feet below grade. Structured Parking does not include surface parking or carports, including solar carports.
20. **Parking, surface.** One or more parking spaces without a built structure above the space. A solar panel designed to be installed above a surface parking space does not count as a built structure for the purposes of this definition.
21. **Residential dwelling unit.** A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.
22. **Rooftop Terrace.** A roofless, raised platform on the roof of a building that provides community gathering space, such as a deck, terrace, community garden, or other outdoor amenities.
23. **Section 3A.** Section 3A of Massachusetts Generals Laws Chapter 40A, the “Zoning Act.”
24. **Site plan review authority.** The Planning Board is the site plan review authority.
25. **Subdistrict.** An area within the MCMOD that is geographically smaller than the MCMOD district and differentiated from the rest of the district by use, dimensional standards, or development standards.
26. **Subsidized Housing Inventory (SHI).** A list of qualified Affordable Housing Units maintained by EOHLC used to measure a community's stock of low- or moderate-income housing for the purposes of M.G.L. Chapter 40B, the Comprehensive Permit Law.
27. **Transit station.** An MBTA subway station, commuter rail station, or ferry terminal.
 - a. **Commuter rail station.** Any MBTA commuter rail station with year-round, rather than intermittent, seasonal, or event-based, service.
 - b. **Ferry terminal.** The location where passengers embark and disembark from

regular, year-round MBTA ferry service.

- c. **Subway station.** Any of the stops along the MBTA Red Line, Green Line, Orange Line, or Blue Line.

D. Granite Avenue Subdistrict

1. Purpose

The purpose of the Granite Avenue Subdistrict is to provide high quality, midrise multifamily or mixed-use development on large commercial or underutilized parcels with good access to transit, shared use paths, and Interstate 93.

2. Applicability

An applicant may develop a multifamily or mixed-use project up to 6 stories on parcels uniquely situated next to the Neponset River and Interstate 93.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Granite Avenue Subdistrict.

- a. Multi-family housing.
- b. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

- 4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section D.3.
 - a. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the

principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Granite Avenue Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	6
Feet (Maximum)	75
Minimum Open Space	30%
Maximum Units per Acre	48

Standard	
Minimum Frontage (ft)	none
Front Yard Setback	
(ft.)	30
Side Yard Setback	
Minimum side setback (ft)	10
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	1.1

6. **Multi-Building Lots.** In the Granite Avenue Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority or Special Permit Granting Authority may waive the height and setbacks in **Section 275-3.2X D.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable

space within the development.

9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1.5 spaces per Residential Dwelling Unit
	Minimum Spaces
Non-residential component in a mixed-use development	1 space per 1,500 SF of commercial space

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (10) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Non-resident component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).

12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.

13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements, electric vehicle charging stations, and access to alternative modes of transportation.

E. Paper Mill Subdistrict

1. Purpose

The purpose of the Paper Mill Subdistrict is to provide high quality midrise multifamily and mixed-use development that recognizes its unique geography and history.

2. Applicability

An applicant may develop a multifamily or mixed-use project up to 6 stories on parcels uniquely situated adjacent to the Neponset River and the commuter rail right of way.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Paper Mill Subdistrict.

- a. Multi-family housing.
- b. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section E.3.
 - a. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.
5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Paper Mill Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	6
Feet (Maximum)	75
Minimum Open Space	30%
Maximum Units per Acre	48

Standard	
Minimum Frontage (ft)	none
Front Yard Setback	
(ft.)	20
Side Yard Setback	
Minimum side setback (ft)	10
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	30
Maximum Floor Area Ratio (FAR)	1.1

6. **Multi-Building Lots.** In the Paper Mill Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X E.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	None
	Minimum Spaces
Non-residential component in a mixed-use development	1 space per 1,500 SF of commercial space

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (ten) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Non-resident component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).

12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.

13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements, electric vehicle charging stations, and access to alternative modes of transportation.

F. Blue Hill Ave Station Subdistrict

1. Purpose

The purpose of the Blue Hill Ave Station Subdistrict is to provide high quality mid-rise multi-family housing on large sites in a transit-oriented district.

2. Applicability

An applicant may develop multi-family housing up to 6 stories on certain parcels of at least 5,000 square feet, with additional units for every 1,000 square feet of lot area, near the Neponset River across from Mattapan Square and the Blue Hill Ave Commuter Rail Station.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Blue Hill Ave Station Subdistrict.

- a. Multi-family housing.
- b. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section F.3.
 - c. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.
5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning,

the dimensional requirements applicable in the Blue Hill Ave Station Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	5,000
Lot Area per Additional Unit (SF)	1,000
Height	
Stories (Maximum)	6
Feet (Maximum)	75
Minimum Open Space	40%
Maximum Units per Acre	45

Standard	
Minimum Frontage (ft)	none
Front Yard Setback	
(ft.)	15
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	30
Maximum Floor Area Ratio (FAR)	1.1

6. **Multi-Building Lots.** In the Blue Hill Ave Station Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority or Special Permit Granting Authority may waive the height and setbacks in **Section 275-3.2X F.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.

9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit
Use	Minimum Spaces
Non-residential component in a mixed-use development	1 space per 1,500 SF of commercial space

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (10) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Non-resident component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).

12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.

13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements and electric vehicle charging stations.

G. Blue Hills Parkway Corridor Subdistrict

1. Purpose

The purpose of the Blue Hills Parkway Corridor Subdistrict is to provide opportunities for lower density, high quality multi-family housing that helps preserve the existing physical context of the one- and two-unit neighborhoods adjacent to Blue Hills Parkway near Mattapan Station and the Blue Hill Avenue Commuter Rail Station.

2. Applicability

An applicant may develop multifamily housing on certain parcels in close proximity to Mattapan Station and Blue Hill Ave Station along Blue Hills Parkway, in accordance with the provisions of this subsection.

3. **Uses Permitted As of Right.** The following uses are permitted as of right within the Blue Hills Parkway Corridor Subdistrict.
 - a. Multi-family housing of up to 30 units per acre on parcels 7,000 square feet or more.
4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section G.3.
 - a. Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.
5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	7,000
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	50%
Units per Acre	30

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	
(ft.)	20

Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	0.5

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X G.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit

H. Eliot Street Corridor Subdistrict

1. Purpose

The purpose of the Eliot Street Corridor Subdistrict is to provide opportunities for lower density, high quality multi-family housing that helps preserve the existing physical context of the one- and two-unit neighborhoods directly adjacent to the Mattapan Trolley.

2. Applicability

An applicant may develop multifamily housing on certain parcels with frontage on Eliot Street, in accordance with the provisions of this subsection.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Eliot Street Corridor Subdistrict.

- Multi-family housing of up to three (3) units in a single building per lot on parcels 7,000 square feet or more.

4. Accessory Uses.

The following uses are considered accessory as of right to any of the permitted uses in Section H.3.

- Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.

5. Table of Dimensional Standards.

Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	7,000
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	40%
Maximum Units per Lot	3 units on lots 7,000 sf or more

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	

(ft.)	15
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	
Lots 7,000 to 9,999 square feet	0.50
Lots 10,000 to 14,999 square feet	0.40
Lots 15,000 square feet or more	0.27

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X H.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of covered bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit

I. 711 Randolph Ave Subdistrict

1. Purpose

The purpose of the 711 Randolph Ave Subdistrict is to provide opportunities for high quality multi-family housing located on large parcels on Randolph Ave.

2. Applicability

An applicant may develop multifamily housing on certain parcels located on Randolph Ave.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the 711 Randolph Ave Subdistrict.

a. Multi-family housing of up to 12 units per acre.

4. Accessory Uses.

The following uses are considered accessory as of right to any of the permitted uses in Section I.3.

a. Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.

5. Table of Dimensional Standards.

Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	40%
Units per Acre	12

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	
(ft.)	30
Side Yard Setback	
Minimum side setback (ft)	15

Minimum sum of both side setbacks (ft)	30
Rear Yard Setback (ft.)	30
Maximum Floor Area Ratio (FAR)	0.7

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X I.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit

J. General Development Standards, Design Review, and Site Plan Review

1. Applicability of General Development Standards, Design Review, and Site Plan Review

- a. Projects proposed in accordance with the MCMOD shall be subject to § 275-12.4 Site Plan Approval.

K. Design Guidelines. The Site Plan Review Authority may adopt and amend, by simple majority vote, Design Guidelines which shall be applicable to all rehabilitation, redevelopment, or new construction within the MCMOD. Such Design Guidelines must be objective and not subjective and may only address the scale and proportions of buildings, the alignment, width, and grade of streets and sidewalks, the type and location of infrastructure, the location of building and garage entrances, off street parking, the protection of significant natural site features, the location and design of on-site open spaces, exterior signs, and buffering in relation to adjacent properties. Design Guidelines may contain graphics illustrating a particular standard or definition in order to make such standard or definition clear and understandable.

L. Affordability Requirements.

a. Purpose.

- i. Promote the public health, safety, and welfare by encouraging a diversity of housing opportunities for people of different income levels;
- ii. Provide for a full range of housing choices for households of all incomes, ages, and sizes;
- iii. Increase the production of affordable housing units to meet existing and anticipated housing needs; and
- iv. Work to overcome economic segregation allowing Milton to continue to be a community of opportunity in which low and moderate-income households have the opportunity to advance economically.

b. Affordability requirements.

- i. **Subsidized Housing Inventory.** All units affordable to households earning 80% or less of AMI created in the MCMOD under this section must be eligible for listing on EOHLC's Subsidized Housing Inventory.
- c. **Provision of Affordable Housing.** In any development containing eight or more units, not fewer than fifteen percent (15%) of housing units constructed shall be Affordable Housing Units. For purposes of calculating the number of units of Affordable Housing required within a development project, a fractional unit shall be rounded up and down to the next whole number. The Affordable Units shall be available to households earning income up to eighty percent (80%) of the AMI. If EOHLC determines in writing that the Town has not shown the 15% requirement to be feasible, not fewer than 10% of the dwelling units in any development containing ten (10) or more units shall be Affordable Housing Units available to households earning income up to eighty

percent (80%) of the AMI.

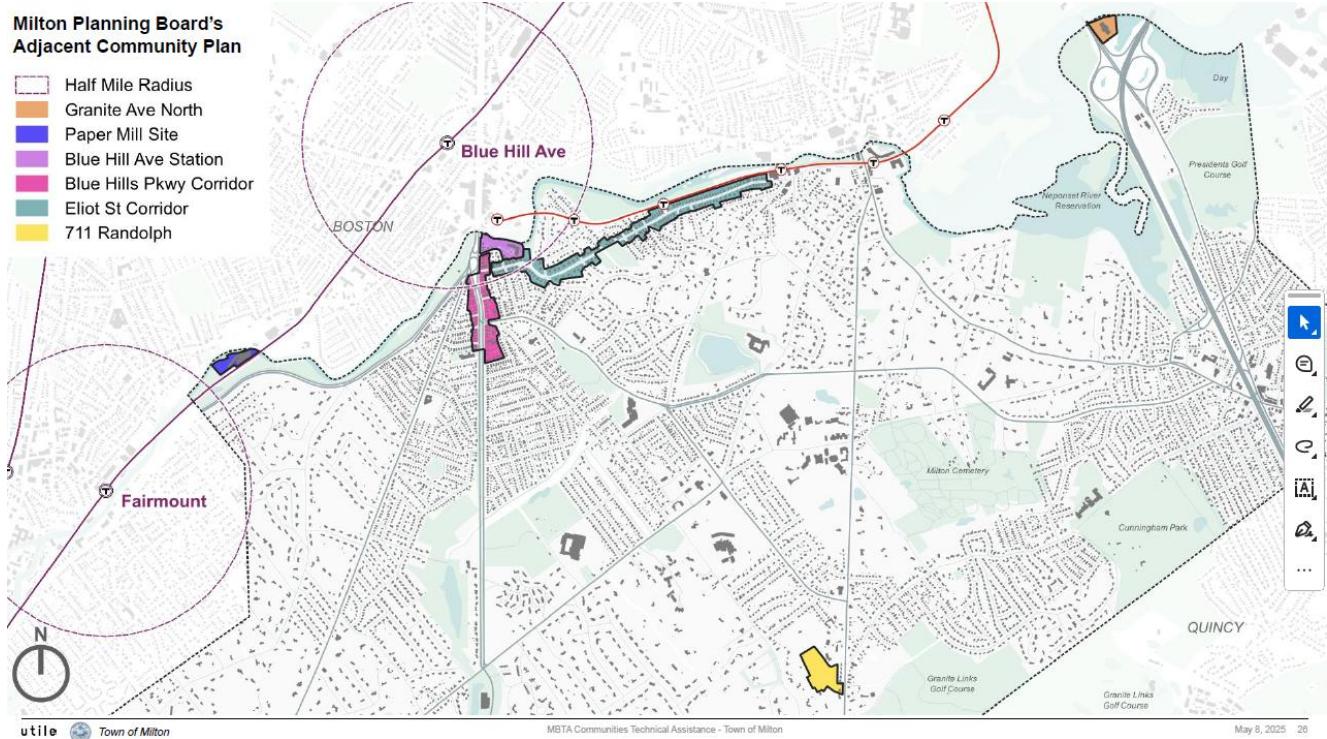
d. **Development Standards.** Affordable Units shall be:

- i. Integrated with the rest of the development and shall be compatible in design, appearance, construction, and quality of exterior and interior materials with the other units and/or lots;
- ii. Dispersed throughout the development;
- iii. Located such that the units have equal access to shared amenities, including light and air, and utilities (including any bicycle storage and/or Electric Vehicle charging stations) within the development;
- iv. Located such that the units have equal avoidance of any potential nuisances as market-rate units within the development;
- v. Distributed proportionately among unit sizes; and
- vi. Distributed proportionately across each phase of a phased development.
- vii. Occupancy permits may be issued for market-rate units prior to the end of construction of the entire development provided that occupancy permits for Affordable Units are issued simultaneously on a pro rata basis.

e. **Administration.** The Zoning Enforcement Officer shall be responsible for administering and enforcing the requirements in this section.

M. Severability.

If any provision of this Section 275-3.2X is found to be invalid by a court of competent jurisdiction, the remainder of Section 275-3.2X shall not be affected but shall remain in full force and effect. The invalidity of any provision of this Section 275-3.2X shall not affect the validity of the remainder of Milton's Zoning Bylaw.



And to authorize the Town Clerk to assign or amend chapter and section numbers and titles; and to act on anything relating thereto.

Submitted by the Planning Board

The Warrant Committee has not yet made a recommendation on this article.

COMMENT: The Warrant Committee did not have an opportunity to review this article prior to the printing of the Warrant. The Warrant Committee will make its recommendation prior to the June 16, 2025 Special Town Meeting. The recommendation will be available in hard copy form at the Town Meeting and it will be available on the Town Meeting webpage:

<https://townofmilton.org/townmeeting>

In addition, the Planning Board has posted all presentations and materials related to MBTA Communities on the MBTA Communities page on the Town website:

<https://www.townofmilton.org/301/MBTA-Communities-Multi-Family-Zoning-Req>

Past meetings of the Planning Board are available for viewing from Milton Access TV on their YouTube page: <https://www.youtube.com/@miltonaccesstv/videos>

ARTICLE 6 To see if the Town will vote to amend Chapter 275 of the General Bylaws, known as the Zoning Bylaw, by adding the following new Section 275-3.2X MBTA Communities Multi-family Overlay District and to amend the Zoning Map to include the MBTA Communities Multi-family Overlay District, including the following subdistricts: Granite Ave North Subdistrict, Paper Mill Site Subdistrict, Mattapan Station, Blue Hills Parkway Corridor Subdistrict, Eliot Street Corridor Subdistrict, Randolph Ave West Subdistrict, Randolph Ave East Subdistrict, Milton Station/Central Avenue Station Subdistrict, East Milton Square Subdistrict, and the Fairmount Station Subdistrict, as shown on the MBTA Communities Multi-family Overlay District Boundary Map dated XXXXXXXXX (the “MCMOD Boundary Map”)..

Section 275-3.2X MBTA Communities Multi-family Overlay District

A. Purpose

The purpose of the MBTA Communities Multi-family Overlay District (“MCMOD”) is to allow multi-family housing as of right in accordance with Section 3A of the Zoning Act (Massachusetts General Laws Chapter 40A). This zoning provides for as of right multi-family housing to accomplish the following purposes:

1. Meet local housing needs along the full range of incomes, promoting social and economic diversity and the stability of individuals and families living in Milton.
2. Ensure that new multi-family housing creation is harmonious with the existing community.
3. Provide a wide range of housing alternatives to meet Milton’s diverse housing needs.
4. Promote smart growth development by siting multi-family housing adjacent to transit or in areas where existing commercial and civic amenities and infrastructure already exist.
5. Increase the municipal tax base through private investment in new residential development.

B. Establishment and Applicability

This MCMOD is an overlay district having a land area of approximately 131 acres in size that is superimposed over the underlying zoning district(s) and is shown on the Zoning Map.

1. **Applicability of MCMOD.** An applicant may develop multi-family housing located within a MCMOD in accordance with the provisions of this Section 275-3.2X.
2. **Underlying Zoning.** The MCMOD is an overlay district superimposed on underlying zoning districts. The regulations for use, dimension, and all other provisions of the Zoning Bylaw governing the respective underlying zoning district(s) shall remain in full force, except for uses allowed as of right or by special permit in the MCMOD. Uses that are not identified in Section 275-3.2X are governed by the requirements of the underlying zoning district(s).
3. **Sub-districts.** The MCMOD contains the following sub-districts, all of which are shown on the MCMOD Boundary Map: Granite Ave North Subdistrict, Paper Mill Site Subdistrict, Mattapan Station Subdistrict, Blue Hills Parkway Corridor Subdistrict, Eliot Street Corridor Subdistrict, Randolph Ave West Subdistrict,

Randolph Ave East Subdistrict, Milton Station/Central Avenue Station Subdistrict, East Milton Square Subdistrict, and the Fairmount Station Subdistrict.

C. Definitions.

For purposes of this Section 275-3.2X, the following definitions shall apply.

1. **Affordable unit.** A multi-family housing unit that is subject to a use restriction recorded in its chain of title limiting the sale price or rent or limiting occupancy to an individual or household of a specified income, or both.
2. **Affordable housing.** Housing that contains Affordable Units as defined by this Section 275-3.2X.
3. **Applicant.** A person, business, or organization that applies for a building permit, Site Plan Review, or Special Permit.
4. **Area Median Income (AMI).** The median family income for the metropolitan statistical region that includes the Town of Milton, as defined by the U.S. Department of Housing and Urban Development (HUD).
5. **As of right.** Development that may proceed under the Zoning in place at time of application without the need for a special permit, variance, zoning amendment, waiver, or other discretionary zoning approval.
6. **Building coverage.** The maximum area of the lot that can be attributed to the footprint of the buildings (principal and accessory) on that lot. Building Coverage does not include surface parking.
7. **Compliance Guidelines.** Compliance Guidelines for Multi-Family Zoning Districts Under Section 3A of the Zoning Act as further revised or amended from time to time.
8. **Design Guidelines.** Design Standards made applicable to all rehabilitation, redevelopment, or new construction within the MCMOD.
9. **EOHLC.** The Massachusetts Executive Office of Housing and Livable Communities, DHCD's successor agency.
10. **Floor Area Ratio (FAR).** A measurement derived by dividing the total building area by the total lot area.
11. **Height, Feet.** Height shall be measured to the midpoint of the slope of a pitched roof, or the parapet of a flat roof, excluding the items specifically defined as allowable projections herein, from the average mean grade of the natural ground contiguous to the building.
12. **Height, Stories.** "Stories," as used in this section, shall not include a basement so long as the finished floor height of the first story is no more than four (4) feet above the average mean grade of the natural ground contiguous to the building.
13. **Lot.** An area of land with definite boundaries that is used or available for use as the site of a building or buildings.

14. **MBTA.** Massachusetts Bay Transportation Authority.
15. **Mixed-use development.** Development containing a mix of multi-family residential uses and non- residential uses, including, commercial, institutional, industrial, or other uses.
16. **Multi-family housing.** A building with three or more residential dwelling units or two or more buildings on the same lot with more than one residential dwelling unit in each building.
17. **Multi-family zoning district.** A zoning district, either a base district or an overlay district, in which multi-family housing is allowed as of right.
18. **Open space.** For the purposes of this subsection, open space shall mean a portion of a lot or of adjacent lots in common ownership exclusive of any building or buildings and/or their associated driveways and parking areas and shall include parks, lawns, gardens, landscaped areas, community gardens, terraces, patios, areas left in their natural condition, athletic fields, open air athletic courts, playgrounds, open air swimming pools, and any open vegetated areas. Driveways and parking areas permanent or temporary, shall not be counted as open space.
19. **Parking, structured.** A structure in which vehicle parking is accommodated on multiple stories; a vehicle parking area that is underneath all or part of any story of a structure; or a vehicle parking area that is not underneath a structure, but is entirely covered, and has a parking surface at least eight feet below grade. Structured Parking does not include surface parking or carports, including solar carports.
20. **Parking, surface.** One or more parking spaces without a built structure above the space. A solar panel designed to be installed above a surface parking space does not count as a built structure for the purposes of this definition.
21. **Residential dwelling unit.** A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.
22. **Rooftop Terrace.** A roofless, raised platform on the roof of a building that provides community gathering space, such as a deck, terrace, community garden, or other outdoor amenities.
23. **Section 3A.** Section 3A of Massachusetts General Laws Chapter 40A (the “Zoning Act”).
24. **Site plan review authority.** The Planning Board is the site plan review authority.
25. **Subdistrict.** An area within the MCMOD that is geographically smaller than the MCMOD district and differentiated from the rest of the district by use, dimensional standards, or development standards.
26. **Subsidized Housing Inventory (SHI).** A list of qualified Affordable Housing Units maintained by EOHLC used to measure a community's stock of low- or moderate-income housing for the purposes of M.G.L. Chapter 40B, the Comprehensive Permit Law.
27. **Transit station.** An MBTA subway station, commuter rail station, or ferry terminal.

- a. **Commuter rail station.** Any MBTA commuter rail station with year-round, rather than intermittent, seasonal, or event-based, service.
- b. **Ferry terminal.** The location where passengers embark and disembark from regular, year-round MBTA ferry service.
- c. **Subway station.** Any of the stops along the MBTA Red Line, Green Line, Orange Line, or Blue Line.

D. Granite Avenue Subdistrict

1. Purpose

The purpose of the Granite Avenue Subdistrict is to provide high quality, midrise multifamily or mixed-use development on large commercial or underutilized parcels with good access to transit, shared use paths, and Interstate 93.

2. Applicability

An applicant may develop a multifamily or mixed-use project up to 6 stories on parcels uniquely situated next to the Neponset River and Interstate 93.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Granite Avenue Subdistrict.

- a. Multi-family housing.
- b. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

4. Accessory Uses.

The following uses are considered accessory as of right to any of the

permitted uses in Section D.3.

- a. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.
5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Granite Avenue Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	6
Feet (Maximum)	75
Minimum Open Space	30%
Maximum Units per Acre	66

Standard	
Minimum Frontage (ft)	none
Front Yard Setback	
(ft.)	30
Side Yard Setback	
Minimum side setback (ft)	10
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	1.55

6. **Multi-Building Lots.** In the Granite Avenue Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority or Special Permit Granting Authority may waive the height and setbacks in **Section 275-3.2X D.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic,

solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.

9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit
Use	Minimum Spaces
Multi-family	No minimum
Non-residential component in a mixed-use development	1 space per 1,500 SF of commercial space

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (10) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Commercial component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).
12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.
13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements, electric vehicle charging stations, and access to alternative modes of transportation.

E. Paper Mill Subdistrict

1. Purpose

The purpose of the Paper Mill Subdistrict is to provide high quality midrise multifamily and mixed-use development that recognizes its unique geography and history.

2. Applicability

An applicant may develop a multifamily or mixed-use project up to 6 stories on parcels uniquely situated adjacent to the Neponset River and the commuter rail right of way.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Paper Mill Subdistrict.

d. Multi-family housing.

e. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section E.3.

f. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Paper Mill Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	6
Feet (Maximum)	75
Minimum Open Space	30%
Maximum Units per Acre	50

Standard	
Minimum Frontage (ft)	none
Front Yard Setback	
(ft.)	20
Side Yard Setback	
Minimum side setback (ft)	10
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	30
Maximum Floor Area Ratio (FAR)	1.20

6. **Multi-Building Lots.** In the Paper Mill Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X E.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit
	Minimum Spaces
Multi-family	No minimum
Non-residential component in a mixed-use development	1 space per 1,500 SF of commercial space

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (ten) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Commercial component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).

12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.

13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements, electric vehicle charging stations, and access to alternative modes of transportation.

F. Mattapan Station Subdistrict

1. Purpose

The purpose of the Mattapan Station Subdistrict is to provide high quality mid-rise multi-family housing on large sites in a transit-oriented district.

2. Applicability

An applicant may develop multi-family housing up to 6 stories on certain parcels of at least 5,000 square feet, with additional units for every 1,000 square feet of lot area, near

the Neponset River across from Mattapan Square and the Blue Hill Ave Commuter Rail Station.

3. **Uses Permitted As of Right.** The following uses are permitted as of right within the Mattapan Station Subdistrict.

g. Multi-family housing.

h. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section F.3.

i. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Mattapan Station Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	5,000
Lot Area per Additional Unit (SF)	1,000

Height	
Stories (Maximum)	6
Feet (Maximum)	75
Minimum Open Space	40%
Maximum Units per Acre	45

Standard	
Minimum Frontage (ft)	none
Front Yard Setback	
(ft.)	15
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	30
Maximum Floor Area Ratio (FAR)	1.10

6. **Multi-Building Lots.** In the Mattapan Station Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority or Special Permit Granting Authority may waive the height and setbacks in **Section 275-3.2X F.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit
Minimum Spaces	

Non-residential component in a mixed-use development	1 space per 1,500 SF of commercial space
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10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (10) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Commercial component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).

12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.

13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements and electric vehicle charging stations.

G. Blue Hills Parkway Corridor Subdistrict

1. Purpose

The purpose of the Blue Hills Parkway Corridor Subdistrict is to provide opportunities for lower density, high quality multi-family housing that helps preserve the existing physical context of the one- and two-unit neighborhoods adjacent to Blue Hills Parkway near Mattapan Station and the Blue Hill Avenue Commuter Rail Station.

2. Applicability

An applicant may develop multifamily housing on certain parcels in close proximity to Mattapan Station and Blue Hill Ave Station along Blue Hills Parkway, in accordance with the provisions of this subsection.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Blue Hills Parkway Corridor Subdistrict.

- a. Multi-family housing of up to 30 units per acre on parcels 6,000 square feet or more.

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section G.3.

- b. Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	6,000
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	50%
Units per Acre	30

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	
(ft.)	20
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	0.50

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.

7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may

waive the height and setbacks in **Section 275-3.2X G.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.

8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	2 space per Residential Dwelling Unit

H. Eliot Street Corridor Subdistrict

1. Purpose

The purpose of the Eliot Street Corridor Subdistrict is to provide opportunities for lower density, high quality multi-family housing that helps preserve the existing physical context of the one- and two-unit neighborhoods directly adjacent to the Mattapan Trolley.

2. Applicability

An applicant may develop multifamily housing on certain parcels within a half mile of Mattapan, Capen Street, Valley Road, Central Avenue, and Milton stations, in accordance with the provisions of this subsection.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Eliot Street Corridor Subdistrict.

- Multi-family housing of up to three (3) units in a single building per lot on parcels 6,000 square feet or more.
- Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section H.3.
 - Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	6,000
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	40%
Maximum Units per Lot	3 units on lots 6,000 sf or more

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	
(ft.)	15
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	
Lots 6,000 to 7,999 square feet	0.50
Lots 8,000 to 9,999 square feet	0.38
Lots 10,000 to 11,999 square feet	0.30
Lots 12,000 to 13,999 square feet	0.25
Lots 14,000 square feet or more	0.21

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.

7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X H.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of covered bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	2 space per Residential Dwelling Unit

I. Randolph Ave West Subdistrict

1. Purpose

The purpose of the Randolph Ave West Subdistrict is to provide opportunities for high quality multi-family housing located on large parcels on Randolph Ave.

2. Applicability

An applicant may develop multifamily housing on certain parcels located on Randolph Ave.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Randolph Ave West Subdistrict.

b. Multi-family housing of up to 16 units per acre.

4. Accessory Uses.

The following uses are considered accessory as of right to any of the permitted uses in Section I.3.

c. Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.

5. Table of Dimensional Standards.

Notwithstanding anything to the contrary in this

Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	40%
Units per Acre	16

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	
(ft.)	30
Side Yard Setback	
Minimum side setback (ft)	15
Minimum sum of both side setbacks (ft)	30
Rear Yard Setback	
(ft.)	30
Maximum Floor Area Ratio (FAR)	0.40

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X I.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
8. **Number of parking spaces.** The following numbers of off-street parking spaces shall

be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1.5 spaces per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit

J. Randolph Ave East Subdistrict

1. Purpose

The purpose of the Randolph Ave East Subdistrict is to provide opportunities for high quality multi-family housing located on large parcels on or with access to Randolph Ave.

2. Applicability

An applicant may develop multifamily housing on certain parcels located off Randolph Ave.

3. Uses Permitted As of Right. The following uses are permitted as of right within the Randolph Ave East Subdistrict.

a. Multi-family housing of up to 13 units per acre.

4. Accessory Uses. The following uses are considered accessory as of right to any of the permitted uses in Section J.3.

a. Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.

5. Table of Dimensional Standards. Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Eliot Street Corridor Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	

Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	40%
Maximum Units per Acre	13

Standard	
Minimum Frontage (ft)	0
Front Yard Setback	
(ft.)	25
Side Yard Setback	
Minimum side setback (ft)	12
Minimum sum of both side setbacks (ft)	24
Rear Yard Setback	
(ft.)	30
Maximum Floor Area Ratio (FAR)	0.3

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X J.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1.5 spaces per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces

Multi-family	2 spaces per Residential Dwelling Unit
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K. Milton Station/Central Avenue Station Subdistrict

1. Purpose

The purpose of the Milton Station/Central Avenue Station Subdistrict is to allow for high quality mid-rise multi-family and mixed-use development while preserving the historic character of the Milton Village and Central Avenue business districts.

2. Applicability

An applicant may develop multi-family or mixed-use buildings up to 6 stories on certain large parcels in the area labeled East on the MCMOD Boundary Map, and up to 4.5 stories on certain large parcels in the area labeled West and Bridge on the MCMOD Boundary Map, in accordance with the provisions of this subsection. An applicant may develop multi-family or mixed-use buildings up to 4.5 stories in the area labeled Bridge on the MCMOD Boundary Map, in accordance with the provisions of this subsection. Developments in the East and West areas of the Milton/Central Avenue Station Subdistrict require a multi-family component and a ground-floor non-residential component.

3. Uses Permitted As of Right.

The following uses are permitted as of right within the Milton Station/Central Avenue Station Subdistrict.

- Multi-family housing.
- Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor (required component in East and West areas)
Community space.
Educational uses.
Personal services.
Retail.
Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

- i. Non-residential use shall not exceed a maximum of 33 percent of the total area of a building or lot.
- ii. Non-residential uses shall be required in at least half of the ground floor of the building, provided the non-residential use does not exceed 33 percent of the total area of the building or lot. The ground floor may also include separate entrances for upper level uses, common areas, or lobbies.

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section K.3.

- a. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the Milton Station/Central Avenue Station Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height (East)	
Stories (Maximum)	6
Feet (Maximum)	75
Height (West and Bridge)	
Stories (Maximum)	4.5
Feet (Maximum)	65
Minimum Open Space	40%
Maximum Units per Acre	
East	40
West	31
Bridge	45

Standard	
Minimum Frontage (ft)	none
Front Yard Setback ⁽⁷⁾	
(ft.)	15
Side Yard Setback	

Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback (ft.)	30
Maximum Floor Area Ratio (FAR)	
East	1.0
West	0.75
Bridge	0.95

6. **Multi-Building Lots.** In the Milton/Central Avenue Station Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority or Special Permit Granting Authority may waive the height and setbacks in **Section 275-3.23 K.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	No minimum

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of 10 units or more, or a mixed- use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Commercial component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).
12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.
13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements and electric vehicle charging stations.

L. East Milton Square Subdistrict

1. Purpose

The purpose of the East Milton Square Subdistrict is to provide high quality multifamily and mixed-use development that supports the existing East Milton Square business district.

2. Applicability

An applicant may develop a mixed-use project up to 4.5 stories on parcels with frontage on Adams, Franklin, and Bassett Streets.

3. **Uses Permitted As of Right.** The following uses are permitted as of right within the East Milton Square Subdistrict.
 - j. Multi-family housing.
 - k. **Mixed-use development.** As of right uses in a mixed-use development are as follows:

Ground Floor (required component)
Community space.
Educational uses.
Personal services.
Retail.

Experiential retail, including retail associated with dance or exercise studios, music studios, photography studios, or other combination of education, services, and retail.
Restaurant, café, and other eating establishments without a drive-through.
Office, professional office, medical and dental offices, and co-working space
Artists' studios, maker space, and small-scale food production [no more than 5,000 SF], and retail associated with each use.
Any Floor
Residential (required component).

- i. Non-residential use shall not exceed a maximum of 33 percent of the total area of a building or lot.
- ii. Non-residential uses shall be required in at least half of the ground floor of the building, provided the non-residential use does not exceed 33 percent of the total area of the building or lot. The ground floor may also include separate entrances for upper level uses, common areas, or lobbies.

4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section L.3.

- 1. Parking, including surface parking and parking within a structure such as an above ground or underground parking garage or other building on the same lot as the principal use.

5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning, the dimensional requirements applicable in the East Milton Square Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	none
Height	
Stories (Maximum)	4.5
Feet (Maximum)	65
Minimum Open Space	10%
Maximum Units per Acre	120 units per acre

Standard	
Minimum Frontage (ft)	none
Front Yard Setback (ft.)	10
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	15
Rear Yard Setback (ft.)	20
Maximum Floor Area Ratio (FAR)	2.75

6. **Multi-Building Lots.** In the East Milton Square Subdistrict, lots may have more than one principal building.
7. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
8. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X L.5 Table of Dimensional Standards** to accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.
9. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Minimum Spaces
Multi-family	No minimum
Non-residential component in a mixed-use development	No minimum
Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	None

10. **Number of bicycle parking spaces.** The following **minimum** numbers of bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	1 space per Residential Dwelling Unit
Non-residential component in a mixed-use development	1 space per 500 SF of commercial space

11. **Bicycle storage.** For a multi-family development of ten (ten) units or more, or a mixed-use development of 10,000 square feet or more, covered, secure bicycle parking spaces shall be integrated into the structure of the building(s). Commercial component bicycle parking is permitted to be outdoors and located proximate to the commercial use entrance(s).
12. **Shared Parking within a Mixed-Use Development.** Parking requirements for a mix of uses on a single site may be adjusted through the Site Plan Review process, if the applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies.
13. **Parking Reduction.** Developments under this subsection may provide fewer parking spaces where, in the determination of the Site Plan Review Authority, proposed parking is found to be sufficient to meet the needs of the development. In making such a determination, the authority shall consider complementary uses, transportation demand management (TDM) measures, shared parking arrangements, vehicle-share arrangements, electric vehicle charging stations, and access to alternative modes of transportation.

M. Fairmount Station Subdistrict

1. Purpose

The purpose of the Fairmount Station Subdistrict is to provide opportunities for lower density, high quality multi-family housing that helps preserve the existing physical context of the neighborhoods in proximity to Fairmount Station.

2. Applicability

An applicant may develop multifamily housing on certain parcels with frontage on Eliot Street, in accordance with the provisions of this subsection.

3. **Uses Permitted As of Right.** The following uses are permitted as of right within the Fairmount Station Subdistrict.
 - c. Multi-family housing of up to three (3) units in a single building per lot on parcels 6,000 square feet or more.
4. **Accessory Uses.** The following uses are considered accessory as of right to any of the permitted uses in Section M.3.
 - d. Parking, including surface parking and parking within a structure such as a garage or other building on the same lot as the principal use.
5. **Table of Dimensional Standards.** Notwithstanding anything to the contrary in this Zoning,

the dimensional requirements applicable in the Fairmount Station Subdistrict are as follows:

Standard	
Lot Size	
Minimum (SF)	6,000
Height	
Stories (Maximum)	2.5
Feet (Maximum)	35
Minimum Open Space	40%
Maximum Units per Lot	3 units on lots 6,000 sf or more

Standard	
Minimum Frontage (ft)	50
Front Yard Setback	
(ft.)	15
Side Yard Setback	
Minimum side setback (ft)	5
Minimum sum of both side setbacks (ft)	20
Rear Yard Setback	
(ft.)	20
Maximum Floor Area Ratio (FAR)	
Lots 6,000 to 7,999 square feet	0.50
Lots 8,000 to 9,999 square feet	0.38
Lots 10,000 to 11,999 square feet	0.30
Lots 12,000 to 13,999 square feet	0.25
Lots 14,000 square feet or more	0.21

6. **Exceptions.** The limitation on height of buildings shall not apply to chimneys, ventilators, towers, silos, spires, or other ornamental features of buildings, which features are in no way used for living purposes and do not constitute more than 25% of the ground floor area of the building.
7. **Exceptions: Renewable Energy Installations.** The Site Plan Review Authority may waive the height and setbacks in **Section 275-3.2X M.5 Table of Dimensional Standards** to

accommodate the installation of solar photovoltaic, solar thermal, living, and other eco-roofs, energy storage, and air-source heat pump equipment. Such installations shall not create a significant detriment to abutters in terms of noise or shadow and must be appropriately integrated into the architecture of the building and the layout of the site. The installations shall not provide additional habitable space within the development.

8. **Number of parking spaces.** The following numbers of off-street parking spaces shall be permitted by use, either in surface parking or within garages or other structures:

Use	Maximum Spaces
Multi-family	1 space per Residential Dwelling Unit

9. **Number of bicycle parking spaces.** The following **minimum** numbers of covered bicycle storage spaces shall be provided by use:

Use	Minimum Spaces
Multi-family	3 space per Residential Dwelling Unit

N. General Development Standards, Design Review, and Site Plan Review

1. **Applicability of General Development Standards, Design Review, and Site Plan Review**
 - a. Projects proposed in accordance with the MCMOD shall be subject to § 275-12.4 Site Plan Approval.

O. Design Guidelines. The Site Plan Review Authority may adopt and amend, by simple majority vote, Design Guidelines which shall be applicable to all rehabilitation, redevelopment, or new construction within the MCMOD. Such Design Guidelines must be objective and not subjective and may only address the scale and proportions of buildings, the alignment, width, and grade of streets and sidewalks, the type and location of infrastructure, the location of building and garage entrances, off street parking, the protection of significant natural site features, the location and design of on-site open spaces, exterior signs, and buffering in relation to adjacent properties. Design Guidelines may contain graphics illustrating a particular standard or definition in order to make such standard or definition clear and understandable.

P. Affordability Requirements.

- a. **Purpose.**
 - i. Promote the public health, safety, and welfare by encouraging a diversity of housing opportunities for people of different income levels;
 - ii. Provide for a full range of housing choices for households of all incomes, ages, and sizes;
 - iii. Increase the production of affordable housing units to meet existing and

anticipated housing needs; and

iv. Work to overcome economic segregation allowing Milton to continue to be a community of opportunity in which low and moderate-income households have the opportunity to advance economically.

b. Affordability requirements.

i. **Subsidized Housing Inventory.** All units affordable to households earning 80% or less of AMI created in the MCMOD under this section must be eligible for listing on EOHLC's Subsidized Housing Inventory.

c. **Provision of Affordable Housing.** In any development containing eight or more units, not fewer than fifteen percent (15%) of housing units constructed shall be Affordable Housing Units. For purposes of calculating the number of Affordable Housing Units required within a development project, a fractional unit shall be rounded up or down to the nearest whole number. The Affordable Units shall be available to households earning income up to eighty percent (80%) of the AMI. If EOHLC determines in writing that the Town has not shown the 15% requirement to be feasible, not fewer than 10% of the dwelling units in any development containing ten (10) or more units shall be Affordable Housing Units available to households earning income up to eighty percent (80%) of the AMI.

d. **Development Standards.** Affordable Units shall be:

i. Integrated with the rest of the development and shall be compatible in design, appearance, construction, and quality of exterior and interior materials with the other units and/or lots;

ii. Dispersed throughout the development;

iii. Located such that the units have equal access to shared amenities, including light and air, and utilities (including any bicycle storage and/or Electric Vehicle charging stations) within the development;

iv. Located such that the units have equal avoidance of any potential nuisances as market-rate units within the development;

v. Distributed proportionately among unit sizes; and

vi. Distributed proportionately across each phase of a phased development.

vii. Occupancy permits may be issued for market-rate units prior to the end of construction of the entire development provided that occupancy permits for Affordable Units are issued simultaneously on a pro rata basis.

e. **Administration.** The Zoning Enforcement Officer shall be responsible for administering and enforcing the requirements in this section.

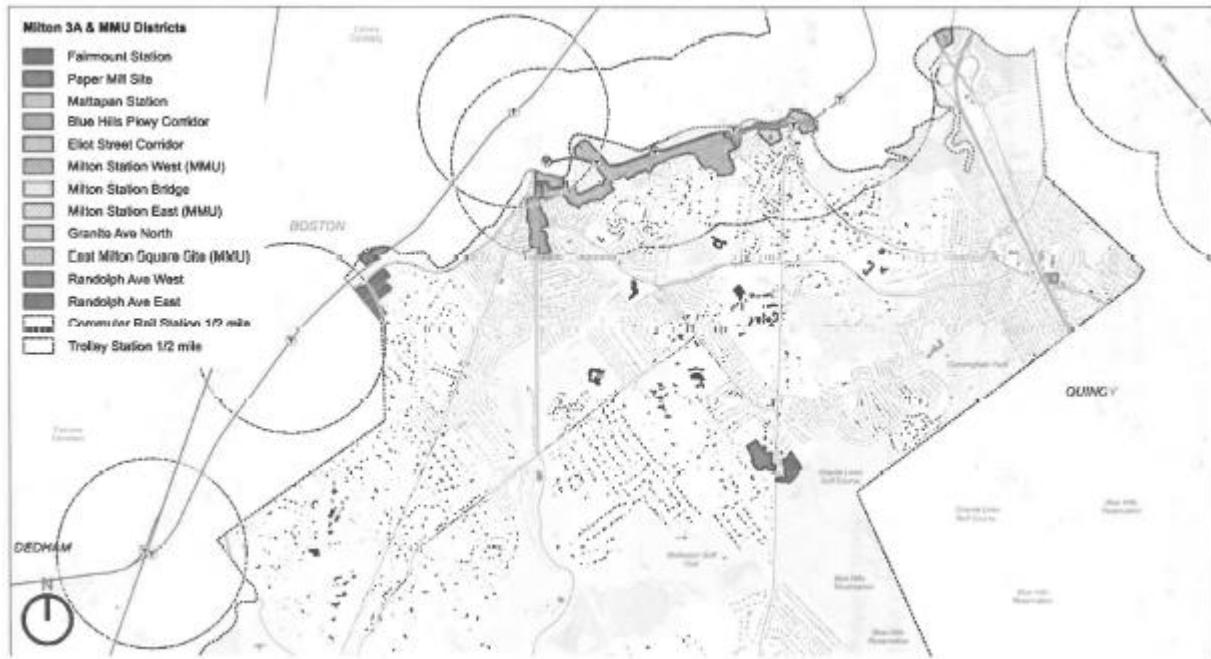
Q. Severability.

If any provision of this Section 275-3.2X is found to be invalid by a court of competent jurisdiction, the remainder of Section 275-3.2X shall not be affected but shall remain in full force and effect. The

invalidity of any provision of this Section 275-3.2X shall not affect the validity of the remainder of Milton's Zoning Bylaw.

And to authorize the Town Clerk to make clerical revisions to section numbers and headings.

And to act on anything relating thereto.



Submitted by Citizen's Petition. More than 100 citizens signed the petition, the first ten (10) of whom are:

Karen Lynn Friedman-Hanna	3 Norway Road
Frank D. Schroth	39 Avalon Road
Kathryn A. Fagan	78 Capen Street
Frank S. David	15 Annapolis Road
Denis F. Keohane	1035 Brush Hill Road
Joanne P. Stanley	175 Milton Street
Susan Feeney Sullivan	7 Norway Road
Joseph P. O'Malley	84 Decker Street
Marsha B. Grills	30 Landon Road
Sarah Jane Nethercote	55 Woodland Road

The Warrant Committee has not yet made a recommendation on this article.

COMMENT: The Warrant Committee did not have an opportunity to review this article prior to the printing of the Warrant. The Warrant Committee will make its recommendation prior to the June 16, 2025 Special Town Meeting. The recommendation will be available in hard copy form at the Town Meeting and it will be available on the Town's Town Meeting webpage:

<https://townofmilton.org/townmeeting>

In addition, the Planning Board has posted all presentations and materials related to MBTA Communities on the MBTA Communities page on the Town website:

<https://www.townofmilton.org/301/MBTA-Communities-Multi-Family-Zoning-Req>

Past meetings of the Planning Board are available for viewing from Milton Access TV on their YouTube page: <https://www.youtube.com/@miltonaccesstv/videos>

Town of Milton
525 Canton Ave
Milton, MA 02186

**Town Meeting will be held on
Monday, June 16, 2025
Beginning at 7:30 p.m.**

The Milton High School auditorium
is reserved for additional Town Meeting
sessions at 7:30 p.m. on:
Tuesday, June 17
Wednesday, June 18

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