

# MBTA Communities Zoning Requirements

Select Board Briefing  
July 25, 2023



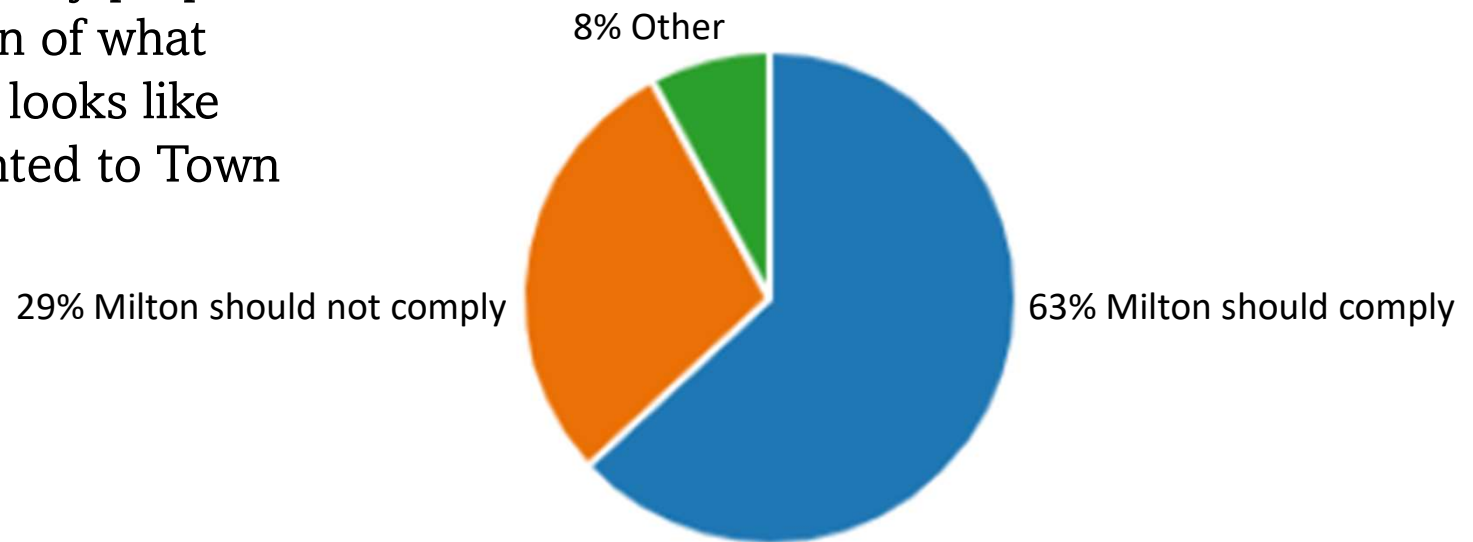
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Milton Department of Planning and Community Development

# Options for Compliance

Town Meeting is the venue at which compliance will ultimately be decided.

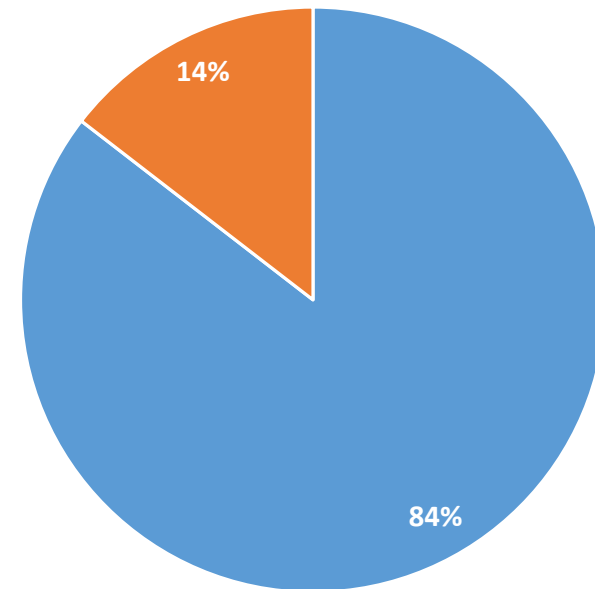
Our job is to collaboratively prepare the best possible version of what complying with the law looks like and have that be presented to Town Meeting



# What are we learning?

Current property owners do not have much in redeveloping their homes if it was rezoned for multifamily use

This indicates that actual development coming out of this zoning change would likely be less than the total potential



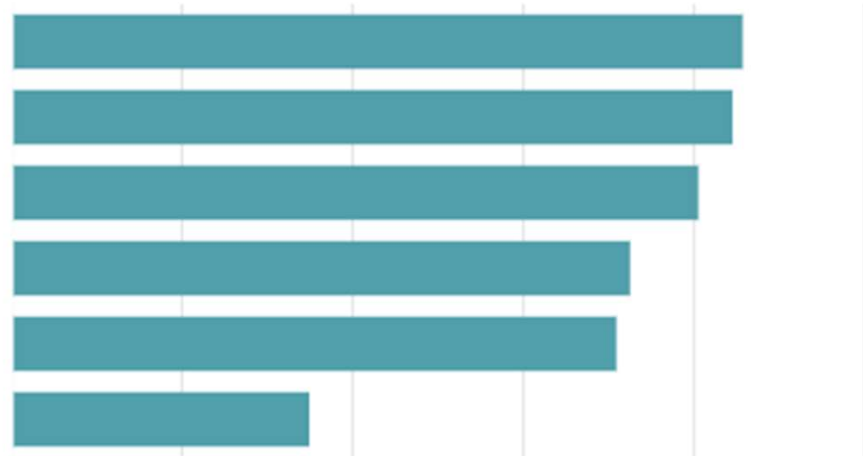
- No, I would not be interested in redeveloping my property
- Yes, I would be interested in redeveloping my property



# What are we learning?

- In our May update, we asked additional questions about municipal services and community benefits
- Affordable housing and commercial space were the most voted for benefits, with affordable housing being the most popular #1 choice

- 1 Affordable housing
- 2 Commercial space
- 3 Open space
- 4 Streetscape improvements
- 5 Preservation of existing structures
- 6 Other benefits



# Update on Technical Assistance

## Refining the transit area

- Planners at Utile have proposed adjustments to the transit area district that will increase our overall density

## Subdistrict testing

- Planners at the Metropolitan Area Planning Council have tested additional subdistricts throughout Town that will establish a baseline level of compliance

## Multiple compliance options

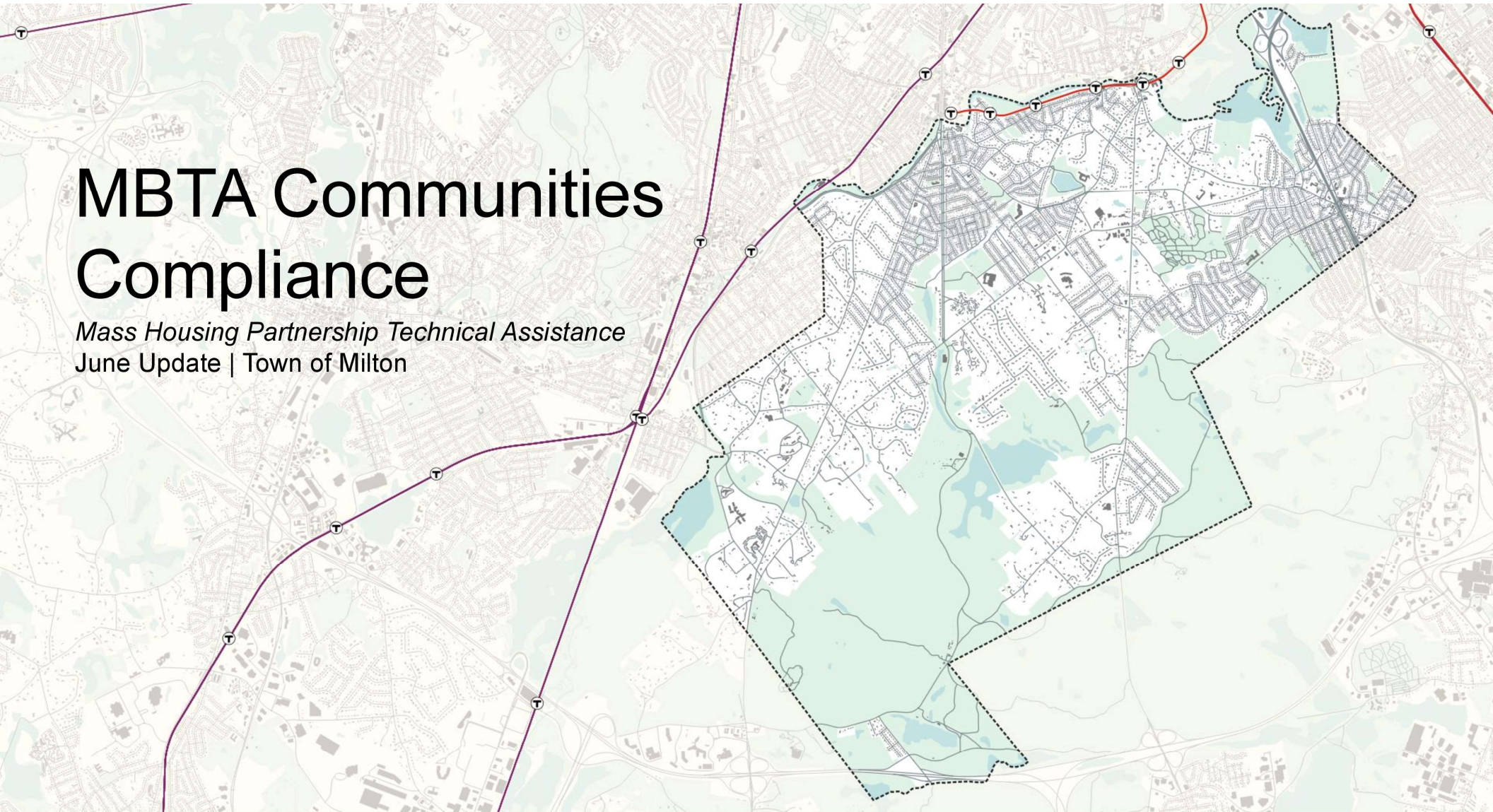
- Both MAPC and Utile have produced pathways that meet all of our compliance requirements. The next step is determining which pathway is preferable, or if some combination of the two needs to be devised.





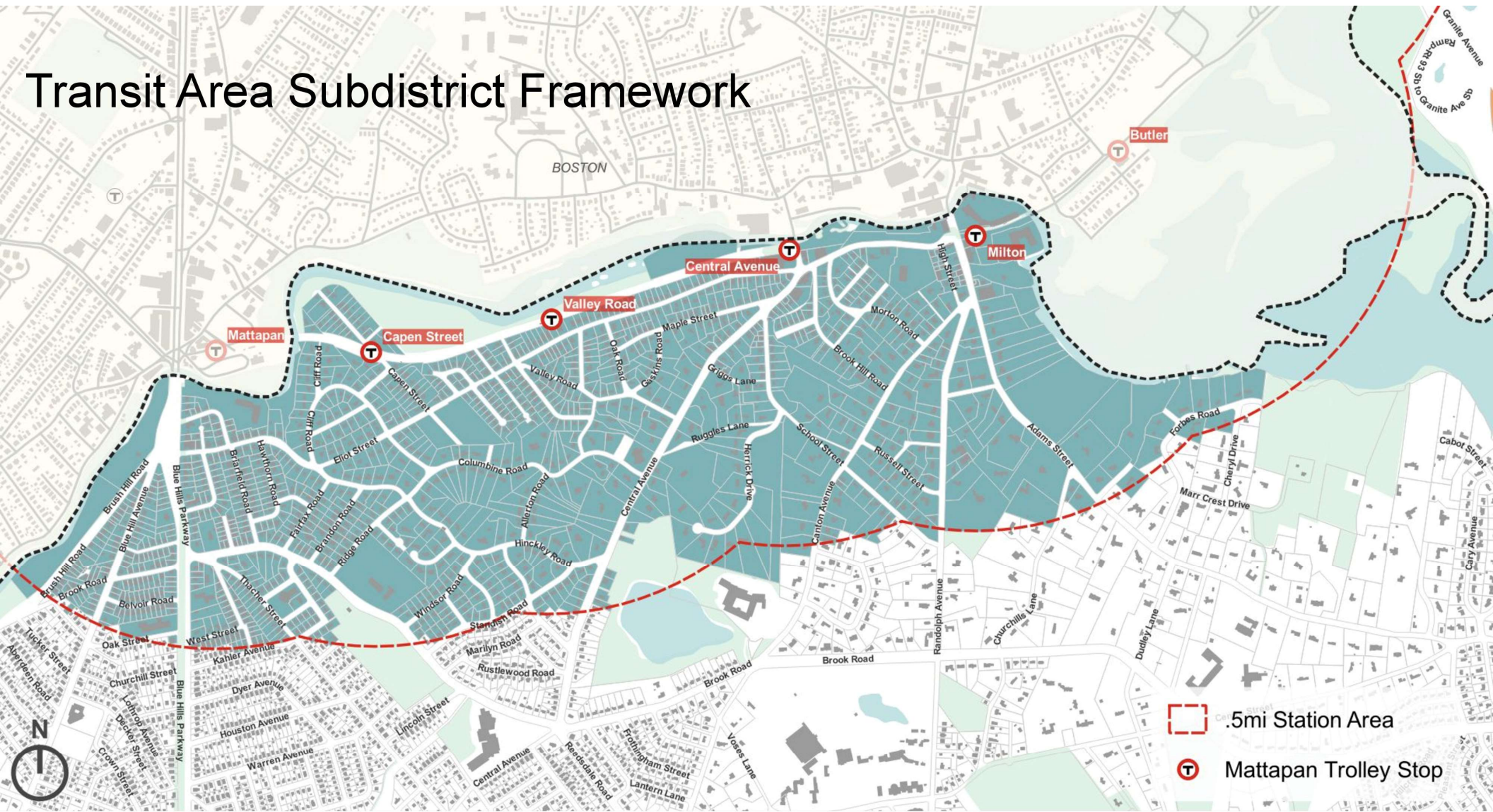
# MBTA Communities Compliance

*Mass Housing Partnership Technical Assistance*  
June Update | Town of Milton



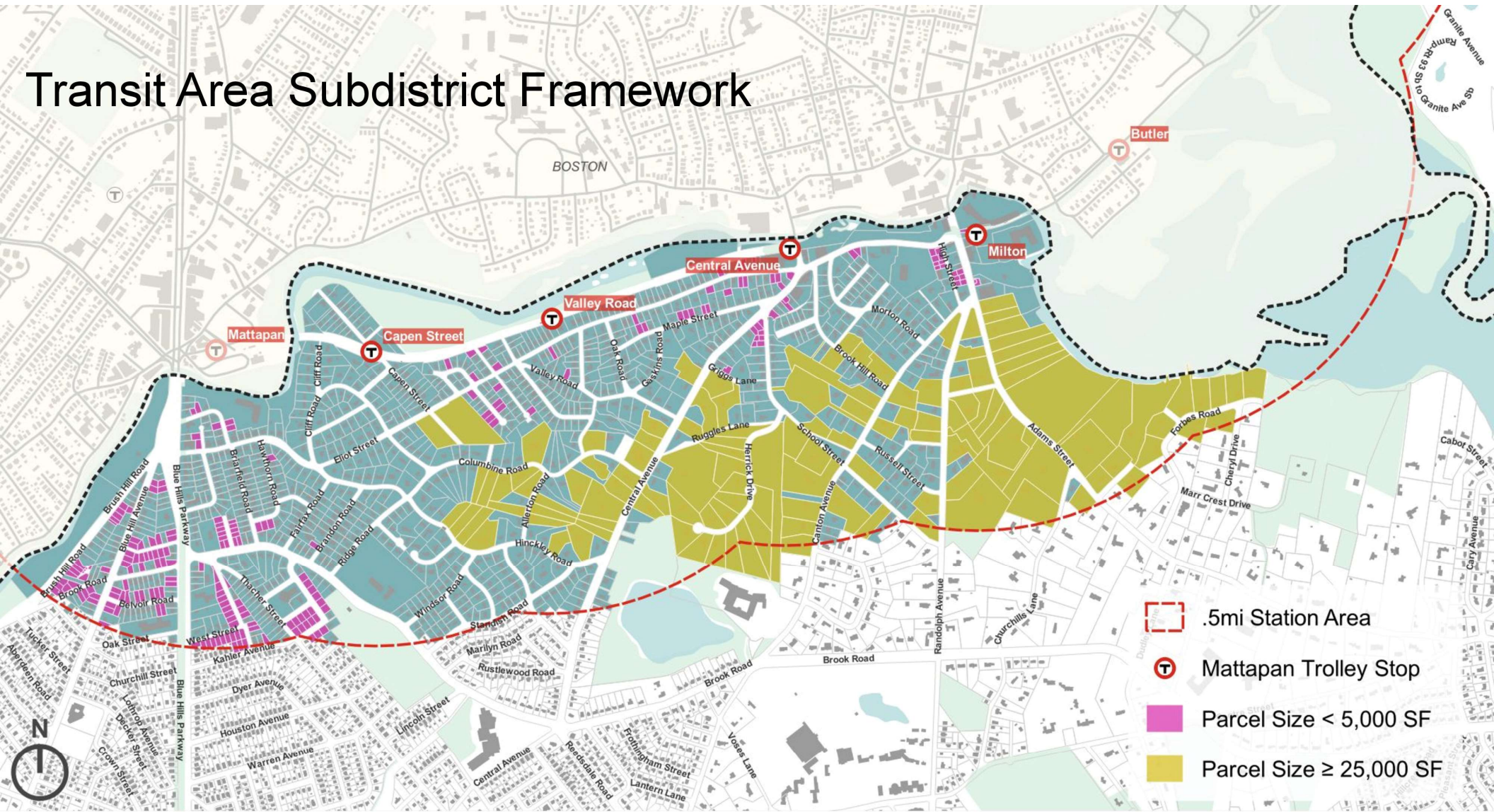


# Transit Area Subdistrict Framework



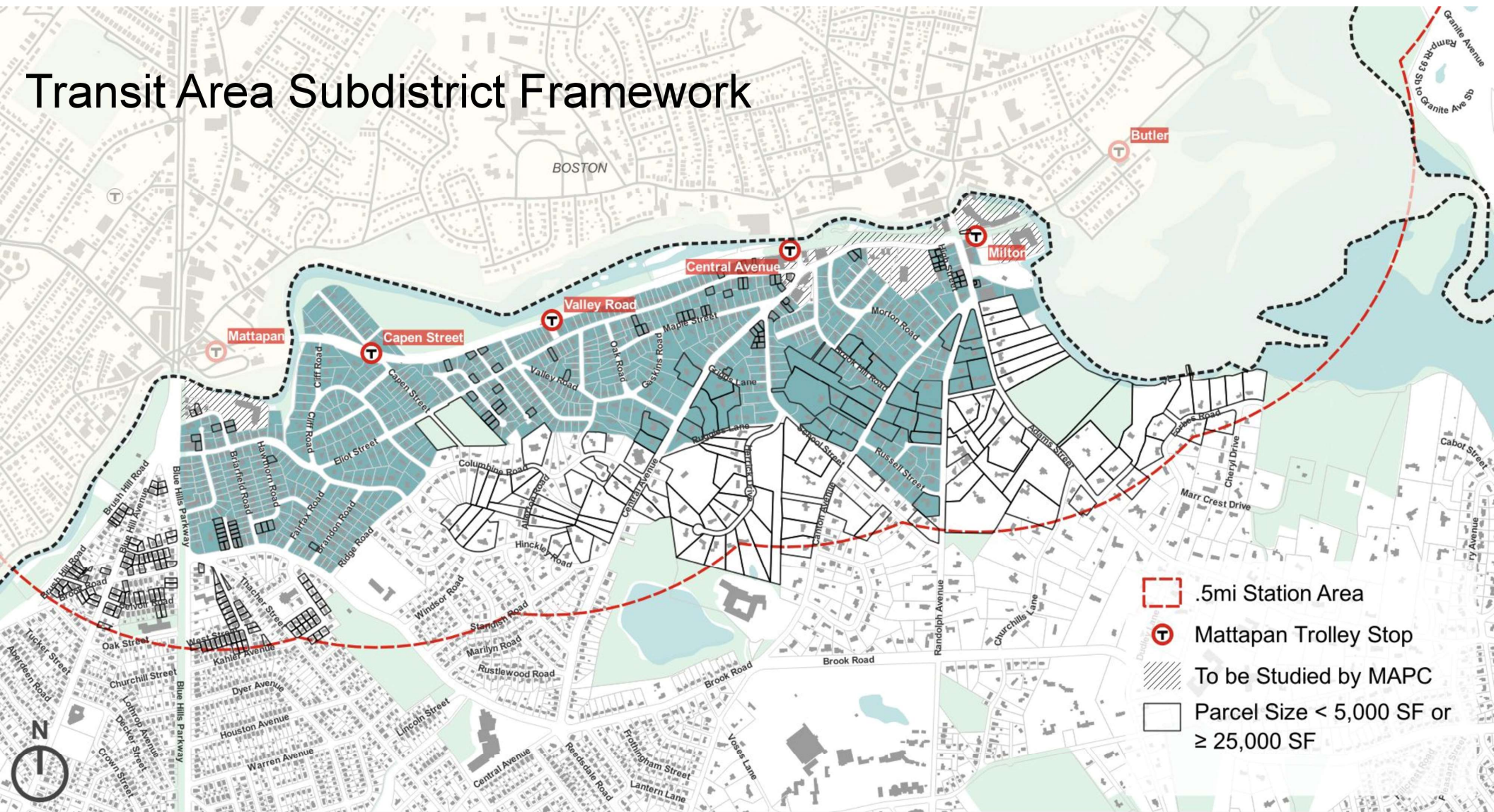


# Transit Area Subdistrict Framework



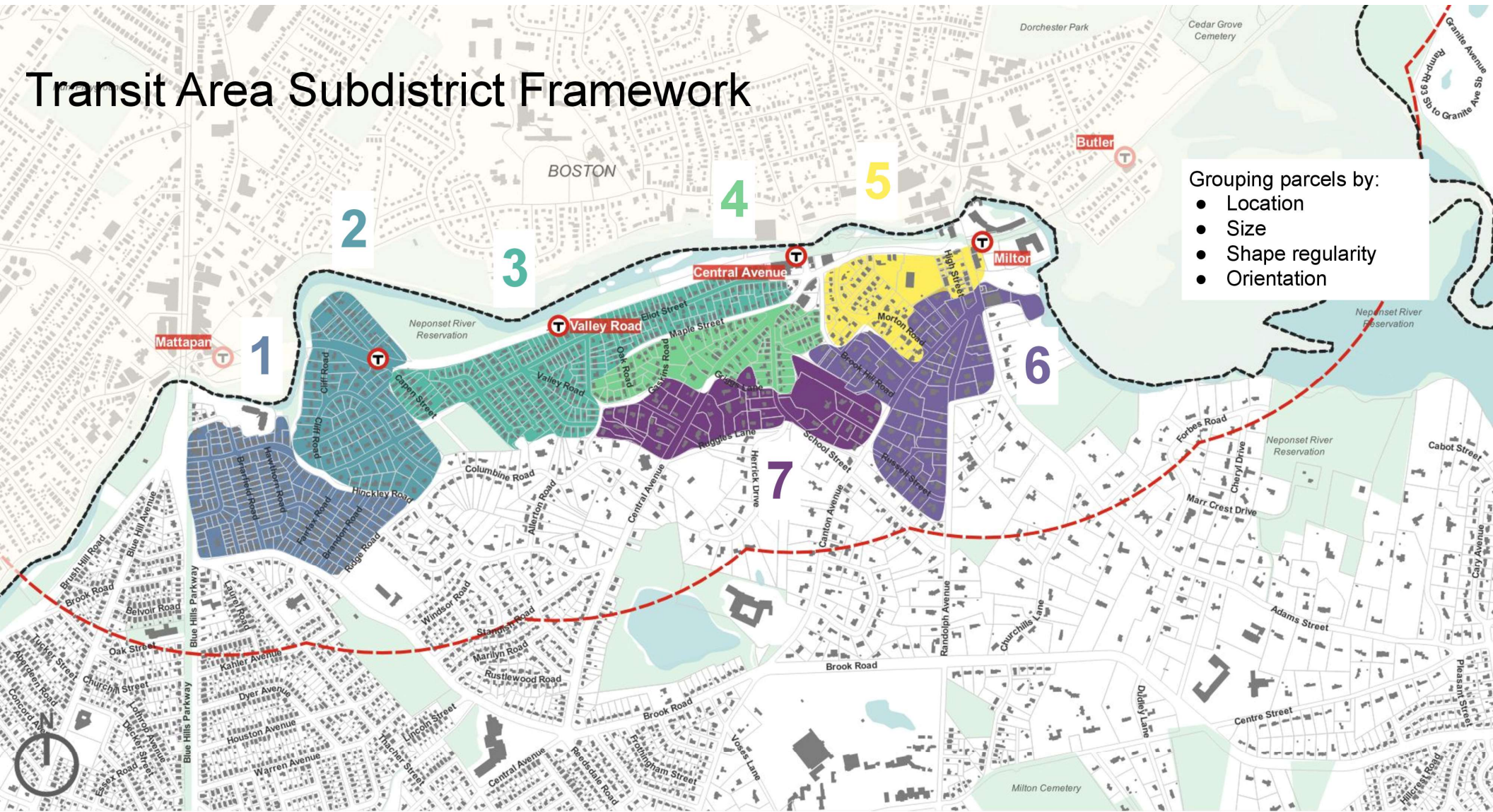


# Transit Area Subdistrict Framework





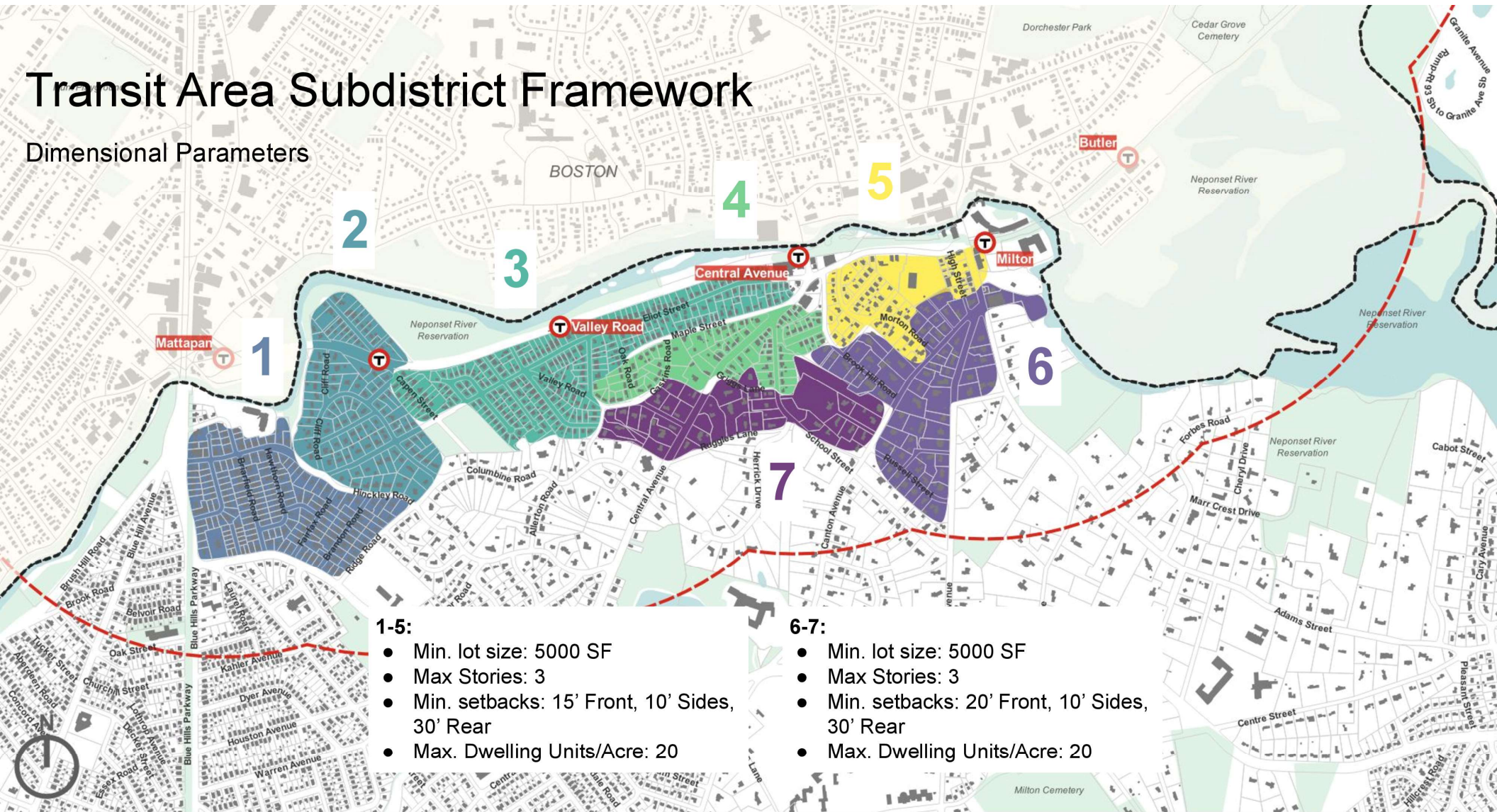
# Transit Area Subdistrict Framework





# Transit Area Subdistrict Framework

## Dimensional Parameters



# Transit Area + Granite Ave Subdistricts

Model Outputs



# Compliance Model Summary





Model Inputs						Model Outputs			
Draft Subdistrict Name	Max. Stories	Min. Lot Size	Setbacks	Min. Parking Spaces per Unit	Max. Units per Acre	Modeled Multifamily Unit Capacity	District Acreage	Subdistrict Density Denominator*	Modeled Gross Subdistrict Density**
<b>Transit Area Subdistricts 1-5</b>	3 stories	5000 SF	Front: 15' Sides: 10' Rear: 30'	1	20	2472	165 acres	165 acres	15 Units/Acre = 2472 units / 165 acres
<b>Transit Area Subdistricts 6-7</b>	3 stories	5000 SF	Front: 20' Sides: 10' Rear: 30'	1	20	1018	56 acres	56 acres	18.2 Units/Acre = 1018 units / 56 acres
<b>Granite Ave Subdistrict</b>	6 stories	-	Front: 20' Sides: 10' Rear: 30'	1	45	701	153 acres	43 acres	16.4 Units/Acre = 701 units / 43 acres
<b>TOTAL</b>	-	-	-	-	-	<b>4191</b>	374 acres	264 acres	<b>15.8 Units/Acre = 4191 units / 264 acres</b>

# Detailed Compliance Model Summary

Data Metric	District 1	District 2	District 3
District Name	Transit Subdistrict 1-5	Transit Subdistricts 6-7	Granite Ave Subdistrict
District Acreage <i>(see note)</i>	165.8	56.5	153.7
District Density Denominator <i>(see note)</i>	165.0	55.8	42.9
<b>Final Unit Capacity per District</b>	<b>2,472</b>	<b>1,018</b>	<b>701</b>
<b>DU/AC</b>	<b>15.0</b>	<b>18.2</b>	<b>16.4</b>
Parcel Acreage	135.7	51.4	132.8
Total Built Square Feet	7,298,802	2,904,344	1,625,942
Total Units in Station Area	2,472	1,018	171
Non-Conforming Parcels	87	0	0
Total Excluded Land (sf)	50,196	30,737	5,511,310
Total Open Space (sf)	1,232,804	478,474	6,311,647
Total Parking Area (sf)	1,990,582	792,094	221,719
Units Forgone due to Unit Cap in Zoning	0.00	0.00	0.00



# Townwide Summary

-  To be Studied by MAPC
-  .5mi Station Areas
- Draft District Concepts**
  -  Draft Granite Ave Subdistrict Concept
  -  Draft Transit Area Subdistrict Concept

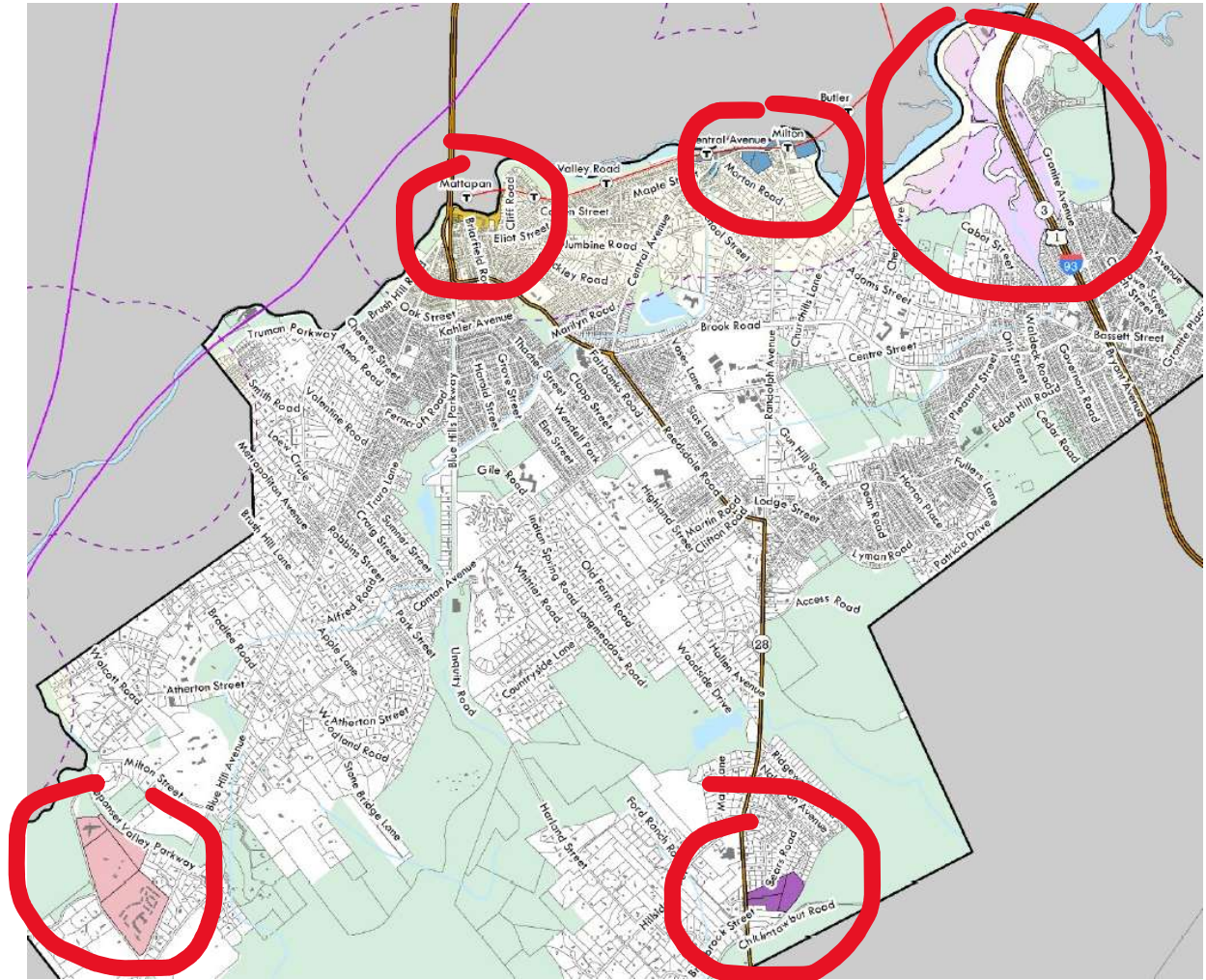




# Large Parcel Tests

MAPC tested five sets of larger parcels in various locations in Town.

- Milton Village
- Curtis Road
- Brush Hill Road/Neponset Valley Parkway
- Randolph Avenue
- Granite Avenue





# Large Parcel Tests

**Figure 3:** Requirement Checks

Requirement Checks Performed:	Result
1. Each non-contiguous area (i.e., each sub-district) of the test district must be at least five acres.	<b>PASSED;</b> smallest non-contiguous portion within the test districts is 6.45 acres large within the Transit Subdistrict 4.
2. At least half the district land area is contiguous. Note that two different districts or sub-districts (with different zoning parameters) are also considered contiguous if they are adjacent to each other and can contribute to the 50% requirement for contiguity.	<b>PASSED;</b> Granite Avenue Subdistrict (Res-C) is considered contiguous which will result in 56.5% (132.76 ac) of total land area (more than 50% of the total test area as required).
3. The total test district area should be greater than the minimum land area requirements (which are community-specific and available in the Compliance Model Excel sheet).	<b>PASSED;</b> test district passed this requirement as the total area of the test districts is 234.9 acres as compared to the required 50 acres.
4. For Rapid Transit and Commuter Rail community categories such as Milton, the percentage of land area within transit station areas should be greater than minimum requirements (which are community-specific and available in the Compliance Model Excel sheet). In Milton's case it is 50%.	<b>PASSED;</b> test districts passed this check as 25% (58.28 ac) of the district is within station area.



# Large Parcel Tests

**Figure 5: Checking Key Compliance Criteria**

Test Subdistrict (Existing Zoning District)	Modeled Multifamily Unit Capacity	District Size (acres)	District Density Denominator* (acres)	Modeled District Density
Transit Subdistrict 3 (Res-C & Bus)	597 units	15.5 acres	8 ac.	74.6 Units/Acre = 597 Units/8 Acres
Transit Subdistrict 4 (Res-C)	161 units	6.5 ac.	4.2 ac.	38.7 Units/Acre = 161 Units/4.2 Acres
Brush Hill Road Subdistrict (Res-D2)	1,324 units	66.3 ac.	61.6 ac.	21.5 Units/Acre = 1,324 Units/61.6 Acres
Randolph Avenue Subdistrict (Res-B)	280 units	14 ac.	8.7 ac.	32.2 Units/Acre = 280 Units/8.7 Acres
Granite Avenue Subdistrict (Res-C)	483 units	132.8 ac.	19.9 ac.	24.3 Units/Acre = 483 Units/19.9 Acres
<b>TOTAL</b>	<b>2,845 units</b>	<b>234.9 ac.</b>	<b>102.3 ac.</b>	<b>23.8 Units/Acre = 2,433 Units/102.3 Acres</b>
<b>Compliant?</b>	<b>YES.</b> Minimum 2,461 units required.	<b>YES.</b> Minimum 50 acres required	<b>N/A</b>	<b>YES.</b> Minimum 15 Units/Acre required.

\* "District Density Denominator" is the district size MINUS any areas containing: wetlands, water bodies, Title V setbacks, Surface Water Protection Zone A, and Wellhead Protection Zone 1.



# What Does It All Mean?

Both sets off subdistricts tested by Utile and MAPC could be compliant, but each has pros, cons, and question marks.

- Transit Area Small Lots District
  - Pros
    - Closest area to transit stations; biggest potential for low traffic, infrastructure impacts
    - Supports existing business districts
    - Pace of change would be more gradual
    - Gives more property owners flexibility and property rights
    - From a municipal impact perspective, lowest potential for net new units (redeveloping one house to three units nets two units)





# What Does It All Mean?

- Transit Area Small Lots District
  - Cons
    - Largest possible affected geography
    - Least predictable pattern of potential redevelopment; entails hundreds of different property owners making hundreds of individual decisions
    - In order to reach overall density target, requires more significant density in Milton Hill Historic District



# What Does It All Mean?

- Large Parcel Subdistricts
  - Pros
    - Opportunity for density levels to support deed-restricted affordable housing
    - Opportunity for mixed-use development
    - Fewer residential abutters than Transit Area Small Lot District
    - Fewer affected parcels
  - Cons
    - Many units further from transit; will require more parking, putting more cars on Milton streets
    - Larger developments mean faster, more acute impacts
    - From a municipal impact perspective, highest potential for net new units (redeveloping nonresidential sites means 100 percent net new units)





# What Does It All Mean?

- Question marks
  - Do we want to proceed with one strategy, or a combination of both strategies
    - We may not have a choice
  - Is Brush Hill Road subdistrict too dense at 1,324 potential units?
    - If yes, density will need to be made up elsewhere in order to reach minimum unit capacity threshold.
  - Does Granite Avenue subdistrict actually count as a contiguous geography?
    - If not, we'll need to zone portions of the Transit Area Small Parcel district
  - From an equity perspective, do we want to zone for only certain portions of the Transit Area Small Parcel district?
    - Zoning for a larger area will cause us to exceed the unit capacity minimum threshold

